

**CITY OF SAN MATEO**  
**Planning Commission Special**  
**Meeting**  
**September 27, 2022**  
**6:00 PM**

City Hall Council Chamber  
330 West 20th Avenue  
San Mateo CA 94403



**COMMISSION MEMBERS**  
Margaret Williams, Chair  
John Ebner, Vice Chair  
Adam Nugent  
Seema Patel  
Martin Wiggins

## **AGENDA**

**THIS MEETING IS BEING HELD PURSUANT TO THE GOVERNOR'S EXECUTIVE ORDERS  
WHICH SUSPEND CERTAIN REQUIREMENTS OF THE BROWN ACT.**  
**THIS MEETING CAN BE ATTENDED IN PERSON OR REMOTE BY JOINING ZOOM – SEE CODES BELOW.**  
**PUBLIC COMMENTS WILL BE ACCEPTED BOTH IN PERSON AND REMOTELY.**  
**SEE END OF AGENDA FOR OPTIONS AND INSTRUCTIONS ON HOW TO PARTICIPATE IN THE MEETING.**

To join via Zoom – click here: [September 27, 2022](#)  
To join via telephone: (408) 638-0968  
Webinar ID: 861 8248 1121 Passcode: 891622

The Planning Commission meeting will conclude by 11:00 p.m. unless otherwise extended by commission vote.  
Any unheard items will automatically move forward to the next regular meeting.

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### **CALL TO ORDER**

Pledge of Allegiance

Roll Call

### **PUBLIC COMMENT**

*During the public comment period, members of the public may speak on general items of interest within the Commission's jurisdiction that are not on the agenda. Each member of the public may speak for a maximum of three minutes with a maximum of 15 minutes for the entire public comment period. The Chair shall determine whether the matter is within the Commission's jurisdiction. The Commission shall not act on or discuss any matters raised during the public comment period, which are not on the agenda, but shall refer such matters to staff for review and/or request such matters be placed on a future agenda.*

### **OLD BUSINESS**

*The public will have an opportunity to comment during the Council's consideration of these items.*

1. General Plan Update – Draft Goals, Policies and Actions for the Land Use, Community Design and Historic Preservation, and Safety Elements

Provide a recommendation to the City Council on the Goals, Policies and Actions that should be included in the City's Draft General Plan Update.

### **REPORTS AND ANNOUNCEMENTS**

*Commission Members and Staff report on their various assignments and Commission requests for scheduling future items.*

### **ADJOURNMENT**

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**AGENDAS:** Agendas and material are posted on the City's website on the Friday preceding each Planning Commission Meeting and can be viewed on the City's website at [www.cityofsanmateo.org](http://www.cityofsanmateo.org) . Any supplemental material distributed to the Commission after the posting of the agenda will be made part of the official record.

**WATCHING A MEETING ON TV:** City Council meetings are broadcast live on Comcast/channel 27, Wave/channel 26, or AT&T/channel 99. For transmission problems during the broadcast, please call (650) 522-7099.

For all other broadcast comments, call (650) 522-7040, Monday-Friday, 8 a.m. - 5 p.m.

**WATCHING A MEETING ON A COMPUTER:** There are three ways to stream.

- 1) Public Meeting Portal [www.cityofsanmateo.org/publicmeetings](http://www.cityofsanmateo.org/publicmeetings)
- 2) City YouTube channel and stream it on YouTube: <http://youtube.com/CityofSanMateo>
- 3) Watch TV live stream: <https://www.cityofsanmateo.org/193/Channel-San-Mateo-Live-Stream>

#### **PUBLIC COMMENTS/REQUEST TO SPEAK**

##### Prior to the Meeting

Send comments to: [planning@cityofsanmateo.org](mailto:planning@cityofsanmateo.org) until 4 p.m. the day of the meeting.

##### During the meeting

**By computer:** Click the link at the top of the agenda and you'll be added to the meeting. All attendees are muted by default. When the item of interest is open for consideration, select the "Raise Your Hand" icon and you will be called on at the appropriate time.

**By telephone:** Call (408) 638-0968 and enter the conference ID found at the top of the meeting agenda. When the item of interest is open for consideration, select \*9 to raise your hand. When called upon, press \*6 to unmute, state your name and provide your comments.

**By Zoom:** Click the link at the top of the agenda and you'll be added to the meeting. All attendees are muted by default. When the item of interest is open for consideration, select the "Raise Your Hand" icon and you will be called on at the appropriate time.

**In Person:** At the meeting complete a "Request to Speak" form, submit a request at the speaker kiosk or scan the QR code.

**ACCESSIBILITY:** In compliance with the Americans with Disabilities Act, those with disabilities requiring special accommodations to participate in this meeting may contact the Planning Division Office at (650) 522-7212 or [planning@cityofsanmateo.org](mailto:planning@cityofsanmateo.org). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.



# CITY OF SAN MATEO

City Hall  
330 W. 20th Avenue  
San Mateo CA 94403  
[www.cityofsanmateo.org](http://www.cityofsanmateo.org)

## Agenda Report

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Agenda Number: 1

Section Name: OLD BUSINESS

Account Number:

File ID: 22-6648

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**TO:** Planning Commission  
**FROM:** Christina Horrisberger, Director  
**PREPARED BY:** Community Development Department  
**MEETING DATE:** September 27, 2022

**SUBJECT:**

General Plan Update – Draft Goals, Policies and Actions for the Land Use, Community Design and Historic Preservation, and Safety Elements

**RECOMMENDATION:**

Provide a recommendation to the City Council on the Goals, Policies and Actions that should be included in the City's Draft General Plan Update.

**BACKGROUND:**

The City's General Plan Update (GPU) kicked off in Fall 2018 and began with a series of visioning workshops and community meetings. From April 2019 through July 2022, the General Plan team held a series of meetings and events to establish the General Plan study areas, create the range of alternatives, confirm the draft alternatives, and receive feedback and direction on the preferred land use and circulation scenarios from the community and, ultimately, the City Council. More information about the background information, technical reports and the outreach process, including meeting materials and recordings, is available at [www.StriveSanMateo.org](http://www.StriveSanMateo.org).

To date, the Strive San Mateo General Plan Update has focused on crafting a shared community vision for what San Mateo can be in the year 2040, as well as selecting the preferred land use and circulation scenarios that will guide the General Plan's Land Use and Circulation Elements. The process is now shifting to focus on the goals and policies for all of the elements in the City's General Plan Update. The draft goals, policies and actions were published on July 21, 2022, which started the next phase of community outreach and engagement. Public meetings, workshops and pop-up events, as well as an online survey, will be happening through October 2022.

Goals, Policies and Actions Definitions

A General Plan is made up of a Vision Statement and Guiding Principles (Attachment 1), text describing key issues of community interest, and goals and policies that outline how the City will address those issues, as well as accompanying maps and diagrams. Each element of the General Plan will also include a concise set of background narratives that summarizes current conditions in the city related to the topics in the element. The background information will provide context about the issues the City plans to address, explaining why there is policy direction so that the policies and actions can focus on how the City can achieve a desired outcome. The narratives also provide information on other regulations and/or agencies that influence the decisionmaking process. Together, these items paint a picture of the community's future. A draft outline of how the complete Draft General Plan will be composed is included in Attachment 2. It is anticipated that this outline will continue to evolve and be refined based on ongoing community input and Council direction before the Draft General Plan document is published in 2023.

Each element, or chapter, of the General Plan addresses a specific set of topics and includes a set of goals, policies and actions that provide a blueprint for how the City will address these issues. Definitions of what a goal, policy, and action are, and the relationship between them, is as follows:

- A goal is a description of a general desired result that the City seeks to create through the implementation of its General Plan.
- A policy is a specific statement that regulates activities in the City, guides decisionmaking and directs ongoing efforts as the City works to achieve a goal. General Plan policies establish standards that will be used by City staff, Planning Commission, and City Council when prioritizing initiatives and expenditures, reviewing and approving new development and in related City decisionmaking.
- An action is a measure, procedure, or technique intended to help reach a specified goal or implement a policy. The actions in the General Plan will serve as a to-do list for City staff and officials to implement the goals and policies of the General Plan.

These goals, policies, and actions provide guidance to the City on how to direct change and manage resources over the next 20 years.

The basis for the draft goals, policies and actions started with the City's current General Plan. However, there are many important policy topics in which the current General Plan policy language is outdated and/or no longer adequately responds to current conditions and other present-day issues. To address these policy gaps, the General Plan team drafted updated versions by refining existing policies and creating new ones, as needed. The process to prepare the goals policies and actions that go into the GPU includes the following steps:

- **Review of existing General Plan goals, policies, and actions.** City staff from all departments, the GPU Technical Advisory Committee (TAC), reviewed the existing General Plan goals, policies, and actions and provided direction on which policies needed clarification, improvement, or removal. In addition, the General Plan team carefully reviewed the goals, policies, and actions and identified what changes were needed to respond to community input collected throughout the GPU process and State requirements by drawing from best practices used by other California communities.
- **Draft new and revised goals, policies, and actions.** The preparation of the updated goals, policies, and actions for the GPU has been going on for over two years, with the TAC and General Plan Team focused on addressing policy gaps, alignment with current processes and policies, and in response to community input. These Draft Goals, Policies, and Actions are included in [Attachment 3](#).
- **Collect input and direction on draft goals, policies, and actions.** The General Plan team is sharing the Draft Goals, Policies, and Actions with the community, General Plan Subcommittee, Planning Commission, and City Council this summer and fall to receive input and direction. Table 1 summarizes the community outreach program.

**Table 1 – Goals, Policies, and Actions Outreach Activities and Events**

Event	Date
Strive San Mateo Newsletter	Mailed all households Citywide on week of July 19-22, 2022
Online Survey	Monday, July 18 to Sunday, September 18, 2022
Informational Virtual Workshop	Thursday, September 8, 2022
In-Person Spanish Language Workshop	Saturday, September 10, 2022 at the King Center
In-Person Open House	Saturday, September 17, 2022 at the Downtown Library
Pop-up Events	See Attachment 4 for the list of events
Community Group Presentations	Dates and locations TBD

#### Community Feedback

On July 21, 2022, the City published an online survey to collect feedback and reactions to the Draft Goal, Policies and Actions. Participants have the option of selecting which draft goals and policies from the seven General Plan Elements to



provide feedback on. As of September 19, 2022, a total of 158 responses were submitted. In addition, to-date, the City has received 31 written comment letters. Based on the survey responses and written comments, some of the key issues that the community wants to see addressed within the GPU are listed below.

- Improving public safety;
- Limiting noise exposure;
- Maintaining the City's visual and architectural character;
- Preserving historic resources;
- Planning for sea level rise;
- Maintaining and improving infrastructure, public services, parks and recreational facilities; and
- Improving bicycle and pedestrian safety and connectivity.

An updated memo that includes a more detailed summary of the preliminary online survey results, community input collected and comment letters is included in Attachment 4. The online survey will now be open through October 16, 2022. All comments submitted on this topic are also available online at [www.strivesanmateo.org/documents/publiccomments](http://www.strivesanmateo.org/documents/publiccomments). This link includes all comments that have been submitted since the beginning of the GPU effort in September 2018.

#### General Plan Subcommittee Feedback

The GPS met three times on August 11, 18, and 30, 2022 to review and provide feedback on the draft goals, policies and actions. At all three meetings, the GPS accepted public comments, asked clarifying questions and provided a range of comments and feedback on all of the topics covered in the seven elements. Some of the overarching themes that emerged from the GPS's discussions and comments included:

- Focus on ways to support increased housing production and providing housing for residents at all income levels.
- Support the transition away from single-occupancy vehicles to other forms of mobility and prioritize investment in infrastructure that supports walking, biking and transit.
- Highlight how the City will be addressing environmental justice and climate change in all of the elements.
- Support high quality, pedestrian orientated design in new development, with a focus on establishing objective standards for architectural design and historic preservation.
- Support investment in the City's parks and recreational facilities, and ensure that they are accessible to all residents and neighborhoods.

A more detailed summary of the comments and input provided by the GPS is included in Attachment 5. The General Plan team is currently reviewing this input and will work on drafting updated language prior to the City Council meetings in October.

#### **DISCUSSION:**

The goal of this meeting series will be to receive a presentation from staff that summarizes the draft goals, policies and actions by element, receive public comments, and to collect Planning Commission input on the draft goals, policies and actions before they become part of the Draft General Plan. When preparing to provide input on the draft goals, policies, and actions, each Commissioner should:

- Review the relevant goals, policies and actions prior to each meeting:
  - Tuesday, September 13, 2022
    - Circulation
    - Conservation, Open Space and Recreation
    - Public Services and Facilities
    - Noise
  - Tuesday, September 27, 2022
    - Land Use
    - Community Design and Historic Preservation
    - Safety

- Consider the following questions during your review:
  - What do you support about these goals, policies and actions?
  - Is there anything you would add or change?
  - Are there any policy topics missing?
  - Should any of the policies be changed from a recommendation to a requirement or vice versa?
  - Are there additional specific actions that should be added to support implementation of the policies?

To support the Land Use Element discussions, examples of new construction projects at various heights and densities from around the Bay Area is included as Attachment 6. The General Plan team would like to keep the focus of the policy discussion on the content of the goals, policies, and actions. If a commissioner has suggested grammatical or typographical edits, please provide them to staff separately. Staff will review written comments and they will become part of the public record.

#### **NEXT STEPS:**

Following the September Planning Commission Meetings, the next steps to finalizing the draft goals, policies, and actions include:

- Public meetings before the City Council are scheduled for **October 3, 2022** and **October 17, 2022** to review the input from the community, GPS, Planning Commission, and provide direction on the draft goals, policies and actions.
- Finalize the goals, policies and actions per Council direction and incorporate them into the Draft General Plan. Publication of the Draft General Plan is targeted in **spring 2023**. The Draft General Plan will then be available for review and input from the community, the GPS, the Planning Commission, and the City Council in spring and summer of 2023.

#### **ENVIRONMENTAL DETERMINATION:**

In accordance with Public Resources Code section 21065, the Planning Commission's recommendation on the Draft Goals, Policies and Actions is not a project subject to CEQA because it can be seen with certainty that this activity will not cause a physical change in the environment. Preparation of a Draft Environmental Impact Report (DEIR) for the General Plan Update commenced in August, with publication of the DEIR for public review anticipated in the spring of 2023. The DEIR will have a 45-day public comment period once it is published. A Final EIR will be prepared prior to any formal decisions on the updated General Plan.

#### **NOTICE PROVIDED**

All meeting noticing requirements were met.

#### **ATTACHMENTS**

Att 1 – General Plan Vision Statement  
 Att 2 – Draft General Plan Outline  
 Att 3 – Draft Goals, Policies, and Actions  
 Att 4 – Community Engagement and Input Summary  
 Att 5 – General Plan Subcommittee Meetings Summary  
 Att 6 – Heights and Density Examples

#### **STAFF CONTACT**

City of San Mateo

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PlaceWorks

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# Vision & Values

## Our Vision:



San Mateo is a vibrant, livable, diverse, and healthy community that respects the quality of its neighborhoods, fosters a flourishing economy, is committed to equity, and is a leader in environmental sustainability.

## Our Values:

### Diversity

We embrace diversity and respect the experiences, contributions, and aspirations of people of all ages, abilities, incomes, and backgrounds. We celebrate arts and culture.



### Balance

We seek to balance well-designed development and thoughtful preservation with a full spectrum of choices for housing and effective transportation.



### Inclusivity

We strive to include everyone in community life and decisions for a shared, sustainable future.



### Prosperity

We cultivate a diverse and thriving economy with different types of homes, jobs, recreation, lifelong learning opportunities, and services for both current and future generations.



### Resiliency

We are leaders in sustainability, making San Mateo strong and resilient by acting boldly to adapt to a changing world.





## *Draft General Plan – Outline*

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### **I. INTRODUCTION**

- A. WHAT IS A GENERAL PLAN?
- B. WHO MADE THE GENERAL PLAN?
- C. VISION AND VALUES
- D. USER'S GUIDE
  - 1. Overview of elements
  - 2. Topics integrated throughout:
    - a. Environmental Justice
    - b. Climate Change and Sustainability
    - c. Community Engagement
  - 3. Definition of goal, policy, and action
- E. IMPLEMENTING THE GENERAL PLAN
  - 1. Relationship to zoning code, other plans, annual budget, etc.
  - 2. Amendments process

### **II. LAND USE**

- A. INTRODUCTION
- B. BACKGROUND
  - 1. Area Description
  - 2. History
  - 3. Projected Growth
  - 4. Economic Profile
  - 5. Land Use
    - i. Land Use Standards
    - ii. Land Use Map
    - iii. Specific Plans and Master Plans
- C. GOALS, POLICIES, AND ACTIONS
  - 1. Balanced, Orderly, and Equitable Growth and Preservation
  - 2. A Diverse Range of Land Uses
  - 3. Focused Planning Areas
    - a. Downtown
    - b. El Camino Real

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**DRAFT GENERAL PLAN OUTLINE**

- c. Hillsdale Station Area
  - d. Shopping Centers in Transition
- 4. Environmental Justice
  - a. Community Health
  - b. Equity Priority Communities
  - c. Access to Healthy Food
- 5. Community Engagement
- 6. Climate Change and Sustainability
- 7. A Sustainable Economy
  - a. Economic Development
  - b. Fiscal Health
- 8. Development Review
- 9. Regional Cooperation
- 10. General Plan Maintenance

**III. CIRCULATION****A. INTRODUCTION****B. BACKGROUND**

- 1. 21st Century Transportation
- 2. Transit
- 3. Bicycle and Pedestrian
- 4. Roadway Classifications
- 5. Future Traffic Conditions
- 6. Roadway improvements
- 7. Parking
- 8. Future Transportation Technology

**C. GOALS, POLICIES, AND ACTIONS**

- 1. Multimodal Transportation
- 2. Transportation Demand Management
- 3. Pedestrians
- 4. Bicycles and Micromobility
- 5. Transit and Mobility Services
- 6. Roadway Improvements
- 7. Parking Management
- 8. Future Mobility and Technology

**IV. HOUSING** *[prepared separately]***V. COMMUNITY DESIGN AND HISTORIC RESOURCES****A. INTRODUCTION****B. BACKGROUND**

1. Setting
2. Historic Resources
3. Elements of Design (e.g. scale, massing, materials, lighting, landscaping)
4. Art in Public Places

**C. GOALS, POLICIES, AND ACTIONS**

1. Natural Landscapes and the Urban Forest
2. Historic Resources
3. City Image
4. Residential
5. Mixed-Use and Commercial Areas
6. Area-Specific Design Policies
  - i. North Central
  - ii. Shoreview
  - iii. Marina Lagoon/ Bridgepointe
  - i. Northwest Heights
  - iv. Hayward Park/SunnyBrae
  - v. Beresford Park
  - ii. Hillsdale/Sugarloaf
  - iii. Western Hills

**VI. CONSERVATION, OPEN SPACE, PARKS AND RECREATION****A. INTRODUCTION****B. BACKGROUND**

1. Natural Resources
2. Tribal Cultural Resources
3. Parks and Recreation

**C. GOALS, POLICIES, AND ACTIONS**

1. Environmental Stewardship
2. Access to Nature
3. Water Quality, Creeks, and Riparian Areas
4. Air Quality

## DRAFT GENERAL PLAN OUTLINE

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5. Hillsides
6. Archaeological Resources and Tribal Cultural Resources
7. Parks and Recreation

### **VII. PUBLIC SERVICES AND FACILITIES**

#### **A. INTRODUCTION**

#### **B. BACKGROUND**

1. Equitable Access to Public Services and Facilities
2. Water Supply/Storm Drainage/Wastewater/Street Maintenance
3. Public Buildings
4. Schools
5. Library Services
6. Hospital and Medical Services
7. Childcare
8. Social Services
9. Communications
10. Solid Waste and Recycling
11. Waste Management

#### **C. GOALS, POLICIES, AND ACTIONS**

1. Community Safety
2. Water Supply
3. Sewer and Storm Drainage
4. Public Services and Facilities
5. Children and Youth
6. Healthcare and Social Services
7. Solid Waste

### **VIII. SAFETY**

#### **A. INTRODUCTION**

#### **B. BACKGROUND**

1. Emergency Readiness and Emergency Operations
2. Geologic and Seismic Hazards
3. Sea Level Rise and Flood Hazards
4. Wild Fire Hazards
5. Hazardous Materials
6. Energy Supply

**C. GOALS, POLICIES, AND ACTIONS**

1. Emergency Readiness and Emergency Operations
2. Geotechnical Hazards
3. Flood Hazards
4. Sea Level Rise
5. Wildfire Hazards
6. Hazardous Materials
7. Energy Supply

**IX. NOISE****A. INTRODUCTION****B. BACKGROUND**

1. Basic Concepts of Environmental Noise
2. Noise in San Mateo
3. Mitigating Noise Impacts

**C. GOALS, POLICIES, AND ACTIONS****X. APPENDICES****XI. GLOSSARY****XII. ACKNOWLEDGEMENTS**

Separate from General Plan: ACTION PLAN (or IMPLEMENTATION PLAN)





# Draft General Plan Goals, Policies, and Actions

July 2022

This document includes the draft goals, policies, and actions for San Mateo's General Plan Update. Community feedback helped develop the draft goals, policies and actions, and now the City is seeking community input to understand if they reflect the full range of community priorities and if there are other new ideas to consider. The draft goals, policies, and actions will be reviewed at a series of community events and at meetings of the General Plan Subcommittee, Planning Commission, and City Council over the summer and into the fall 2022. More information about these events and meetings can be found at [www.StriveSanMateo.org](http://www.StriveSanMateo.org).

After the City Council provides final direction on the draft goals, policies and actions, the General Plan team will incorporate them into the Draft General Plan. The City anticipates publishing the Draft General Plan in spring 2023.

Below is a list of each element in the General Plan and a summary of what that element covers. Click on an element to review its goals, policies and actions. The elements start at number 2 because the first chapter of the General Plan will be the Introduction.

## [2. LAND USE](#)

This element provides guidance for the future use and development of land, and also addresses environmental justice issues, community engagement, climate change and sustainability, regional cooperation, economic development, and development review.

## [3. CIRCULATION](#)

This element provides guidance to help design a sustainable and comprehensive transportation system that is safe and accessible for all users and modes of travel.

## [4. HOUSING](#)

The Housing Element for the sixth housing cycle is being drafted as part of a separate effort to meet state requirements. Please visit the City's [San Mateo Housing Element 2023-2031 website](#) to learn more.

## [5. COMMUNITY DESIGN AND HISTORIC PRESERVATION](#)

This element guides the development and physical form of San Mateo from the individual neighborhood scale to the overall cityscape and includes actions to help preserve the City's historic resources.

## [6. CONSERVATION, OPEN SPACE, PARKS & RECREATION](#)

This element provides guidance for the development, management, and preservation of San Mateo's natural, cultural, and recreational resources.

## 7. PUBLIC SERVICES AND FACILITIES

This element addresses public facility and infrastructure needs, such as community safety, water supply, sewer and storm drainage, childcare and schools, healthcare and social services, and solid waste.

## 8. SAFETY

This element provides guidance to help protect the community and mitigate potential impacts from natural and human-caused hazards, such as flooding, sea level rise, wildfires, seismic and geotechnical, and hazardous materials. This element also covers emergency preparedness and energy supply.

## 9. NOISE

This element provides guidance to protect the community from excessive noise exposure.

## ADDITIONAL TOPICS

In addition to the elements outlined above, there are three other priority topics that are addressed throughout the General Plan in multiple elements. These topics – Environmental Justice, Sustainability and Resilience, and Community Engagement – are interwoven and support many of the goals, policies and actions outlined in the General Plan, so they have been integrated into all applicable elements rather than addressed as stand-alone topics.

- **ENVIRONMENTAL JUSTICE**

Low-income communities and communities of color often bear a disproportionate burden of pollution and associated health risks; and [Environmental Justice](#) seeks to correct this inequity by reducing the pollution experienced by these communities and ensuring their input is considered in decisions that affect them. State Law requires local governments to identify disadvantaged communities and address environmental justice in their general plans. Policies and actions that address this topic are included in the Land Use, Circulation, Public Services and Facilities, and Conservation, Open Space and Recreation elements, and are highlighted in light green.

- **SUSTAINABILITY AND RESILIENCE**

This topic covers how the City will adapt to a changing climate, reduce greenhouse gas emissions, preserve and protect the environment, and transition to a greener economy while preserving and enhancing social and equity outcomes for all residents. Policies and actions that address this topic are included in all elements of the General Plan except for Noise.

- **COMMUNITY ENGAGEMENT**

This topic covers how the City will communicate and engage with all residents and stakeholders on all matters of development, growth and public policy in ways that are inclusive, equitable and give everyone an opportunity to participate in the process. Policies and actions that address this topic are included in all elements of the General Plan.

*NOTE: FIGURES REFERENCED IN THE DRAFT POLICIES CAN BE FOUND AT THE END OF EACH ELEMENT. THERE ARE ALSO UNREFERENCED FIGURES INCLUDED FOR INFORMATIONAL PURPOSES.*



## 2. LAND USE ELEMENT

### GOALS AND POLICIES

#### BALANCED, ORDERLY, AND EQUITABLE GROWTH AND PRESERVATION

**GOAL LU-1** Plan carefully for orderly growth that provides ample housing and job opportunities for all citizens, maximizes efficient use of infrastructure, limits adverse impacts to the environment and improves social, economic, and health equity.

### POLICIES

**Policy LU-P1.1** **Equitable Development.** Prioritize development projects that significantly address social and economic needs of the economically vulnerable populations to address and reverse the underlying socioeconomic factors in the community that contribute to residential and social segregation in the city. (*Environmental Justice*)

**Policy LU-P1.2** **Optimize Development Opportunities.** Require new development in major commercial areas such as in the Downtown area, Caltrain station areas and along El Camino Real to maximize the density and intensity specified in the Land Use Plan.

**Policy LU-P1.3** **Mixed-Use.** Encourage mixed-use developments to include a residential component provide greater proximity between jobs and housing, promote pedestrian activity, and reduce traffic congestion.

**Policy LU-P1.4** **Surplus Land.** Consider redesignating surplus land not required for parking lots or rail transportation to allow transit-supportive development that is compatible with adjacent uses.

**Policy LU-P1.5** **Legal Non-conforming Developments.** Allow legally established non-conforming uses and buildings to be maintained, have minor expansions where appropriate, and be reconstructed if destroyed by fire or natural disaster. Encourage reconstruction and/or minor expansions to have a design that is visually compatible with surrounding development and complies with the City's development standards.

**Policy LU-P1.6**

**Annexation.** Annex urbanized areas of the unincorporated land adjacent to the City limits where landowners petition the City to be annexed, subject to the following conditions:

- a. The annexation is comprehensive, rather than piecemeal; and
- b. Landowners will pay the full cost of City services, will assume a proportionate share of existing City debts and will contribute to the existing capital improvements of the City which will benefit the area to be annexed.

**Policy LU-P1.7**

**New Development within the Sphere of Influence.** Work with San Mateo County to require new developments and related infrastructure within the Sphere of Influence to be consistent with the City's General Plan, Zoning Code requirements and development standards.

**ACTIONS**

**Action LU-A1.1**

**Review of New Development.** Periodically review actual growth of both housing units and jobs (commercial/office floor area) and make adjusts to infrastructure and circulation requirements, as necessary, if actual growth is exceeding projections.

**Action LU-A1.2**

**Surplus Land Inventory.** Maintain a publicly accessible inventory of publicly owned sites.

**GOAL LU-2**

Balance well-designed development and thoughtful preservation.

**POLICIES**

**Policy LU-P2.1**

**Development Intensity/Density.** Regulate development density/intensity to recognize natural environmental constraints, such as flood plains, earthquake faults, debris flow areas and other hazards, availability of urban services and transportation and circulation constraints.

**Policy LU-P2.2**

**Community Benefits.** Allow density/intensity bonuses based on provision of community benefits such as affordable housing, increased open space, public plazas or recreational facilities, and/or off-site infrastructure improvements above minimum requirements.

**Policy LU-P2.3**

**Building Height and Density.** *[Note: This policy will be developed after receiving input from the community and the City Council.]*

**Policy LU-P2.4**

**Building Intensity.** *[Note: This policy will be developed after receiving input from the community and the City Council.]*

**Policy LU-P2.5**

**Clustering.** Allow clustered development to maximize benefits to natural ecology, habitat conservation, and/or preservation of historic resources.

## A DIVERSE RANGE OF LAND USES

<b>GOAL LU-3</b>	Provide a wide range of land uses, including housing, parks, open space, retail, commercial services, office, and industrial, to adequately meet the full spectrum of needs in the community.
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### POLICIES

<b>Policy LU-P3.1</b>	<b>Housing Diversity.</b> Promote safe, attractive, walkable residential neighborhoods with diverse types and sizes of homes for individuals and families of all income levels.
<b>Policy LU-P3.2</b>	<b>Commercial Development.</b> Encourage development that is compatible with the desired character of the area and with adjacent residential areas in terms of intensity of use, height, bulk and design. Require commercial development adjacent to residential areas to appropriately address traffic, truck loading, trash/recycling, noise, visual impacts, public safety, hazardous material storage, fire safety, air pollutant emissions and odors in a way that minimizes impacts on neighboring uses.
<b>Policy LU-P3.3</b>	<b>Neighborhood Commercial Preservation.</b> Encourage the preservation of small-scale, local-serving commercial uses in neighborhood shopping districts such as the 25 <sup>th</sup> Avenue Shopping Center, Shoreview, Laurelwood and Crystal Springs Village.
<b>Policy LU-P3.4</b>	<b>Convenience Retail.</b> Encourage and preserve convenience retail uses located adjacent to residential neighborhoods, including as part of new mixed-use development.
<b>Policy LU-P3.5</b>	<b>Support Service Uses.</b> Encourage businesses that provide a variety of support service uses such as restaurants, daycare facilities, medical clinics, gyms, pharmacies, and markets in locations that are appropriate to serve residential neighborhoods and commercial uses, prioritizing underserved areas of the city.
<b>Policy LU-P3.6</b>	<b>Hotels.</b> Encourage development of hotels in commercial areas and allow small "bed and breakfast" hotels in mixed-use districts where they are consistent with the density of adjacent uses.
<b>Policy LU-P3.7</b>	<b>Visitor Economy.</b> Collaborate with other Peninsula cities and San Mateo County to support the continued development of the visitor economy of both the City and the region, including lodging, entertainment, recreation, retail, and a lively local character; encourage uses that attract visitors to locate and stay in the City.
<b>Policy LU-P3.8</b>	<b>Accessible Workplaces.</b> Develop office buildings and business parks to facilitate transit, pedestrian and bicycle commutes. Provide mixed-uses and connectivity to transit to reduce vehicle miles traveled (VMT).

- Policy LU-P3.9**      **Office Park Evolution.** Support the transition of single-use office areas to research and development, bio-tech, and life sciences uses, and/or to mixed-use districts that include residential, retail, and services. Retain or locate offices closest to high-volume roadways and locate new residential uses as far as possible from high-volume roadways.
- Policy LU-P3.10**      **Service Commercial.** Retain service commercial and light industrial uses in San Mateo to support local businesses and to meet the needs of residents locally. Preserve properties that are zoned for service commercial uses and discourage uses that are allowed elsewhere in the City from locating in service commercial areas.
- Policy LU-P3.11**      **Community Gathering Places.** Provide and maintain inviting public spaces and streets that provide space for all members of the San Mateo community to meet, gather, and enjoy.
- Policy LU-P3.12**      **Publicly Accessible Spaces.** Integrate a variety of privately owned and maintained publicly accessible spaces into new development.
- Policy LU-P3.13**      **Cultural Facilities and Public Art.** Recognize cultural facilities and public art as part of a healthy and thriving community. Use funds from the City's art in-lieu fee to enhance existing art and cultural facilities and encourage new facilities that reflect the character and identity of the surrounding neighborhoods.
- Policy LU-P3.14**      **School Site Reuse or Redevelopment.** Ensure that reuse or redevelopment of public school sites is compatible with surrounding land uses. At the time any school sites are being considered for non-educational uses, establish residential densities consistent with surrounding densities. Give first priority and consideration to community recreation needs for reuse of school sites in accordance with the priorities in the Open Space\Conservation Element. Where it is in the community's interests to retain public recreation facilities, consider allowing density transfers from the portion of the site retained in public recreation use, as a means of reducing the cost of retaining the recreation facilities and achieving the maximum amount of housing.
- Policy LU-P3.15**      **Housing in Support of Institutions.** Support the development of housing at institutions such as schools, churches, and other facilities of an educational, religious, charitable, or philanthropic nature as consistent with the mission of these organizations.
- Policy LU-P3.16**      **Public Facilities.** Encourage reuse or redevelopment of public facilities to residential and/or recreational uses that provide a public benefit to the community.

## ACTIONS

- Action LU-A3.1**      **Permitted Uses.** Reevaluate the types of commercial uses that are permitted and that require a special use permit in all commercial districts to ensure

requirements are forward looking and aligned with current economic needs and trends.

**Action LU-A3.2**

**Major Institutions/Special Facilities.** Work with relevant agencies and organizations to support the long-term viability of major institutions and special facilities that provide important recreational, educational, or medical services, such as the San Mateo County Events Center, College of San Mateo, San Mateo County Hospital, Mills Health Center, and Peninsula Golf and Country Club. Encourage development that is consistent with the primary goal of the institution. Require a Specific Plan and/or Master Plan to guide reuse or redevelopment of institutions and special facilities in a way that is sensitive to adjacent neighborhoods.

## FOCUSED PLANNING AREAS

### DOWNTOWN

<b>GOAL LU-4</b>	Maintain downtown San Mateo as the economic, cultural, and social center of the community.
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## POLICIES

**Policy LU-P4.1** **Downtown Land Uses.** Allow and encourage a wide range of residential, office, medical, dining, entertainment, and retail uses downtown, at high intensities and densities, with strong connectivity to the San Mateo Caltrain station and other transit.

**Policy LU-P4.2** **Quality of Downtown Development.** Promote quality design of all new development that recognizes the regional and historical importance of Downtown San Mateo and strengthens its pedestrian-friendly, historic and transit-oriented character.

**Policy LU-P4.3** **Significant Historic Structures.** Protect key landmarks, historic structures, and the historic character of downtown as defined in the Community Design Element.

## ACTIONS

**Action LU-A4.1** **Downtown Area Plan.** Update the Downtown Area Plan to support and strengthen the Downtown as a vibrant and active commercial, cultural and social district. The updated Downtown Area Plan shall align with the General Plan, integrate recommendations from other concurrent City efforts, focus growth and intensity in proximity to the Caltrain station, update parking standards and parking management strategies, allow for increased housing units and density, and support high quality pedestrian-oriented design and architecture.

**Action LU-A4.2**      **Downtown Special Events.** Continue to provide City assistance and support for Downtown activities and special events.

## EL CAMINO REAL

**GOAL LU-5**      Promote residential land uses along and improvements to El Camino Real to strengthen its role as both a local and regional corridor.

### POLICIES

**Policy LU-P5.1**      **Housing on El Camino Real.** Encourage new residential uses along El Camino Real, as part of both pure residential and mixed-use development, to diversify the existing commercial character.

**Policy LU-P5.2**      **El Camino Real Landscaping.** Retain the general residential and landscaped character of El Camino Real north of Tilton Avenue. Promote the visual upgrading of El Camino Real south of 9<sup>th</sup> Avenue through increased landscaping, coordination of public improvements, property maintenance, and sign control, and through conformance with the El Camino Real Master Plan.

### ACTION

**Action LU-A5.1**      **Multi-modal Improvements.** Collaborate with Caltrans and other partners to plan and design improvements to El Camino Real that will prioritize safe, convenient transit and alternative transportation.

## HILLSDALE STATION AREA

**GOAL LU-6**      Promote transit-oriented development around the Hillsdale Caltrain station.

### POLICIES

**Policy LU-P6.1**      **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 Caltrain station area, while maintaining and improving the quality of life for those who already live and work in the area.

**Policy LU-P6.2**      **Hillsdale Shopping Center.** Allow redevelopment of the Hillsdale Shopping Center for a mix of uses, including commercial, retail, office, hotel, and residential uses. Require preparation of a Master Development Plan to ensure the site is developed comprehensively and provides appropriate transitions to the adjacent neighborhoods.



## ACTION

**Action LU-A6.1**      **Hillsdale Station Area Plan.** Update the Hillsdale Station Area Plan to foster higher density residential and mixed-use, transit-oriented development that connects to neighborhoods to the east and west, improves bicycle and pedestrian circulation and adds park and open space areas.

## SHOPPING CENTERS IN TRANSITION

**GOAL LU-7**      Support the transition of shopping centers designated for new uses into vibrant districts with a range of housing, shopping, services, and jobs.

## POLICIES

**Policy LU-P7.1**      **Bridgepointe, Shoreview, and Bel Mateo Shopping Centers.** Support redevelopment of the Bridgepointe, Shoreview, and Bel Mateo shopping centers with mixed-use development that includes retail, services and housing. Promote ongoing retail and services on these sites through design treatment, access, and signage.

## ACTIONS

**Action LU-A7.1**      **Bridgepointe Area Plan.** Update and consolidate the Bridgepointe Master Plan and Mariner's Island Specific Plan into one planning document to guide redevelopment of the Bridgepointe Shopping Center into a mixed-use neighborhood with a diverse range of housing types, including affordable housing; new parks and recreational facilities; community gathering places; ample facilities to support transit, biking, and walking; and a range of businesses and services.

**Action LU-A7.2**      **Bel Mateo Area Plan.** Prepare a Specific Plan or Master Plan to guide redevelopment of the Bel Mateo area into a mixed-use neighborhood with a diverse range of residential and neighborhood serving commercial uses and amenities, and publicly-accessible park and open space areas.

## ENVIRONMENTAL JUSTICE

**GOAL LU-8** Support the equitable health and well-being of all neighborhoods in San Mateo and all members of the San Mateo community by improving conditions in equity priority communities.

## COMMUNITY HEALTH

### POLICY

**Policy LU-P8.1** **Prioritizing Community Health.** Continue to support health and well-being in equity priority communities by prioritizing public safety, resolving land use conflicts and incompatible uses that pose risks to health or safety, remediating contamination, and enforcing building code standards. *(Environmental Justice)*

### ACTIONS

**Action LU-A8.1** **Collaborations for Community Health.** Develop intentional, strategic, mutually beneficial relationships with organizations engaged in improving public health and wellness, expanding access to affordable quality health care, and providing medical services for all segments of the community. Encourage greater emphasis on expanding or improving health services in equity priority communities. *(Environmental Justice)*

**Action LU-A8.2** **Health Disparities.** Coordinate with the San Mateo County Public Health Department to promote healthier communities through education, prevention, intervention programs, and other activities that address the root causes of health disparities and inequities in San Mateo. *(Environmental Justice)*

**Action LU-A8.3** **City Investment.** Use funds collected by the park impact fee to invest in programs and public improvements that connect residents with opportunities to increase their physical activity and improve their health, especially in equity priority communities with higher risk of negative public health outcomes. *(Environmental Justice)*

## EQUITY PRIORITY COMMUNITIES

### POLICIES

**Policy LU-P8.2** **Community Preservation.** Prevent gentrification and displacement in the equity priority communities by protecting tenants, helping homeowners remain in place, and funding affordable housing. *(Environmental Justice)*

**Policy LU-P8.3** **Access to Parks and Recreation.** Provide attractive, comfortable, and safe pedestrian and bike access to public parks and recreational facilities in and near

North Central. Continue to maintain King Center since it is a critical facility in the neighborhood. *(Environmental Justice)*

## ACTIONS

<b>Action LU-A8.4</b>	<b>Streetscape and Safety Improvements.</b> Work with residents in equity priority communities to identify sidewalk, lighting, landscaping, and roadway improvements needed to improve routes to parks, schools, recreation facilities, and other destinations within the community. Prioritize investments to address health disparities in equity priority communities in the annual Capital Improvement Program. <i>(Environmental Justice)</i>
<b>Action LU-A8.5</b>	<b>North Central Plan.</b> Prepare a plan for North Central that addresses the community's health and safety needs and improves circulation patterns in the neighborhood based on community direction. Balance safety improvements with preserving the existing parking supply. <i>(Environmental Justice)</i>
<b>Action LU-A8.6</b>	<b>City Services.</b> Work with residents in equity priority communities to identify services that the City or other partners could provide to improve safety and security in these neighborhoods. <i>(Environmental Justice)</i>
<b>Action LU-A8.7</b>	<b>Neighborhood Beautification.</b> Partner with neighborhood organizations in equity priority communities to support and promote neighborhood clean-up and beautification initiatives. <i>(Environmental Justice)</i>

## ACCESS TO HEALTHY FOOD

## POLICIES

<b>Policy LU-P8.4</b>	<b>Locally-Grown Food.</b> Use funds from the City's Park Impact fee to increase access to fresh food by allowing and encouraging local food production, micro agriculture, edible landscapes, rooftop gardens, community gardens, and urban farms, and by distributing information about community-supported agriculture programs that provide affordable access to fresh food. <i>(Environmental Justice)</i>
<b>Policy LU-P8.5</b>	<b>Retail Food Sources.</b> Strive to ensure that all households in San Mateo, including those in equity priority communities, have access to retail sources of affordable healthy food, including organic options, such a full-service grocery stores, ethnic good markets, local food markets, produce markets, and convenience stores, by working to retain existing retail sources and attract new ones. <i>(Environmental Justice)</i>
<b>Policy LU-P8.6</b>	<b>Workplace Wellness.</b> Encourage worksite wellness through access to healthier food choices in vending machines and promotion of physical activity. <i>(Environmental Justice)</i>

**Policy LU-P8.7** **Healthy Food in Schools.** Support school district efforts to provide healthy foods in schools and other public institutions and encourage the school districts to distribute information on State and federal programs such as SNAP (Supplemental Nutrition Assistance Program), WIC (Women, Infants, and Children), and school lunch programs. *(Environmental Justice)*

## ACTIONS

**Action LU-A8.8** **Healthy Food Access.** Support the work of San Mateo County Health and other local partners to:

- a. Continue and expand the ability to use the Electronic Benefit Transfer (EBT) program at farmers' markets and other sources of healthy food.
- b. Implement programs to encourage markets to stock fresh produce and other healthy foods.
- c. Develop a public education program to promote healthier eating, such as nutrition workshops, health events, and school or after-school programs healthy eating and active living programs.
- d. Enlist restaurants in the CalFresh Restaurant Meals Program, which allows people at a high risk of chronic hunger to use CalFresh benefits to buy prepared meals at participating restaurants. *(Environmental Justice)*

**Action LU-A8.9** **Urban Agriculture.** Develop City regulations that encourage urban agriculture and farm stands, as appropriate. *(Environmental Justice)*

## COMMUNITY ENGAGEMENT

**GOAL LU-9** Include everyone in community development decisions for a shared, sustainable future.

## POLICIES

**Policy LU-P9.1** **Inclusive Outreach.** Notify the community when planning and development decisions are being considered and inform community members about how they can engage in the process. Use outreach and engagement methods that encourage broad representation and are culturally sensitive, particularly for historically underserved communities. *(Environmental Justice)*

- a. Prepare public notices and other materials in the predominant language(s) spoken in the community and provide interpretation services at meetings as needed.
- b. Make public notices and other important documents available in print at local libraries, community centers, or other gathering places.
- c. Use culturally appropriate approaches.

- d. When possible, schedule and locate meetings to be convenient for community members to attend.
- e. Use the City’s website, social media and other communication channels to share information about how community members can participate in public meetings.
- f. Gather data to understand the economic, gender, age, and racial diversity of the affected population before designing communications approaches aimed at reaching the affected population.
- g. Provide notification and outreach for development projects using clear and easy to understand language to ensure all stakeholders and interested community members understand and have the ability to engage in the development review process.

<b>Policy LU-P9.2</b>	<b>Equitable Engagement.</b> Provide support for increased community participation in the planning and development processes, particularly in areas with language barriers or a concentration of low income households that have been historically underrepresented and/or disproportionately impacted by traffic and municipal or industrial uses. <i>(Environmental Justice)</i>
<b>Policy LU-P9.3</b>	<b>Applicant Communications.</b> Require that sponsors of new development projects, especially those that require Planning Commission and/or City Council approval, have early, frequent, and meaningful communication with affected citizens and stakeholders, including members of equity priority communities. <i>(Environmental Justice)</i>

## ACTIONS

<b>Action LU-A9.1</b>	<b>Trusted Partners.</b> Work with community-based organizations and trusted messengers to engage members of equity priority communities in planning decisions. <i>(Environmental Justice)</i>
<b>Action LU-A9.2</b>	<b>Community Surveys.</b> Periodically conduct statistically-reliable community surveys to gauge community service needs, policy preferences and effective communication methods. <i>(Environmental Justice)</i>
<b>Action LU-A9.3</b>	<b>Communications Strategy.</b> Develop a communications strategy that outlines goals and tactics to engage a broad cross section of the community.

## CLIMATE CHANGE AND SUSTAINABILITY

**GOAL LU-10** Make San Mateo strong and resilient by acting boldly to significantly reduce greenhouse gas emissions and adapt to a changing climate.

### POLICIES

- Policy LU-P10.1** **Effects of Climate Change.** Consider the effects of climate change in updating or amending the General Plan, disaster planning, City projects, infrastructure planning, future policies and long-term strategies. Recognize potential climate change consequences such as increased sea level rise, changing weather events, less drinking water availability, hotter temperatures, increased wildfire risk, changing air quality and more heat related health issues.
- Policy LU-P10.2** **Decarbonized Building Stock.** Eliminate the use of fossil fuels as an energy source in all new building construction and reduce the use of fossil fuels as an energy source in the existing building stock.
- Policy LU-P10.3** **Sustainable Improvements.** Ensure that all improvements to existing structures are developed or remodeled in a sustainable manner.

### ACTIONS

- Action LU-A10.1** **Climate Action Plan Implementation.** Reduce greenhouse gas emissions each year consistent with the Climate Action Plan.
- Action LU-A10.2** **Greenhouse Gas Emission Reductions.** Monitor and report progress on the implementation of the City's adopted Climate Action Plan on an annual basis. Regularly review greenhouse gas emission reduction measures and new opportunities consistent with the Climate Action Plan.
- Action LU-A10.3** **Greenhouse Gas Inventory.** Every five years, prepare an updated greenhouse gas emissions inventory consistent with the Climate Action Plan.
- Action LU-A10.4** **Renewable Energy.** Increase new annual installations of solar or renewable energy systems consistent with the Climate Action Plan.
- Action LU-A10.5** **Solar Energy.** Promote or join local partnerships and opportunities that offer renewable energy options to residents and/or help inform them of rebates and options while ensuring that the permit process is quick and inexpensive.
- Action LU-A10.6** **Building Decarbonization.** Evaluate and adopt reach codes and other policies to decarbonize the building stock.
- Action LU-A10.7** **Engaging the Public in the Climate Action Plan.** Provide public information to educate residents and businesses on the Climate Action Plan and to spark behavioral changes in individual energy and water consumption, transportation mode choices, and waste reduction.

- Action LU-A10.8** **Resilience of Critical Facilities and Public Infrastructure.** Identify critical facilities and public infrastructure in areas vulnerable to climate change hazards and work to site, design, and upgrade these facilities with consideration for future increases in severity that may occur over the anticipated life of the development. In cases where facilities cannot be sustainably maintained, evaluate the costs and benefits of relocation. Where facilities can be safely sited for the near term, but future impacts are likely, prepare an adaptive management plan detailing steps for maintenance, retrofitting, and/or relocation.

## A SUSTAINABLE ECONOMY

**GOAL LU-11** Cultivate a diverse, thriving, inclusive and green economy.

### ECONOMIC DEVELOPMENT

#### POLICIES

- Policy LU-P11.1** **Economic Development.** Prioritize the retention and expansion of existing businesses and attract new businesses that strengthen and diversify the City's economic base.
- Policy LU-P11.2** **Local Employment.** Encourage a diverse mix of uses that provide opportunities for employment of residents of all skill and education levels.
- Policy LU-P11.3** **State-of-the-Art Telecommunications.** Support the development of telecommunications policies and infrastructure to meet the needs of local businesses and attract new businesses.

#### ACTIONS

- Action LU-A11.1** **Jobs-to-Resident Match.** Develop programs to retain and attract businesses that provide a living wage, offer health insurance benefits, and match the diverse range of education and skills of San Mateo residents.
- Action LU-A11.2** **Small Business Support.** Help small businesses stay and grow by offering tools and support such as multi-lingual outreach, assistance accessing financing opportunities, connecting with the Chamber of Commerce and Downtown Business Improvement District, and assistance understanding City requirements and preparing for code compliance.
- Action LU-A11.3** **Commercial Displacement.** Provide proactive support to local businesses affected by construction and redevelopment by communicating with business owners well in advance of construction, assisting in identifying potential locations for temporary relocation, and encouraging applicants for redevelopment projects to retain existing businesses.

**Action LU-A11.4**

**First Source Hiring.** Explore the feasibility of establishing a First Source Hiring Program requiring project applicants to make best efforts to hire new employees, workers, and subcontractors that are based in San Mateo County.

**FISCAL HEALTH**

**GOAL LU-12**

Create financial stability for the City to maintain the City's ability to finance public improvements and human services.

**POLICY**

**Policy LU-P12.1**

**High City Revenue Generators.** Retain existing businesses and attract new businesses which are high City revenue generators to ensure adequate resources to pay for infrastructure improvements and to finance needed City services such as police, fire, parks, recreation and libraries.

**ACTION**

**Action LU-A12.1**

**Fiscal Neutrality.** Study the feasibility and potential consequences of adopting a Fiscal Neutrality Policy that would require developers of projects that do not generate net revenue to the City to approve land-secured financing, such as Community Facilities Districts, to offset any difference between tax revenues and the cost of service.

**DEVELOPMENT REVIEW**

**GOAL LU-13**

Maintain Development Review and Building Permit processes that are comprehensive and efficient.

**POLICIES**

**Policy LU-P13.1**

**Development Review Process.** Review development proposals and building permit applications in an efficient and timely manner while maintaining quality standards in accordance with City codes, policies, and regulations, and in compliance with State requirements.

**Policy LU-P13.2**

**Public Education.** Promote public awareness of the development review and permitting process.

**Policy LU-P13.3**

**Fee Information.** Maintain an updated schedule of fees and housing development affordability requirements, all zoning ordinances and development standards, and annual fee or finance reports on the City's website. In addition, maintain archives of impact fee nexus studies, cost of service studies, or equivalent reports for ease in information sharing with the public.



## REGIONAL COOPERATION

<b>GOAL LU-14</b>	Collaborate and communicate with other public agencies regarding regional issues.
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### POLICIES

- |                        |   |
|------------------------|---|
| <b>Policy LU-P14.1</b> | <b>Inter-Agency Cooperation.</b> Promote and participate in cooperative planning with other public agencies, such as the 21 Elements collaboration, and the jurisdictions within San Mateo County regarding regional issues such as water supply, traffic congestion, rail transportation, wildfire hazards, air pollution, waste management, fire services, emergency medical services and climate change. |
| <b>Policy LU-P14.2</b> | <b>Public Agency Developments.</b> Require developments constructed by other governmental agencies to conform to the City's General Plan, Zoning Ordinance, and other development regulations to the extent legally possible.   |
| <b>Policy LU-P14.3</b> | <b>Plan Bay Area.</b> Remain engaged in current and future long-range plans prepared by MTC, ABAG, and other regional organizations to influence and be aware of projected growth assumptions for San Mateo and regional priorities for transportation, infrastructure, and the economy that could affect the City.   |

## GENERAL PLAN MAINTENANCE

<b>GOAL LU-15</b>	Ensure that the City's General Plan is consistent with State Law, legally adequate, and up-to-date.
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### POLICIES

- |                        |   |
|------------------------|---|
| <b>Policy LU-P15.1</b> | <b>General Plan Amendments.</b> Amendments to the General Plan shall be considered a maximum of four times per year to ensure that Elements remain consistent and that the overall effect of Plan amendments is considered. |
| <b>Policy LU-P15.2</b> | <b>Specific and Master Plans.</b> All adopted development plans, such as Specific Plans and Master Plans, should be consistent with this General Plan.  |

### ACTIONS

- |                        |   |
|------------------------|---|
| <b>Action LU-A15.1</b> | <b>Annual General Plan Progress Report.</b> Submit an Annual Progress Report on the status of the General Plan implementation to the City Council and to the Office of Planning and Research by April 1 each year, per Government Code Section 65400. |
| <b>Action LU-A15.2</b> | <b>Specific Plans and Master Plans.</b> Review all adopted Specific Plans and Master Plans and determine if updates are needed for consistency with this General Plan or if any out-of-date plans should be retired.                                  |

# PREFERRED SCENARIO

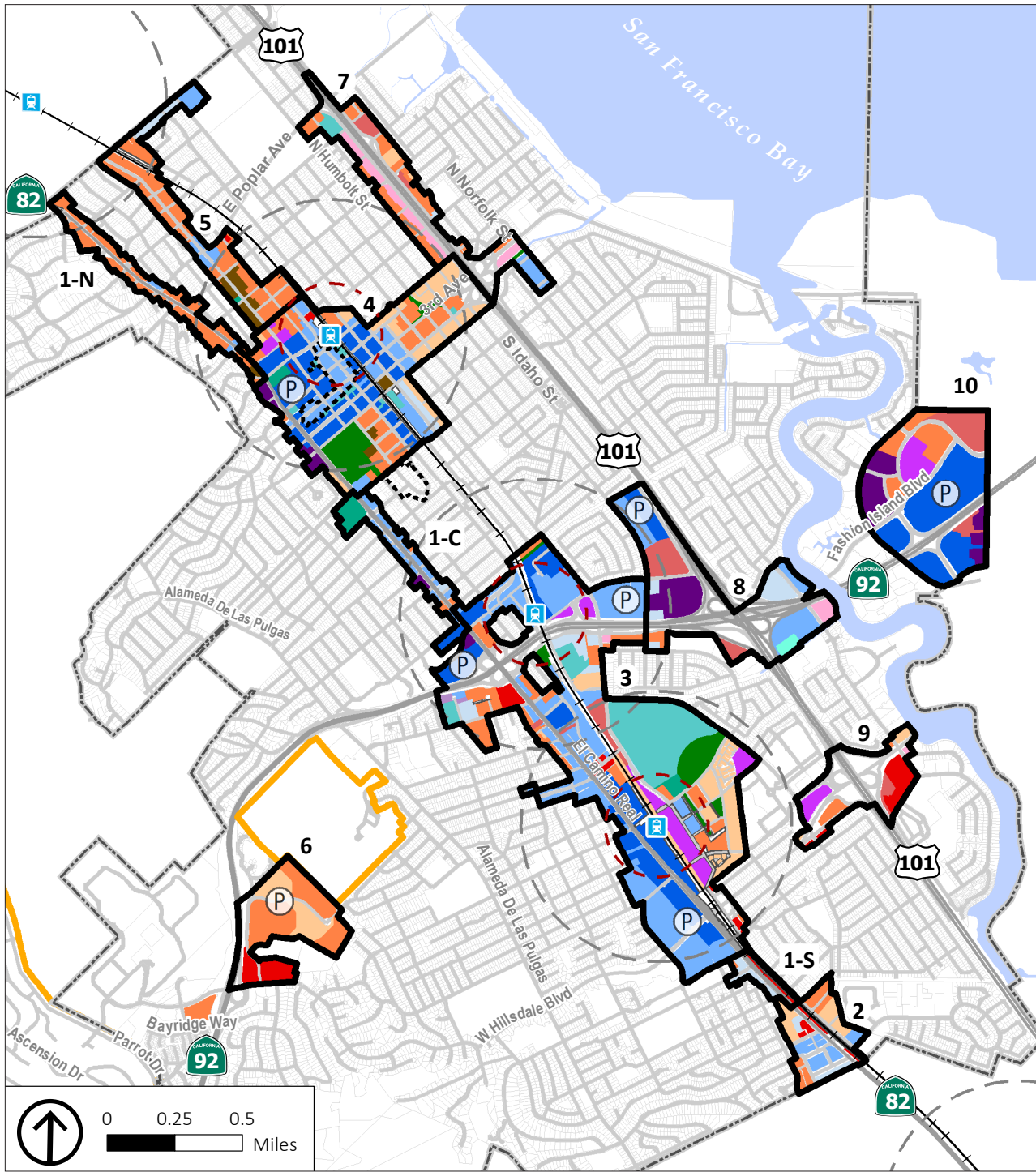


FIGURE LU-1

## GENERAL PLAN

LAND USE

CITY OF SAN MATEO July 2022



- Study Areas
- San Mateo City Limit
- Sphere of Influence
- Historic Districts
- Privately Owned Public Open Space
- Caltrain Station
- Caltrain
- 1,000 Foot Radius Around Caltrain
- ½ Mile Radius Around Caltrain
- Residential Low (1-3 stories, 9 to 39 du/ac)
- Residential Medium (4-7 stories, 40-99 du/ac)
- Residential High (8+ stories, 100 to 200 du/ac)
- Commercial Service (1-3 stories)
- Commercial Regional (3+ stories)
- Commercial Neighborhood (1-2 stories)
- Office Low (1-3 stories)
- Office Medium (4-7 stories)
- Office High (8+ stories)
- Research and Development (3+ stories)
- Traditional Light Industrial (3+ stories)
- Mixed-Use Low (1-3 stories, 9 to 39 du/ac)
- Mixed-Use Medium (4-7 stories, 40-99 du/ac)
- Mixed-Use High (8+ stories, 100 to 200 du/ac)
- Parks/ Open Space
- Public Facilities
- Quasi-Public
- Transportation Corridor
- Utilities

**\*Please note this map is not final.** The City is working on updating the map to address direction received by the City Council on July 18th. This map will be revised as soon as the final version has been prepared.



### 3. CIRCULATION ELEMENT

#### GOALS AND POLICIES

##### MULTIMODAL TRANSPORTATION

**GOAL C-1** Design and implement a multimodal transportation system that is sustainable, safe, and accessible for all users and that connects the community utilizing all modes of transportation.

#### POLICIES

**Policy C-P1.1** **Sustainable Transportation.** Reduce GHG emissions from transportation by increasing mode shares for sustainable travel modes such as walking, bicycling, and public transit.

**Policy C-P1.2** **Complete Streets.** Apply complete streets design standards to future projects both in the public right-of-way and on private property. Complete streets are streets designed to facilitate safe, comfortable, and efficient travel for all users regardless of age or ability or whether they are walking, bicycling, taking transit, or driving.

**Policy C-P1.3** **Vision Zero.** Work towards eliminating traffic fatalities and serious injuries. Use a safe systems approach for transportation planning, street design, operations, emergency response, and maintenance that proactively identifies opportunities to improve safety where conflicts between users exist.

**Policy C-P1.4** **Prioritize Pedestrian and Bicycle Mobility Needs.** Prioritize pedestrian and bicycle mobility, connectivity, and safety when designing roadway and intersection improvements.

**Policy C-P1.5** **El Camino Real.** Prioritize high-capacity travel along El Camino Real.

**Policy C-P1.6** **Transit-Oriented Development.** Increase access to transit and sustainable transportation options by encouraging high density mixed-use transit-oriented development near the City's Caltrain stations and transit corridors.

**Policy C-P1.7** **Equitable Multimodal Network.** Prioritize new amenities, programs and multimodal projects, developed based on community input and data analysis, in San Mateo's disadvantaged neighborhoods. (*Environmental Justice*)

**Policy C-P1.8** **New Development Fair Share.** Require new developments to pay a transportation impact fee to mitigate cumulative transportation impacts.

**Policy C-P1.9**      **Dedication of Right-of-Way for Transportation Improvements.** Require dedication of needed right-of-way for transportation improvements identified in adopted City plans, including pedestrian facilities, bikeways, and trails.

**Policy C-P1.10**      **Inclusive Outreach.** Involve the community in the City's efforts to design and implement a multimodal transportation system that is sustainable, safe, and accessible for all users. Use outreach and engagement methods that encourage broad representation and are culturally sensitive, particularly for historically underserved communities.

## ACTIONS

**Action C-A1.1**      **Complete Streets Plan.** Complete and implement the Complete Streets Plan to improve the City's circulation network to accommodate the needs of street users of all ages and abilities.

**Action C-A1.2**      **Vision Zero Plan.** Complete and regularly update a Plan that uses a safe systems approach to work towards Vision Zero and identifies specific citywide changes to policies, practices, funding, and other action items that will reduce speeding, collisions, and collision severity.

**Action C-A1.3**      **El Camino Real Plan.** Collaborate with Caltrans, SamTrans, and other partners to prepare and implement a plan to accommodate higher capacity and frequency travel along El Camino Real, exploring Bus Rapid Transit and other modes of alternative transportation.

**Action C-A1.4**      **Safe Routes for Seniors.** Develop a "safe routes for seniors" program to promote active transportation connections for seniors in collaboration with seniors' organizations. Prioritize improvements for seniors in disadvantaged communities.

**Action C-A1.5**      **Data Driven Approach to Project Design and Prioritization.** Inform the prioritization of improvement projects through the consistent collection and analysis of modal activity data which reveals where the highest concentration of pedestrian, bicycle, and transit trips occur.

**Action C-A1.6**      **Safety Education.** Pursue safety education to increase awareness for all street users.

**Action C-A1.7**      **Transportation Funding.** Regularly update adopted City master plans to secure reliable funding for transportation infrastructure projects identified in these plans.

**Action C-A1.8**      **Transportation Fees.** Adopt and maintain fees and fiscal policies to fund circulation improvements and programs equitably and achieve operational goals.

**Action C-A1.9**      **Performance and Monitoring.** Monitor the City's mode split progress on reducing VMT, and reducing GHG emissions from VMT, as data is available.

## TRANSPORTATION DEMAND MANAGEMENT

**GOAL C-2**      Use transportation demand management (TDM) to reduce the number and length of single-occupancy vehicle trips and encourage sustainable travel behaviors through policy, zoning strategies, and targeted context-appropriate programs and incentives.

### POLICIES

**Policy C-P2.1**      **TDM Requirements.** Require new or existing developments that meet specific size, capacity, and/or context conditions to implement TDM strategies.

### ACTIONS

**Action C-A2.1**      **Implement TDM Ordinance.** Develop and implement a citywide TDM ordinance for new developments with tiered trip reduction and VMT reduction targets and monitoring that are consistent with the targets in their relevant area plans. Consider parking requirement reductions for projects that include TDM measures.

**Action C-A2.2**      **TDM Education and Outreach.** Pursue education for developers and employees about programs and strategies to reduce VMT, parking demand, and the resulting benefits.

**Action C-A2.3**      **Leverage TDM Partnership Opportunities.** Work with regional partners to identify and fund TDM strategies that can be implemented at new and existing developments.

**Action C-A2.4**      **Facilitate TDM Services.** Facilitate the provision of TDM services to employees and residents through development agreements, TMAs, and coordination with regional partners.

**Action C-A2.5**      **Travel to Schools.** Reduce private automobile school trips and support student health by collaborating with private and public partners to increase the number of students walking or bicycling to school through expanded implementation of Safe Routes to School. Prioritize school travel safety improvements in disadvantaged communities.

**Action C-A2.6**      **New Development Shuttle Services.** As an option to fulfill TDM requirements, encourage new developments to provide shuttle services to and from activity centers such as the College of San Mateo, Caltrain stations, Downtown, or the Hillsdale Shopping Center. Shuttle service should accommodate the needs and schedules of all riders, including service workers.



- Action C-A2.7**      **Unbundled Parking.** Encourage residential developments to unbundle the costs of providing dedicated parking spaces. Encourage additional parking capacity created by unbundling to be reallocated as shared or public parking spaces.

## PEDESTRIANS

**GOAL C-3**      Build and maintain a safe, connected, and equitable pedestrian network that provides access to community destinations such as employment centers, transit, schools, shopping and recreation.

### POLICIES

- Policy C-P3.1**      **Pedestrian Network.** Create and maintain a safe, walkable environment in San Mateo to increase the number of people who choose to walk. Maintain an updated recommended pedestrian network for implementation.
- Policy C-P3.2**      **Pedestrian Enhancements with New Development.** Require new development projects to provide sidewalks and pedestrian ramps and to repair or replace damaged sidewalks, in addition to right-of-way improvements identified in adopted City master plans. Encourage new developments to include pedestrian-oriented design to facilitate pedestrian path of travel.
- Policy C-P3.3**      **Right-of-Way Improvements.** Require new developments to construct or contribute to improvements that enhance the pedestrian experience including human-scale lighting, streetscaping, and accessible sidewalks.
- Policy C-P3.4**      **Utility Undergrounding.** Require new private development to underground utilities adjacent to the site.

### ACTIONS

- Action C-A3.1**      **Implement Pedestrian Improvements.** Implement goals, programs, and projects in the City's adopted plans that improve the comfort, safety, and connectivity of the pedestrian network.
- Action C-A3.2**      **Utility Undergrounding Requirements.** Amend the San Mateo Municipal Code to require new private development to underground utilities on and adjacent to the site and to install and maintain signs, streetlights, and street landscaping adjacent to sidewalks.
- Action C-A3.3**      **Pedestrian Trails and Routes Awareness.** Increase awareness of existing trails and routes by working with outside agencies and developers to promote these amenities to residents. Continue collaborating with the County on development of the trail network.

- Action C-A3.4** **Access for Users of All Ages and Abilities.** Implement the ADA Transition Plan and maintain accessible streets and sidewalks. Use industry standards for guidance when implementing design standards.
- Action C-A3.5** **Pedestrian Connectivity.** Incorporate design for pedestrian connectivity across intersections in transportation projects to provide safe interaction with other modes.
- Action C-A3.6** **Safe Routes to School.** Fund and implement continuous Safe Routes to School engagement with San Mateo elementary, middle, and high schools, and provide support to increase number of students walking to school.
- Action C-A3.7** **Downtown Pedestrian Mall.** Complete design and fund improvements to fully transition B Street between 1<sup>st</sup> Street and 3<sup>rd</sup> Street into a pedestrian mall.

## BICYCLES AND MICROMOBILITY

<b>GOAL C-4</b>	Build and maintain a safe, connected, and equitable bicycle and micromobility network that provides access to community destinations such as employment centers, transit, schools, shopping, and recreation.
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## POLICIES

- Policy C-P4.1** **Bicycle Network.** Create and maintain a bike-friendly environment in San Mateo and increase the number of people who choose to bike.
- Policy C-P4.2** **Bicycle Master Plan.** Maintain an updated recommended bicycle network for implementation in the adopted Bicycle Master Plan and related City plans.
- Policy C-P4.3** **First- and Last-Mile Connections.** Encourage and facilitate provision of bicycle parking and shared mobility options at transit centers to provide first- and last-mile connections.
- Policy C-P4.4** **Bicycle Related Technology.** Explore ways to use technology to improve bicycle safety and connectivity.
- Policy C-P4.5** **Bicycle Improvements.** Require new developments to construct or contribute to improvements that enhance the cyclist experience including bike lanes.
- Policy C-P4.6** **Coordination with other City Projects.** Maximize opportunities to implement bicycle facilities through other City of San Mateo projects.

#### Policy C-P4.7

**Interjurisdiction Coordination.** Continue to coordinate with adjacent jurisdictions and regional partners in the development of connected bicycle and pedestrian facilities and regional trails as identified in adopted City plans.

### ACTIONS

#### Action C-A4.1

**Bicycle Master Plan Implementation.** Implement the Bicycle Master Plan's recommended programs and projects to create and maintain a fully connected, safe, and logical bikeway network and coordinate with the countywide system. Update the Bicycle Master Plan and related adopted City plans to reflect future bicycle and micromobility facility needs to support the City's circulation network. Provide an adequate supply of short- and long-term bicycle parking to support increased ridership.

#### Action C-A4.2

**Paving Coordination.** Coordinate and fund the implementation of bicycle facilities identified in the Bicycle Master Plan with the City's paving program.

#### Action C-A4.3

**Connectivity Across Freeway Barriers.** Conduct feasibility studies and design alternatives for overcrossings at US 101 and SR 92 to facilitate connectivity across major barriers.

#### Action C-A4.4

**Bay Trail.** Identify State and County programs to continue pursuing safe pedestrian and bicycle access to and extension of the San Francisco Bay Trail through coordination with neighboring jurisdictions.

#### Action C-A4.5

**Crystal Springs.** Pursue safe pedestrian and bicycle access to San Francisco Water District lands via Crystal Springs Road through coordination with the Town of Hillsborough and with State and County assistance.

#### Action C-A4.6

**Bicycle Detection Devices.** Install innovative signal modifications on existing and planned bikeways to detect bicyclists and micromobility users' presence at intersections and facilitate their safe movement through the intersection.

#### Action C-A4.7

**Increased Bicycle Capacity on Caltrain and SamTrans.** Coordinate with Caltrain and SamTrans to support increased bicycle capacity on transit vehicles and to provide an adequate supply of secure covered bicycle and micromobility parking at Caltrain stations, transit centers, and major bus stops.

### TRANSIT AND MOBILITY SERVICES

#### GOAL C-5

Make transit a viable transportation option for the community by supporting frequent, reliable, cost-efficient, and connected service.

### POLICIES

#### Policy C-P5.1

**Increase Transit Ridership.** Work with SamTrans and Caltrain to increase transit ridership.



<b>Policy C-P5.2</b>	<b>Caltrain.</b> Support Caltrain as a critical transit service in the City and Peninsula.
<b>Policy C-P5.3</b>	<b>California High Speed Rail.</b> Support and facilitate local and regional efforts to implement High Speed Rail. Work to provide multimodal connections between San Mateo and planned High Speed Rail stations.
<b>Policy C-P5.4</b>	<b>Safety at At-Grade Rail Crossings.</b> Eliminate existing at-grade rail crossings to improve safety and local multimodal circulation.
<b>Policy C-P5.5</b>	<b>Transit Safety.</b> Prioritize improvements to increase safety, access, comfort, and educate the public about the benefits of transit use at transit centers and bus stops in disadvantaged communities, along commercial corridors, and in dense, mixed-use neighborhoods.
<b>Policy C-P5.6</b>	<b>Transit Access in New Developments.</b> Require new development projects to incorporate design elements that facilitate or improve access to public transit.

## ACTIONS

<b>Action C-A5.1</b>	<b>Grade Separation Study.</b> Conduct a grade separation feasibility study for all at-grade rail crossings in San Mateo. Identify funding to complete these grade crossing improvements.
<b>Action C-A5.2</b>	<b>Transit Experience Improvements.</b> Prioritize installing new transit shelters and benches or other seating and an energy-efficient street lighting program at transit stops in disadvantaged communities and areas that improve transit access, safety and experience.
<b>Action C-A5.3</b>	<p><b>Transit Ridership.</b> Coordinate with SamTrans, Caltrain, and Joint Powers Board (JPB) to support implementation of transit improvements, including the following:</p> <ul style="list-style-type: none"> <li>• Transit priority treatments, such as signal priority, on high frequency transit corridors.</li> <li>• Extended hours to provide service for shift workers.</li> <li>• Bus rapid transit (BRT) in San Mateo.</li> <li>• Caltrain modernization, electrification, transit experience improvements, and increased service frequency.</li> <li>• Support implementation of Caltrain's business plan, including increased service to San Mateo's three stations.</li> <li>• Improve Caltrain station access by ensuring sidewalks and bikeways near each station are designed to provide safe and convenient access to and from transit.</li> </ul>

- Support regional transit integration and expansion efforts to improve seamless access to BART, High Speed Rail, and other regional transit systems.

#### Action C-A5.4

**Shuttle Programs.** Continue to support public shuttle programs connecting to Caltrain stations. Work to expand public awareness and access to shuttles and expand shuttle service. Support the implementation of publicly accessible private shuttles.

## ROADWAY IMPROVEMENTS

### GOAL C-6

Achieve a transportation system that accommodates future growth, reduces vehicle miles traveled (VMT) per capita, and maintains efficient operations for all modes.

### POLICIES

#### Policy C-P6.1

**Roadway Operations.** Maintain acceptable roadway operations for all intersections and all modes within the City.

#### Policy C-P6.2

**Circulation Improvement Plan.** Maintain a transportation network that will accommodate future growth, reduce VMT per capita, and equitably implement complete streets.

#### Policy C-P6.3

**Local Transportation Analysis.** Require site-specific transportation impact analysis following the City's adopted Transportation Impact Analysis (TIA) Policy for development projects where there may be an adverse condition or effect on the roadway system.

#### Policy C-P6.4

**Neighborhood Traffic.** Implement traffic calming measures on residential streets to reduce the volume of passthrough traffic and vehicular speeds.

#### Policy C-P6.5

**Truck Routes.** Maintain and update the truck route network to utilize roadways that are adequately designed for truck usage and minimize potential conflicts with other transportation modes.

#### Policy C-P6.6

**Capital Improvement Program.** Prioritize improvements that increase person throughput in project prioritization in order to reduce VMT.

#### Policy C-P6.7

**Traffic Signal Installation.** A warrant analysis may be used to determine the need for signalization and shall include consideration of both existing and projected traffic and pedestrian volumes, traffic delays and interruptions, collision history, and proximity of sensitive land uses, such as schools. A development project may be required to fund signalization and maintenance of off-site unsignalized intersections if warranted as determined by the appropriate transportation analysis.

**Policy C-P6.8**

**Emergency Signal Preemption.** Require new and upgraded signals to include pre-emption for emergency vehicles to maintain and enhance emergency response times.

**ACTIONS:**

**Action C-A6.1**

**Multimodal Level of Service Standard.** Evaluate and adopt an operational metric for all roadway users that accounts for the safe, equitable, and efficient roadway access.

**Action C-A6.2**

**Prioritization and Timing of Roadway Improvements.** Revise the Capital Improvement Program (CIP) prioritization system to include additional criteria such as: potential to reduce vehicle miles traveled (VMT) per capita; proximity to high-injury locations identified in the Local Roads Safety Plan; eligibility and availability of grant or other funding source; benefit or harm to disadvantaged communities; and correlation with the distribution and pace of development, reflecting the degree of need for mitigation.

**Action C-A6.3**

**Congestion Management.** Work with neighboring agencies and regional partners, such as the City/County Association of Governments of San Mateo County (C/CAG), to implement traffic management strategies and technologies, such as signal coordination, to manage local traffic congestion.

**PARKING MANAGEMENT**

**GOAL C-7**

Use parking, enforcement and curb management strategies to effectively administer parking supply and maximize utilization of public assets.

**POLICIES**

**Policy C-P7.1**

**Parking Management.** Manage parking through appropriate pricing, enforcement, and other strategies to support economic growth and vitality, transportation equity, and environmental sustainability. Ensure that the available parking supply is utilized at levels that meet ongoing needs without inducing additional demand or hindering future development.

**Policy C-P7.2**

**Shared Parking.** Encourage new and existing developments, especially those in mixed-use districts, to share parking between uses to maximize the existing parking supply, minimize the amount of new parking construction, and encourage "park once" behavior in commercial areas.

**Policy C-P7.3**

**Public Parking.** Maximize opportunities to expand the availability of existing parking by supporting the use of public/shared parking at private developments, discouraging reserved parking at new developments, providing incentives for developments to include shared/public parking, and allowing developers to fund public parking in-lieu of meeting parking demand/requirements on site.

**Policy C-P7.4**      **Bicycle Parking.** Require the provision of bicycle parking as part of new private developments.

**Policy C-P7.5**      **Curbside Management.** Manage the supply and utilization of the curb to maintain an optimal balance between mobility, storage, placemaking, and loading uses allowing for flexibility for adaptive re-use, safety improvements, and activation of curb space whenever possible.

**Policy C-P7.6**      **Loading Areas in New Developments.** Require adequate off-street loading in new development. Consider shared loading where feasible.

## ACTIONS

**Action C-A7.1**      **Parking Maximums.** Amend the zoning ordinance to replace parking minimums with parking maximums to allow developers and the City the flexibility to provide parking at levels that encourage desired development and are appropriate to the conditions of the development and its context.

**Action C-A7.2**      **Parking Management Strategies.** Deploy enhanced parking management strategies, parking enforcement, and evaluate dynamic parking pricing strategies that fluctuate based on peak parking and/or district level parking demands.

**Action C-A7.3**      **Curbside Management Strategies.** Evaluate and implement curb management strategies such as incentivizing or discouraging certain types of trips, mode choices, and behaviors in favor of broader mobility goals.

**Action C-A7.4**      **Emerging Technology for Curbside Management.** Evaluate and implement performance monitoring and evaluation systems, such as digitization of curbside assets, to dynamically manage evolving curbside demands.

**Action C-A7.5**      **Truck Loading.** Evaluate and implement ways to reduce conflicts between truck loading and pedestrian, bicycle, and transit networks.

**Action C-A7.6**      **Public Bicycle Parking.** Install safe, useful, and convenient short and long-term bicycle parking facilities in the public right-of-way or near key destinations, City facilities, and transit facilities.

**Action C-A7.7**      **Mechanical Parking Lift.** Adopt and maintain an updated mechanical parking lift code or policy.

## FUTURE MOBILITY AND TECHNOLOGY

**GOAL C-8** Build a values-driven regulatory, management, and partnership framework that flexibly encourages emerging transportation technologies in service of City and community goals.

### POLICIES

**Policy C-P8.1** **Emerging Technologies.** Monitor, evaluate, test, and implement new technologies that expand options for safe and efficient trip making.

**Policy C-P8.2** **Equitable Mobility Options.** Prioritize the needs and perspectives of residents of disadvantaged communities, those who speak limited English, and low-income, senior, and disabled travelers in the design, deployment, and management of new mobility services and technologies. (*Environmental Justice*)

**Policy C-P8.3** **Mobility Data.** Leverage mobility data to support new policies, investments, and programmatic actions in service of City goals.

### ACTIONS

**Action C-A8.1** **Umbrella Regulations for Modern Mobility.** Develop comprehensive regulations and infrastructure standards that are not exclusive to specific service providers and that support a spectrum of digital information, micromobility services, and connected and autonomous vehicles.

**Action C-A8.2** **Strategic Partnerships and Pilots.** Create strategic partnerships and pilots with the mobility industry and community organizations that increase mobility options for San Mateans.

**Action C-A8.3** **Future-Ready Infrastructure.** Establish public realm policies and tools that reflect San Mateo's goals and priorities in the design and management of streets, curbs, sidewalks, and parking facilities to account for emerging mobility trends and changes in demand over time.

**Action C-A8.4** **Equitable Mobility Technology.** Develop an equitable mobility policy and data sharing requirements for vendors to ensure equitable deployment of emerging mobility options with consideration of residents who may be digitally challenged.

**Action C-A8.5** **Intelligent Transportation Systems.** Evaluate and deploy Intelligent Transportation Systems (ITS) measures to efficiently manage traffic operations and incident response, enhance transit service efficiency, and better detect and prioritize the travel and safety of people walking and biking.



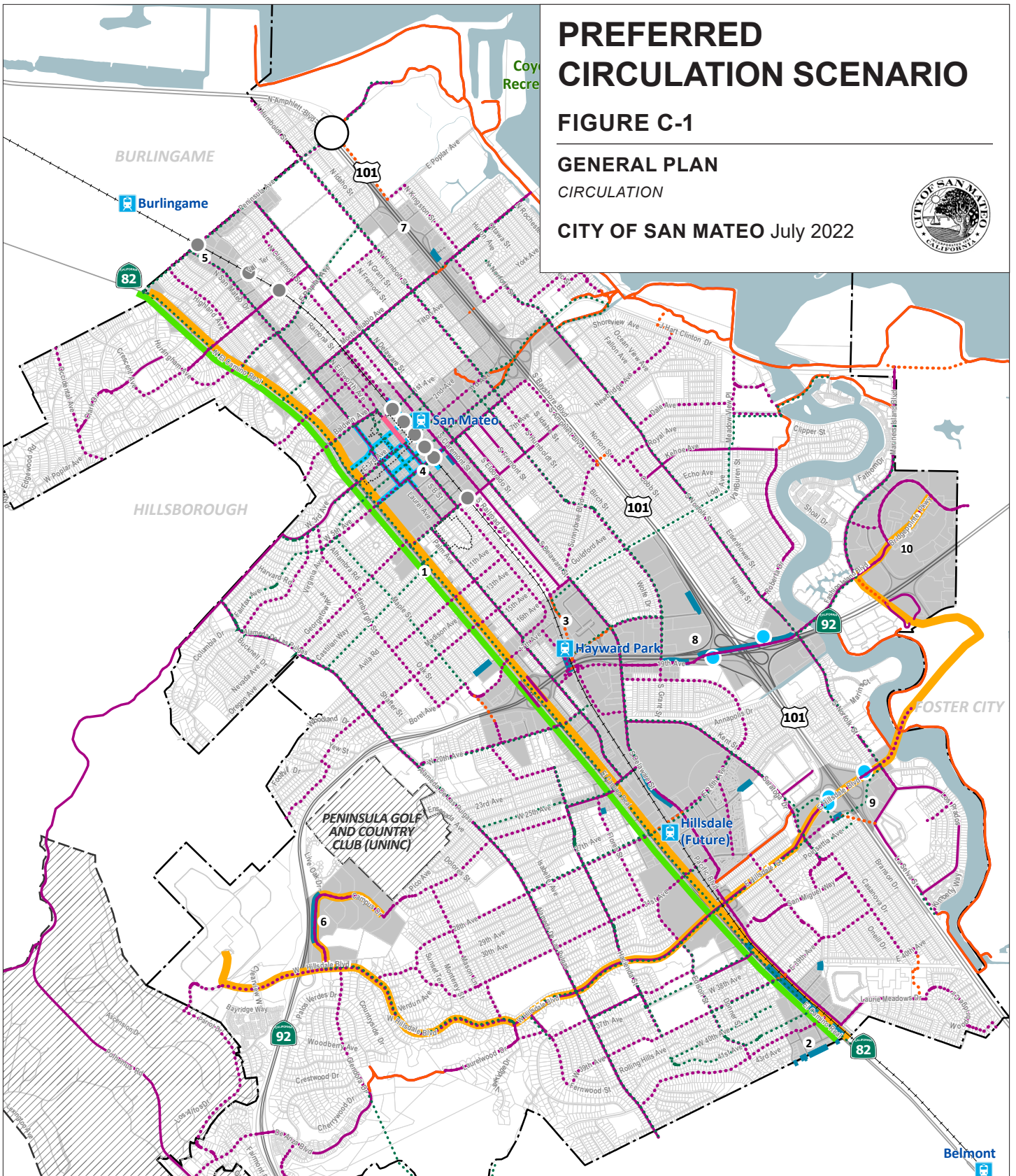
# PREFERRED CIRCULATION SCENARIO

FIGURE C-1

GENERAL PLAN

CIRCULATION

CITY OF SAN MATEO July 2022



## Line Improvements

- Transit Improvements
- El Camino Real Bikeway, Public Realm & BRT Improvements
- ... 2012 Proposed Pedestrian Priority Network
- Existing Bikeways
- ... Proposed Bikeways
- Existing Shared Bike and Ped Path
- ... Proposed Shared Bike and Ped Path
- Pedestrian Improvements, Diverted Traffic
- Missing Sidewalks

## Crossing Improvements

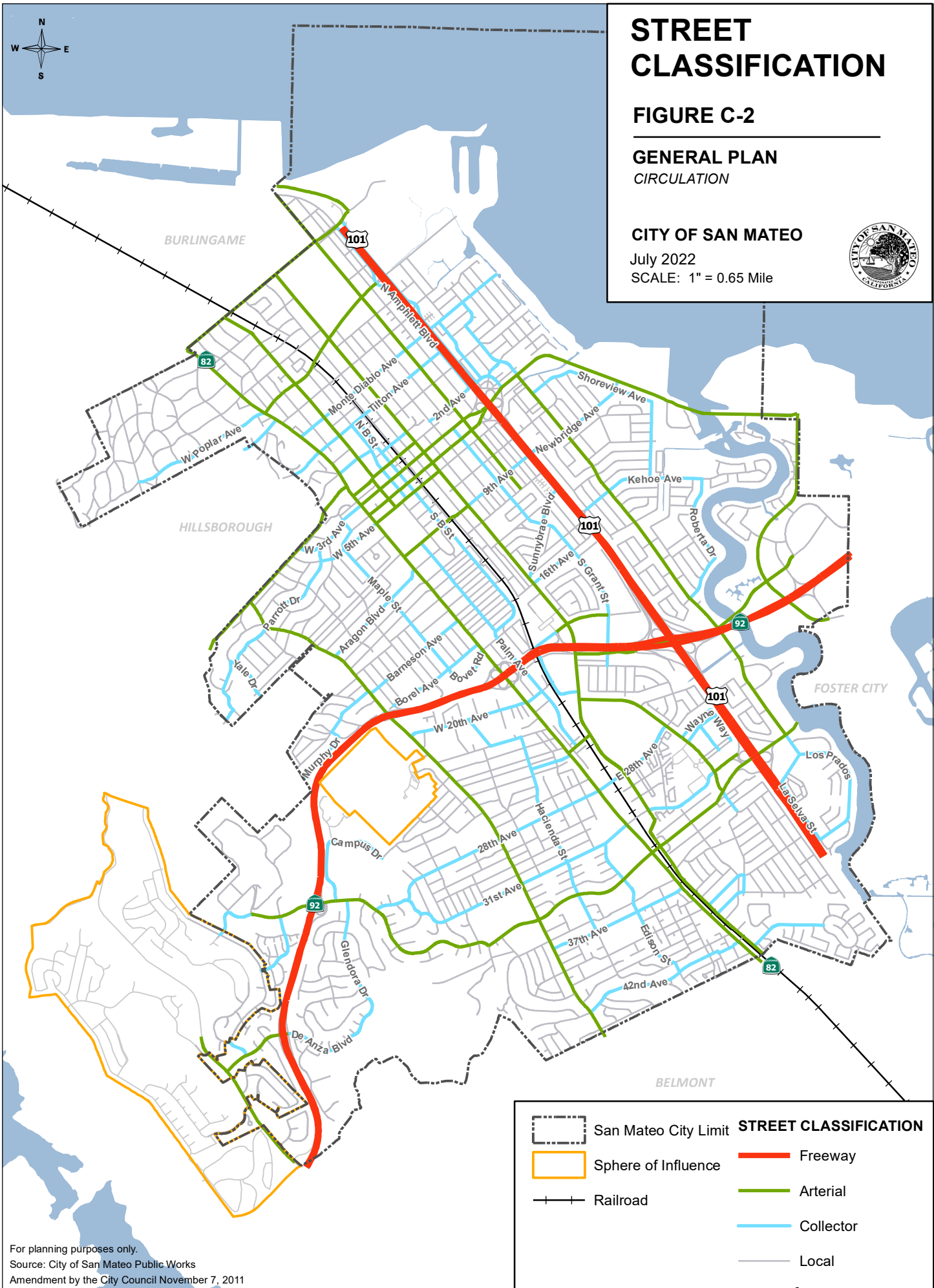
- Proposed Peninsula Interchange Project
- Proposed Pedestrian Crossing Improvements
- Current Caltrain At-Grade Crossings

- Study Area
- Sphere of Influence
- Caltrain Station
- Existing Pedestrian Mall (Street Closure)

Source Data:  
City of San Mateo, 2019;  
San Mateo County, 2018; Esri, 2019;  
PlaceWorks, 2019;  
Nelson Nygaard, 2020.

0 .5  
Scale (Miles)  
42 of 228





For planning purposes only.  
Source: City of San Mateo Public Works  
Amendment by the City Council November 7, 2011





For planning purposes only.  
Source: 511.org



# BICYCLE NETWORK

FIGURE C-4

## GENERAL PLAN

CIRCULATION

CITY OF SAN MATEO October 2021



### Bicycle Facilities

#### Existing

- Shared Use Path
- Buffered Bike Lane
- Bike Lane
- Bike Route

#### Proposed

- Shared Use Path
- Separated Bike Lane
- Buffered Bike Lane
- Bike Lane
- Bicycle Boulevard
- Bike Route

#### Other

- Caltrain Stations
- Rail Lines
- Parks
- Schools
- Water
- Intersection Treatments Requiring further study

#### NOTE

\*City will implement a bikeway on either 39th or 42nd Ave (from Edison St to Pacific Blvd) pending further analysis of each alignment.

May Require Further Study



0 0.5 1 mi



## 5. COMMUNITY DESIGN AND HISTORIC RESOURCES ELEMENT

### GOALS AND POLICIES

#### NATURAL LANDSCAPES AND THE URBAN FOREST

<b>GOAL CD-1</b>	Preserve and enhance San Mateo's natural setting as an irreplaceable asset and the physical foundation of the community.
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#### POLICIES

<b>Policy CD-P1.1</b>	<b>Respect for the Landscape.</b> Encourage new development to respect and respond to the natural topography of San Mateo.
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<b>Policy CD-P1.2</b>	<b>Preservation of Natural Focal Points.</b> Preserve and enhance views of and access to the foothills and the Bay through the design of new development to the extent feasible.
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<b>Policy CD-P1.3</b>	<b>New Development Requirements.</b> Require new developments to protect and enhance the character of scenic roadways and trails designated on <a href="#">Figure C/OS-4</a> , including land uses, signs, screening, and preservation of view corridors.
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<b>GOAL CD-2</b>	Protect heritage trees, street trees, and tree stands and maintain the health and condition of San Mateo's urban forest.
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#### POLICIES

<b>Policy CD-P2.1</b>	<b>Tree Preservation.</b> Continue to preserve protected heritage and street trees throughout San Mateo.
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<b>Policy CD-P2.2</b>	<b>Replacement Planting.</b> Require replacement planting or payment of an in-lieu fee when the removal of protected heritage and street trees is permitted.
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<b>Policy CD-P2.3</b>	<b>New Development Requirements.</b> Require the protection of trees during construction activity; require that landscaping, buildings, and other improvements located adjacent to trees be designed and maintained to be consistent with the continued health of the tree.
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<b>Policy CD-P2.4</b>	<b>Public Awareness.</b> Pursue public awareness and education programs concerning the identification, care, and regulation of trees.
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<b>Policy CD-P2.5</b>	<b>Tree Maintenance.</b> Preserve and regularly maintain existing protected heritage and street trees to keep them in a safe, healthy and aesthetic condition.
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- Policy CD-P2.6** **New Development Street Trees.** Require street tree planting where feasible as a condition of all new developments.
- Policy CD-P2.7** **Street Tree Planting.** Encourage the planting of new street trees to increase the tree canopy throughout the city and especially in gateway areas and in tree deficient neighborhoods; encourage neighborhood participation in tree planting programs.
- Policy CD-P2.8** **Tree Stand Retention.** Preserve the character of stands or groves of trees in the design of new or modified projects, where feasible.

## ACTION

- Action CD-A2.1** **Tree Planting Funding.** Identify non-City funded tree planting programs and other funding sources for tree planting efforts on an annual basis.

## HISTORIC RESOURCES

<b>GOAL CD-3</b>	Preserve historic and culturally important structures, assets, and districts to maintain San Mateo's special identity and continuity with the past.
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## POLICIES

- Policy CD-P3.1** **Historic Preservation.** Preserve historic buildings where feasible.
- Policy CD-P3.2** **Historic Districts.** Consider the protection of concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity, when they meet identified state and local standards.
- Policy CD-P3.3** **Historic Building Definition.** Define historic buildings as those that are on or individually eligible for the National Register of Historic Places, California Register of Historical Resources, or Downtown Historic District contributor buildings as designated in the 1989 Historic Building Survey Report, or as determined to be eligible through documentation contained in a historic resources report.
- Policy CD-P3.4** **Public Awareness.** Foster public awareness and appreciation of the City's historic, architectural, and archaeological resources and educate the community about how to preserve and improve these resources.
- Policy CD-P3.5** **Historic Structure Renovation and Rehabilitation.** Promote the renovation and rehabilitation of historic structures that conforms to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures and the California Historical Building Code and prioritize historic structures for available rehabilitation funds.

**Policy CD-P3.6**      **Historic Preservation Funding.** Pursue and promote historic preservation funding sources to incentivize the protection of historic resources such as the California Mills Act Property Tax Abatement Program and Federal Historic Preservation Tax Incentives Program.

**Policy CD-P3.7**      **Demolition Alternatives.** Require an applicant to submit alternatives to full demolition on how to preserve a historic building as part of any planning application and implement methods of preservation unless health and safety requirements cannot be met.

## ACTIONS

**Action CD-A3.1**      **Historic Building Survey.** Establish and maintain an inventory of architecturally, culturally, and historically significant structures and sites. Proactively maintain an up-to-date historic resources inventory by seeking funding opportunities to update the historic survey.

**Action CD-A3.2**      **Historic Preservation Ordinance.** Update and maintain the City's Historic Preservation Ordinance to be consistent with State and Federal standards and guidelines, and to support local historic preservation objectives.

**Action CD-A3.3**      **Preservation Incentives.** Create incentives to preserve historic and cultural resources such as reducing parking requirements, allowing a flexible use, or establishing a transfer of development rights program.

**Action CD-A3.4**      **Historic Design Standards.** Create objective design standards for development within historic districts or adjacent to historic structures and/or culturally important sites to maintain the historic character of these resources.

## CITY IMAGE

<b>GOAL CD-4</b>	Develop and maintain an attractive urban fabric that reflects San Mateo's unique character.
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## POLICIES

**Policy CD-P4.1**      **Community Cohesion.** Design new private development, streets, and public spaces to enhance social connection by providing street-fronting uses and community spaces, as appropriate.

**Policy CD-P4.2**      **Gateways.** Develop gateways that visually announce key entrances to San Mateo by creating distinctive architectural or landscape features at the following locations:

- a. Entrances to the Downtown;
- b. North and south ends of El Camino Real (SR 82);
- c. US 101 and Third Avenue;

- d. US 101 and Hillsdale Boulevard;
- e. Mariner's Island Boulevard and J. Hart Clinton Drive at the border of Foster City; and
- f. State Route 92 off-ramps at El Camino Real.

**Policy CD-P4.3** **Sustainable Design.** Encourage integration of sustainable design features and elements into the design of new buildings.

**Policy CD-P4.4** **El Camino Real (SR 82).** Encourage improvements to the public right-of-way and private properties along El Camino Real that will make the corridor safer and more attractive for all users, such as redesigned transit stops, improved sidewalks, street trees and other pedestrian amenities, and updated/improved building facades. Incorporate the Guiding Principles of the Grand Boulevard Initiative into future plans for the El Camino Real corridor in San Mateo.

**Policy CD-P4.5** **Railroad Corridor.** Improve the railroad corridor to create a positive City image and an urban environment that supports a multimodal transportation network.

**Policy CD-P4.6** **Signage.** Maintain signage controls that appropriately regulate the design, size, type, illumination and quantity of signs visible from corridors.

**Policy CD-P4.7** **Public Open Space Design.** Seek opportunities to establish public open spaces in new developments and new public buildings, and promote innovative and creative designs to create exceptional and unique spaces.

**Policy CD-P4.8** **Public Art.** Continue to require public art as part of new development. Support public art as a resource that enhances the quality of life for individuals living in, working in, and visiting the City; improves the quality of the urban environment; and increases property values.

**Policy CD-P4.9** **Inclusive Outreach.** Involve the community in the City's efforts to develop and maintain an attractive urban fabric that reflects San Mateo's unique character. Use outreach and engagement methods that encourage broad representation and are culturally sensitive, particularly for historically underserved communities.

## RESIDENTIAL

**GOAL CD-5** Maintain and enhance the existing character and physical quality of residential neighborhoods through the appropriate design of new development.

## POLICIES

**Policy CD-P5.1** **Building Mass and Scale.** Encourage new residential developments to be compatible with the scale of the surrounding neighborhood.



- Policy CD-P5.2** **Low-Density Residential Development.** Require new homes in the Low and Very Low residential designations, including single-family dwellings, duplexes, triplexes, four-plexes, and ADUs to be consistent with objective design standards as described in the City’s Residential Design Standards.
- Policy CD-P5.3** **Single-Family Design.** Encourage new single-family dwellings and expansions of existing single-family dwellings that address the preservation and enhancement of neighborhood character through building scale, materials, architectural style and details, and privacy.
- Policy CD-P5.4** **Multi-Family Design.** Ensure that the architectural design of new multi-family developments enhances the neighborhood character by providing appropriate building and pedestrian scale elements, high quality materials and construction, open space and resident amenities.
- Policy CD-P5.5** **Multi-Family Parking.** Require new multi-family developments to design and site parking to avoid blank, ground floor walls and to screen views of parking from the street.
- Policy CD-P5.6** **Multi-Family Open Space.** Require that a portion of required open space for new multi-family projects be useable for passive or active recreation.

## ACTIONS

- Action CD-A5.1** **Objective Design Standards.** Develop and adopt objective design standards that clearly outline the City’s design expectations for new single-family and multi-family projects.
- Action CD-A5.2** **Accessory Dwelling Units and Junior Dwelling Units Design.** Continue to monitor State law and update the City’s Accessory Dwelling Unit ordinance to ensure that new ADUs and JADUs are regulated in accordance with State law requirements while also meeting community needs and expectations.

## MIXED-USE AND COMMERCIAL AREAS

<b>GOAL CD-6</b>	Improve the visual character, livability, and vitality of mixed -use and commercial areas.
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## POLICIES

- Policy CD-P6.1** **Objective Design Standards.** Provide clear, objective, and quantifiable design standards to guide new mixed-use and commercial development.
- Policy CD-P6.2** **Pedestrian Oriented Design.** Cultivate pedestrian activity in commercial and mixed-use areas by providing adequate sidewalk widths, locating windows along ground floor street facades, trees and awnings, and human scale construction materials and features.

- Policy CD-P6.3**      **Respect Existing Scale.** Encourage new mixed-use and 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 by stepping back upper floors.
- Policy CD-P6.4**      **Orient Buildings Toward the Street.** Encourage commercial development to be located at the street in retail areas to encourage pedestrian activity and an active streetscape.
- Policy CD-P6.5**      **Commercial Parking.** Encourage commercial projects to provide required parking underground to minimize the amount of ground floor area dedicated to parking. When parking is located at grade, it should be located towards the side and rear of parcels.
- Policy CD-P6.6**      **Commercial Transitions.** Encourage new commercial development or redevelopment to provide an appropriate transition to adjacent neighborhoods.
- Policy CD-P6.7**      **Outdoor Display and Eating.** Support parklets, the outdoor display of goods at retail uses, and restaurant seating areas to add visual interest and activity to commercial and mixed-use areas.

## ACTION

- Action CD-A6.1**      **Objective Design Standards.** Develop and adopt objective design Standards for new mixed-use and commercial development to provide a clear understanding of the City's expectation for new project design, including pedestrian-friendly design.

## AREA SPECIFIC DESIGN POLICIES

[Note: Additional design policies and actions for specific areas around the City will be developed during outreach effort based on community and decisionmaker input.]

### NORTH CENTRAL

- Policy CD-P6.8**      **Amphlett Boulevard.** Require new buildings and additions to be compatible with adjoining residential areas including adequate screening and landscaping.

### SHOREVIEW

- Policy CD-P6.9**      **US 101 Frontage.** Encourage upgrading of the appearance of US 101 and properties adjacent to the freeway through design treatment, screening and right-of-way landscaping.
- Policy CD-P6.10**      **Marina Lagoon Properties.** Development of private parcels having frontage on Marina Lagoon should retain public access, providing a connection between Shoreline Park and Bayside/Joinville Park.

## MARINA LAGOON / BRIDGEPOINTE

**Policy CD-P6.11** **Marina Plaza Center.** Retain the Marina Plaza neighborhood retail center and allow limited expansion of low scale commercial uses.

## NORTHWEST HEIGHTS

[NOTE: POLICIES WILL BE DEVELOPED DURING OUTREACH EFFORT]

## HAYWARD PARK / SUNNYBRAE

[NOTE: POLICIES WILL BE DEVELOPED DURING OUTREACH EFFORT]

## BERESFORD PARK

**Policy CD-P6.12** **25<sup>th</sup> Avenue Shopping Center.** Continue to support ground floor retail uses and improvements the physical and aesthetic nature of the 25<sup>th</sup> Avenue commercial district. New buildings or remodels should be compatible with existing buildings while incorporating improved signage and high quality design and construction.

**Policy CD-P6.13** **Peninsula Golf and Country Club.** Support the retention of the existing club and recreation use. If the site is redeveloped, residential development that is compatible with adjacent uses in terms of density and intensity should be encouraged.

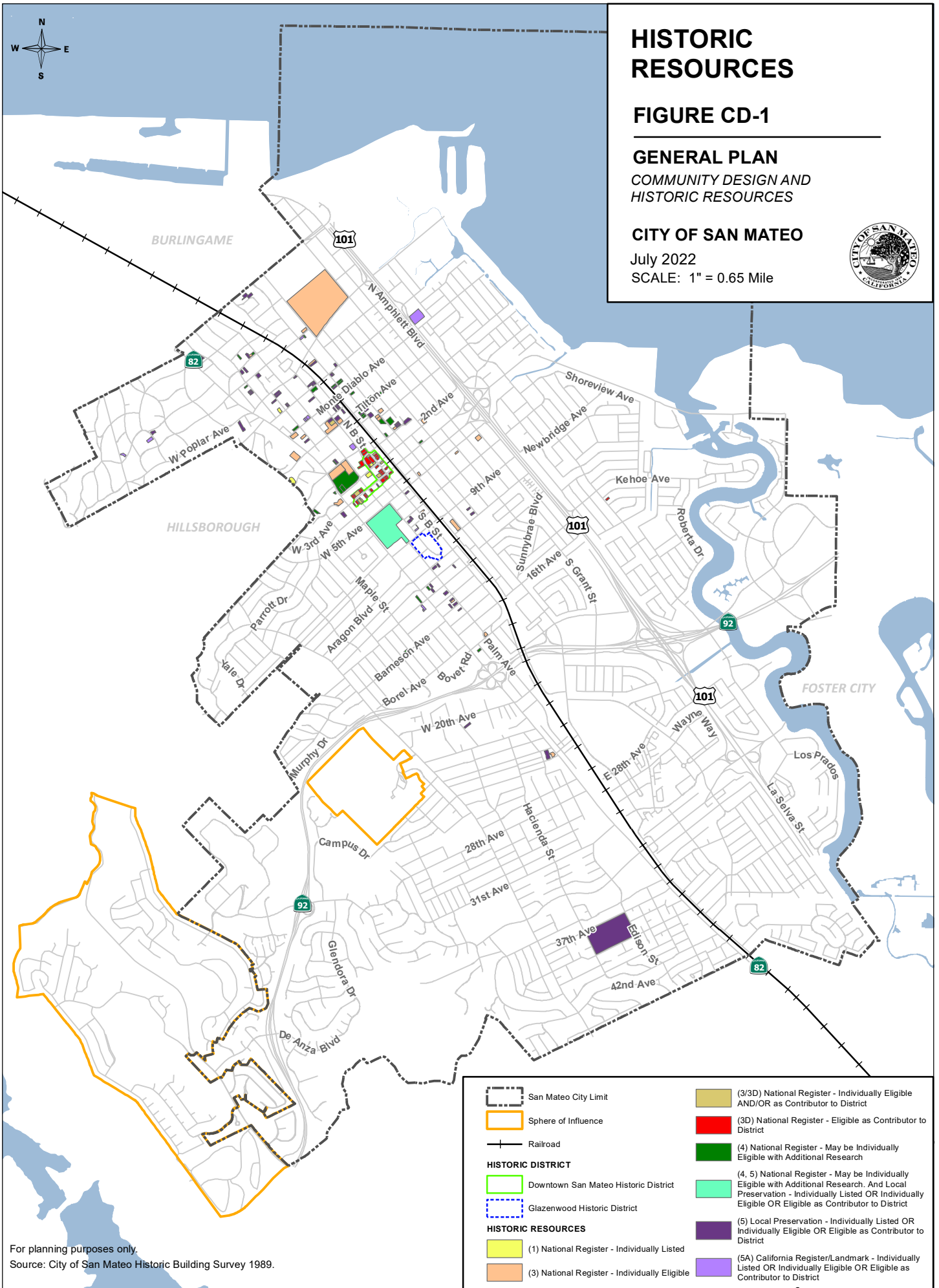
## HILLSDALE / SUGARLOAF

**Policy CD-P6.14** **San Mateo County Hospital.** Should all or a portion of the San Mateo County Hospital redevelop, a mixed residential development is appropriate with stepped density compatible with adjacent residential areas, ranging from single-family adjacent to single family residences to medium density where adequately buffered.

## WESTERN HILLS

**Policy CD-P6.15** **San Mateo County Facilities Site.** Require a Master Plan prior to any future development of the site. Encourage clustered development to maximize open space and protect hillsides, major vegetation, natural topography and views from surrounding areas.







## 6. CONSERVATION, OPEN SPACE, PARKS & RECREATION ELEMENT

### GOALS AND POLICIES

#### ENVIRONMENTAL STEWARDSHIP

<b>GOAL COS-1</b>	Protect and enhance the City's natural resource areas that provide plant and animal habitat and benefit human and ecological health and resilience.
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#### POLICIES

- |                        |  |
|------------------------|--|
| <b>Policy COS-P1.1</b> | <b>Sensitive Natural Communities.</b> Protect riparian habitat and other sensitive natural communities.  |
| <b>Policy COS-P1.2</b> | <b>Interjurisdiction Coordination.</b> Coordinate with adjacent jurisdictions and regional, State, and federal agencies to protect critical wildlife habitat, including by participating in comprehensive habitat management programs.   |
| <b>Policy COS-P1.3</b> | <p><b>Site Evaluations.</b> Require independent professional evaluation of sites for any public or private development located within known or potential habitat of species designated by State and federal agencies as rare, threatened, or endangered.</p> <p>The site evaluation shall determine the presence/absence of these special-status plant and animal species on the site. The surveys associated with the evaluation shall be conducted for proper identification of the species. The evaluation shall consider the potential for significant impacts on special-status plant and animal species and shall include feasible mitigation measures to mitigate such impacts to the satisfaction of the City and appropriate governmental agencies (e.g., U.S. Fish and Wildlife Service and California Department of Fish and Game). The City shall require adequate mitigation measures for ensuring the protection of sensitive resources and achieving “no net loss” of sensitive habitat acreage, values, and functions.</p> <p>In lieu of the site evaluation, presence of special status plant and animal species may be assumed and the City may require mitigation requiring “no net loss” mitigation of sensitive habitat acreage may be applied to the satisfaction of the City and appropriate governmental agencies.</p> |
| <b>Policy COS-P1.4</b> | <b>Development Near Wetlands or Water.</b> Restrict or modify proposed development in areas that contain wetlands or waters to ensure the continued  |

health and survival of special-status species and sensitive habitat areas. Development projects shall be designed to avoid impacts on sensitive resources, or to adequately mitigate impacts by providing on-site or off-site replacement at a higher ratio. Project design modification shall include adequate avoidance measures such as the use of setbacks, buffers, and water quality, drainage control features, or other measures to ensure that no net loss of wetland acreage, function, water quality protection, and habitat value occurs. This may include the use of setbacks, buffers, and water quality, drainage control features, or other measures to maintain existing habitat and hydrologic functions of retained wetlands and waters of the US.

**Policy COS-P1.5**

**Wetland Development Mitigation.** Avoid wetlands development where feasible (as defined under State CEQA Guidelines Section 15364). When an applicant has demonstrated that no net loss of wetlands would occur and that on-site restoration is not feasible, provide replacement habitat on-site through restoration and/or habitat creation that would ensure no net loss of wetland acreage, function, water quality protection, and habitat value. Off-site wetland mitigation preferably will consist of the same habitat type as the wetland area that would be lost.

1. Restricting or modifying proposed development in areas that contain wetlands or waters of the U.S., as defined by U.S. Army Corps of Engineers delineations, as necessary to ensure the continued health and survival of special-status species and sensitive habitat areas. Development projects shall be designed to avoid impacts on sensitive resources, or to adequately mitigate impacts by providing on-site replacement or (as a lowest priority) off-site replacement at a higher ratio. Modification in project design shall include adequate avoidance measures to ensure that no net loss of wetland acreage, function, water quality protection, and habitat value occurs. This may include the use of setbacks, buffers, and water quality, drainage control features, or other measures to maintain existing habitat and hydrologic functions of retained wetlands and waters of the U.S.
2. Designing public access to avoid or minimize disturbance to sensitive resources, including necessary setback/buffer areas, while facilitating public use, enjoyment, and appreciation of wetlands.
3. Avoiding wetlands development where feasible (as defined under State CEQA Guidelines Section 15364). Where complete avoidance of jurisdictional wetlands is not feasible (as defined under State CEQA Guidelines Section 15364), require provision of replacement habitat on-site through restoration and/or habitat creation that would ensure no net loss of wetland acreage, function, water

quality protection, and habitat value. Allow restoration of wetlands off-site only when an applicant has demonstrated that no net loss of wetlands would occur and that on-site restoration is not feasible. Off-site wetland mitigation preferably will consist of the same habitat type as the wetland area that would be lost.

**Policy COS-P1.6**

**Bird Island.** Manage Bird Island as a bird nesting and breeding site.

**ACTION**

**Action COS-A1.1**

**Environmental Review.** Review the environmental documents for projects located adjacent to City boundaries regarding impacts and mitigations to species and habitat.

**ACCESS TO NATURE**

**GOAL COS-2**

Ensure that current and future generations will enjoy the environmental, social, health, and economic benefits derived from access to our urban forest, parks and open spaces.

**POLICIES**

**Policy COS-P2.1**

**Sustainable Access.** Continue to design and manage public access to the City's natural resources in a way that promotes public health and connection to nature while avoiding or minimizing disturbance and sustaining these resources into the future.

**Policy COS-P2.2**

**Equitable Conservation.** Prioritize preservation, restoration, and enhancement of natural landscapes in or near underserved communities for their role in improving air quality and community health.

**Policy COS-P2.3**

**Shoreline Interpretive Opportunities.** Promote public awareness of the value and care of the Shoreline for habitat values, water quality, and safety through on-site interpretive programs or outdoor displays which are in character with the adjacent open spaces.

**Policy COS-P2.4**

**Lagoon and Shoreline Public Access.** Require public access from new developments adjacent to the Lagoon and Shoreline as a condition of approval.

**Policy COS-P2.5**

**Sugarloaf Mountain Management.** Improve, maintain, and manage the natural qualities and habitat of Sugarloaf Mountain and Laurelwood Park, including management of public access, study, recreation, and wildland fire hazards.

**Policy COS-P2.6**

**Sugarloaf Mountain Interpretive Opportunities.** Promote public awareness of the value and care of Sugarloaf Mountain through on-site interpretive programs or displays which are in character with the open space, consistent with the adopted management plan.

## ACTION

- Action COS-A2.1**      **Improvements to Bayfront Nature Area.** Review plans for the remaining uncompleted portions of Shoreline Park, including the Bayfront Nature Area, Tidelands Park, San Mateo Creek improvements east of Highway 101, Bay Marshes and J. Hart Clinton Drive to ensure they reflect current environmental and programmatic needs.

## WATER QUALITY, CREEKS, AND RIPARIAN AREAS

<b>GOAL COS-3</b>	Protect and improve San Mateo's creeks as valuable habitat, green infrastructure, and components of human and environmental health.
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## POLICIES

- Policy COS-P3.1**      **Low Impact Development.** Minimize stormwater runoff and pollution by encouraging low-impact design (LID) features, such as pervious parking surfaces, bioswales, and filter strips in new development.
- Policy COS-P3.2**      **Water Quality Standards.** Manage City creeks, channels, and the Marina Lagoon, to meet applicable state and federal water quality standards and sustain aquatic/wildlife habitat appropriate to the water flow.
- Policy COS-P3.3**      **Aesthetic and Habitat Values - Public Creeks.** Preserve and enhance the aesthetic and habitat values of creeks, such as San Mateo, Laurel, and Beresford creeks, and other City-owned channels in all activities affecting these creeks, including revegetation, erosion control, and adequate setbacks for structures.
- Policy COS-P3.4**      **Aesthetic and Habitat Values – Private Creeks.** Encourage preservation and enhance the aesthetic and habitat values of privately owned sections of all other creeks and channels, shown in [Figure C/OS-1](#).
- Policy COS-P3.5**      **Hydrologic Impacts.** Ensure that improvements to creeks and other waterways do not cause adverse hydrologic impacts or significantly increase the volume or velocity of flow of the subject creek.
- Policy COS-P3.6**      **New Creekside Development Requirements.** Require that new creekside development protect and improve setbacks, banks, and waterways adjacent to the development project in order to increase flood protection and enhance riparian vegetation and water quality.
- Policy COS-P3.7**      **Groundwater Recharge in Open Spaces.** Protect existing open spaces, natural habitat, floodplains, and wetland areas that serve as groundwater recharge areas.
- Policy COS-P3.8**      **Groundwater Recharge in Urban Areas.** Protect groundwater recharge and groundwater quality when considering new development projects.

**Policy COS-P3.9**

**Preservation of Beneficial Uses.** Manage Marina Lagoon to balance and enhance its beneficial uses. Manage other water bodies to allow for limited nearby recreation, such as picnicking, hiking, boating, sightseeing, and interpretive study.

**ACTIONS**

**Action COS-A3.1**

**Stormwater Treatment.** Continue to participate in the San Mateo Countywide Stormwater Pollution Prevention Program to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) permit to prevent water pollution from point and non-point sources.

**Action COS-A3.2**

**Groundwater Recharge Area Mapping.** Identify, map, and disseminate information on groundwater recharge areas, to the extent feasible, and provide educational materials and resource information on ways of reducing and limiting the development of non-pervious surfaces in those areas.

**Action COS-A3.3**

**Incentives for Low Impact Development.** Develop and implement incentives to encourage applicants to include low-impact design features in new development.

**AIR QUALITY**

**GOAL COS-4**

All San Mateo residents should have the ability to breathe safe, clean air.

**POLICIES**

**Policy COS-P4.1**

**Air Quality Thresholds.** Use thresholds of significance that match or are more stringent than the air quality thresholds of significance identified in the current Bay Area Air Quality Management District (BAAQMD) Air Quality Guidelines when evaluating air quality impacts of projects.

**Policy COS-P4.2**

**Health Risk Assessment.** Require a cumulative health risk assessment, including consideration of truck traffic impacts, when a project potentially affects sensitive receptors in disadvantaged communities, and require appropriate mitigation based on the findings of the assessment.

**Policy COS-P4.3**

**Activity Near Sensitive Receptors.** Comply with State regulations that prohibit nonessential idling of vehicles near sensitive receptors such as the requirements outlined in Title 13 CCR 9 Sections 2449, article 4.8, and Title 13 CCR 10 Sections 2480 and 2485 of the California Code of Regulations.

**Policy COS-P4.4**

**Odors.** When proposed development generating odors 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.



Potential mitigation associated with this policy requirement will be coordinated with any required permit conditions from BAAQMD.

When new residential or other sensitive receptors are proposed near existing sources of odors, 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.

**Policy COS-P4.5**

**Toxic Air Contaminants.** Require that when new development that would be a source of toxic air contaminants (TACs) 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.

When new residential or other sensitive receptors are proposed near existing sources of TACs, 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 the source to reduce the potential exposure to acceptable levels.

**Policy COS-P4.6**

**Air Quality Construction Impacts.** Require new construction activities to mitigate air quality impacts generated during construction activities in compliance with BAAQMD's regulations and guidelines on construction activity impacts.

**Policy COS-P4.7**

**Truck Facilities.** Require new development to provide adequate truck parking, loading space, and generators for refrigerated trucks to prevent idling.

## ACTIONS

**Action COS-A4.1**

**Air Quality Improvement.** Support and partner with Bay Area Air Quality Management District (BAAQMD) in monitoring, education, permitting, enforcement, grants programs, or other efforts to improve air quality issues and health outcomes for all.

**Action COS-A4.2**

**Clean Air Refuges.** Develop and implement a plan to provide clean air refuges during times when outdoor air quality is unhealthy. Explore the feasibility of participating in State grant programs to fund retrofits of ventilation systems at public buildings to provide refuge for residents during periods of unhealthy air quality caused by excessive smoke from wildfires.

## HILLSIDES

<b>GOAL COS-5</b>	Minimize the impact of hillside development on the natural environment and public safety.
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### POLICIES

<b>Policy COS-P5.1</b>	<b>Hillside Development Principles.</b> Require hillside development to minimize impacts by preserving the existing topography, limiting cuts and fills, and clustering development. Limit development on steep hillsides with a 30 percent or higher slope.
<b>Policy COS-P5.2</b>	<b>Minimal Impacts.</b> Require new development to preserve natural topographic forms and to minimize adverse impacts on vegetation, water, soil stability, and wildlife resources.

## ARCHAEOLOGICAL RESOURCES AND TRIBAL CULTURAL RESOURCES

<b>GOAL COS-6</b>	Protect archaeological resources and resources that are culturally significant to Native American tribes and acknowledge San Mateo's past as indigenous land.
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### POLICIES

<b>Policy COS-P6.1</b>	<b>Archaeological Resource Protection.</b> Preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, or sociological merit for present-day residents or Native American tribes.
<b>Policy COS-P6.2</b>	<b>Tribal Cultural Resources.</b> Preserve areas which have identifiable and important tribal cultural resources and comply with appropriate State and federal standards to evaluate and mitigate impacts to cultural resources, including tribal, historic, archaeological, and paleontological resources.
<b>Policy COS-P6.3</b>	<b>Tribal Consultation.</b> Consult with Native American representatives, including through early coordination, to identify locations of importance to Native Americans, including archaeological sites, sacred sites, traditional cultural properties, and other types of tribal cultural resources. Respect tribal concerns if a tribe has a religious prohibition against revealing information about specific practices or locations.
<b>Policy COS-P6.4</b>	<b>Potential Archaeological Impacts.</b> Consistent with CEQA, prior to construction, consult the California Archaeological Inventory Northwest Information Center for project-specific reviews to evaluate the potential for impact on archaeological resources and determine whether or not further study is warranted.



**Policy COS-P6.5**

**On-Site Mitigation.** If development could affect a tribal cultural resource or archaeological resource, require the developer to contact an appropriate tribal representative to train construction workers on appropriate avoidance and minimization measures, requirements for confidentiality and culturally appropriate treatment, other applicable regulations, and consequences of violating State laws and regulations.

**ACTION**

**Action COS-A6.1**

**Pre-Construction Investigations.** Consistent with CEQA, establish specific procedures for pre-construction investigation of high and medium sensitivity sites identified in the 1983 Chavez investigation, unless superseded by more recent investigations, in order to assist property owners, developers, and the City in making decisions when archaeological resources may be affected.

**PARKS AND RECREATION**

**GOAL COS-7**

Provide a comprehensive system of park and recreation programs and facilities based on the needs of the City's residents to encourage healthy lifestyles and ensure access for all.

**POLICIES**

**Policy COS-P7.1**

**Active and Healthy Lifestyles.** Maintain and expand programs that promote active and healthy lifestyles and incorporate health and wellness practices into everyday life, such as healthy eating and nutrition education programs, water safety and swim programs, and youth fitness activities.

**Policy COS-P7.2**

**Creating Community.** Cultivate opportunities to come together as a community, celebrate our heritage, cultures and milestones, and have social supports available, which are key to creating a sense of community and building community resilience.

**Policy COS-P7.3**

**Creative Outlets.** Provide skill development and performance opportunities within each of the major art forms with an emphasis on promoting lifelong enjoyment to nurture creative discovery.

**Policy COS-P7.4**

**Enrichment and Lifelong Learning.** Provide a wide array of enriching and lifelong learning opportunities that provide mental stimulation, self-improvement, exploration, educational opportunities, and skills that can be applied at home or business.

**Policy COS-P7.5**

**Parks as Learning Environments.** Enhance the role of parks as learning environments by providing interpretive opportunities to community organizations and at City-operated facilities to increase public awareness of their unique cultural, historical, and environmental characteristics.

- Policy COS-P7.6** **Child and Youth Development.** Provide pre-school through teenage youth with a variety of experiences that nurture individuality, spark imagination, encourage active recreation, and build the skills needed to ensure success in the next stage of development.
- Policy COS-P7.7** **Aging Adults.** Promote policies, programs, services and public infrastructure improvements through either direct City provision or through collaborative partnerships with other agencies to insure that older adults can age in place while feeling valued and supported.
- Policy COS-P7.8** **Community-Led Activity Initiatives.** Work with local community groups and San Mateo County Health to initiate walking, hiking, cycling, and other recreation clubs and activities to increase participation, safety, and social cohesion.
- Policy COS-P7.9** **Conservation and Nature Awareness.** Increase public awareness of the importance of and appreciation for conservation opportunities and the value of connecting children to nature with enhanced programs and public outreach.
- Policy COS-P7.10** **Central Park.** Promote Central Park’s character as the City’s signature park and community gathering place.

## ACTION

- Action COS-A7.1** **Coordination with Education Providers.** Coordinate with other education providers, such as the College of San Mateo and the Public Library, to identify appropriate service targets and provide activities within those identified targets.

**GOAL COS-8** Provide equitable and convenient access to parks, recreational programs, and facilities so that all residents experience the benefits of parks and open space on their physical and mental health.

## POLICIES

- Policy COS-P8.1** **Accessible Facilities.** Continue to provide general park facilities that are free and open to the public, except for reservations of specific facilities by groups or individuals, or for facilities that traditionally charge fees (e.g., Golf Course, Marina Lagoon).
- Policy COS-P8.2** **Recreation Fee Assistance.** Continue to provide program fee assistance to qualifying families and older adults consistent with the Park and Recreation Commission endorsed administrative policy for fee assistance.

## ACTIONS

- Action COS-A8.1** **Customer Service.** Adopt policies and practices that create satisfied customers and develop life-long relationships with our users.

- Action COS-A8.2**      **Inclusion and Accessibility.** Create policies, programs and facility designs that are inclusive, respectful, and supportive for all members of the community. Expand cultural awareness and appreciation through culturally relevant programs and special events.
- Action COS-A8.3**      **Resident Input.** Solicit a broad spectrum of resident input for major park improvements or park master plans. Conduct multi-lingual and culturally sensitive outreach to ensure all voices are included in park planning efforts and that San Mateo's parks reflect the diversity of the community.
- Action COS-A8.4**      **Public Information.** Communicate through diverse channels and in multiple languages the benefits and value park and recreation services bring in making San Mateo a more livable, economically viable, and socially responsible community.
- Action COS-A8.5**      **Technology Innovation.** Identify and incorporate technology innovations as an ongoing strategy to better serve the public, e.g. virtual trail maps, digitalized park signage, virtual programming, etc.

**GOAL COS-9**      Provide the appropriate mix of parks and facilities that balances the needs of active and passive facilities, allows formal and informal uses, is accessible for all residents, and meets existing and future recreation needs.

## POLICIES

- Policy COS-P9.1**      **Facility Standards.** Use the Park and Recreation Facility Standards to assess the adequacy of existing facilities; to design, develop and redevelop sites, and to acquire or accept new sites.
- Policy COS-P9.2**      **Acreage Standards.** Acquire or accept for dedication two acres of neighborhood and community parks per 1,000 residents.
- Policy COS-P9.3**      **Walkable Parks and Amenities.** Provide accessible public park or other recreational opportunities that are within approximately 1/3 of a mile of residents without travel over significant barriers. Ideally, one or more of the following amenities should be available: multi-purpose turf area, children's play area with pre-school and youth apparatus, seating areas, picnic areas, a multi-use court, and an opportunity for passive enjoyment of an aesthetic landscaped space.
- Policy COS-P9.4**      **Active Use Facilities.** Provide sufficient active use facilities to support current needs and future trends including but not limited to multi-use athletic turf areas; court games; action sports, e.g. biking; ; and a system of pedestrian and bike trails that will provide interconnectivity between parks.

- Policy COS-P9.5**      **Master Planning.** Continue to prepare and maintain master plans for all undeveloped parks and for those parks over two acres in size prior to development or major redevelopment. Allow interim uses if such uses will not adversely impact or limit potential permanent uses.
- Policy COS-P9.6**      **Rehabilitation or Purchase of School Sites.** Consider contributions towards rehabilitation or the purchase of recreational facilities on surplus school sites based upon an evaluation of their value as community recreation resources.

## ACTIONS

- Action COS-A9.1**      **Regional Facilities.** Explore the feasibility of developing regional recreational and sports complexes with neighboring cities.
- Action COS-A9.2**      **Bay Meadows Community Park.** Complete the master planning for Bay Meadows Community Park to reflect its value as a city-wide asset that can address one or more identified facility deficiencies.

<b>GOAL COS-10</b>	Plan and develop well-designed parks and recreation facilities compatible with surrounding uses that promote accessibility, efficient use, and practical maintenance.
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## POLICIES

- Policy COS-P10.1**      **Rehabilitation Priorities.** Prioritize parks and recreation facilities projects that rehabilitate facilities that have become or will become costly to maintain, only marginally usable, meet the highest community needs, provide significant benefits in relation to costs or are located in equity priority communities.
- Policy COS-P10.2**      **Park Preservation.** Preserve existing parklands, open spaces, and the golf course for open space and recreational use.
- Policy COS-P10.3**      **Shared Use.** Encourage schools to make their facilities available for City and community-sponsored activities to the greatest extent possible, and encourage school agencies to adopt reasonable user fees and operating practices that allow improved community access.
- Policy COS-P10.4**      **Optimum Cost-Effectiveness.** Maintain and upgrade park infrastructure to optimize its cost effectiveness and value in meeting community recreation needs.
- Policy COS-P10.5**      **Sustainability Practices.** Operate park and recreation facilities using environmentally, socially, and economically sustainable management and operating practices that proactively reverse the impacts of climate change or better prepare for its effects.
- Policy COS-P10.6**      **Maintenance Standards.** Maintain the park system by a set of maintenance standards that reflects community values; maintains, promotes, and optimizes

positive use; reduces wildfire risk; and ensures that equipment and facilities are maintained in a safe condition.

**Policy COS-P10.7**      **Environmentally-Sound Park Operations.** Utilize native and drought tolerant plant species, efficient irrigation systems, reclaimed water, and sustainable management practices. Expand efforts to improve recycling opportunities in all parks and implement trash reduction measures, especially during large community events.

**Policy COS-P10.8**      **San Mateo City Parks and Recreation Foundation.** Continue to support the San Mateo City Parks and Recreation Foundation efforts to expand non-city resource opportunities, such as funding and volunteers, in support of park development, improvements, and maintenance.

## ACTIONS

**Action COS-A10.1**      **Recreation Facility Infrastructure.** Implement the highest priority improvements identified from the Recreation Facilities Master Plan with special focus on improvements that address safety and accessibility, geographic equity, child care, aquatics and multi-generational programming.

**Action COS-A10.2**      **Design Principles and Park Image.** Establish design principles for all new or renovated parks to maximize productivity, efficiency and community value, including adding the potential for flexible use for emergency shelters and disaster response. Develop an image plan which includes the effective use of signage, color, lighting and plant material which meets both aesthetic and maintenance needs.

**Action COS-A10.3**      **Maximized Park Assets.** Review and update the Asset Management Plan to identify the highest and best use of undeveloped parcels or underutilized areas within existing parks to ensure they are best positioned to meet current and future needs.

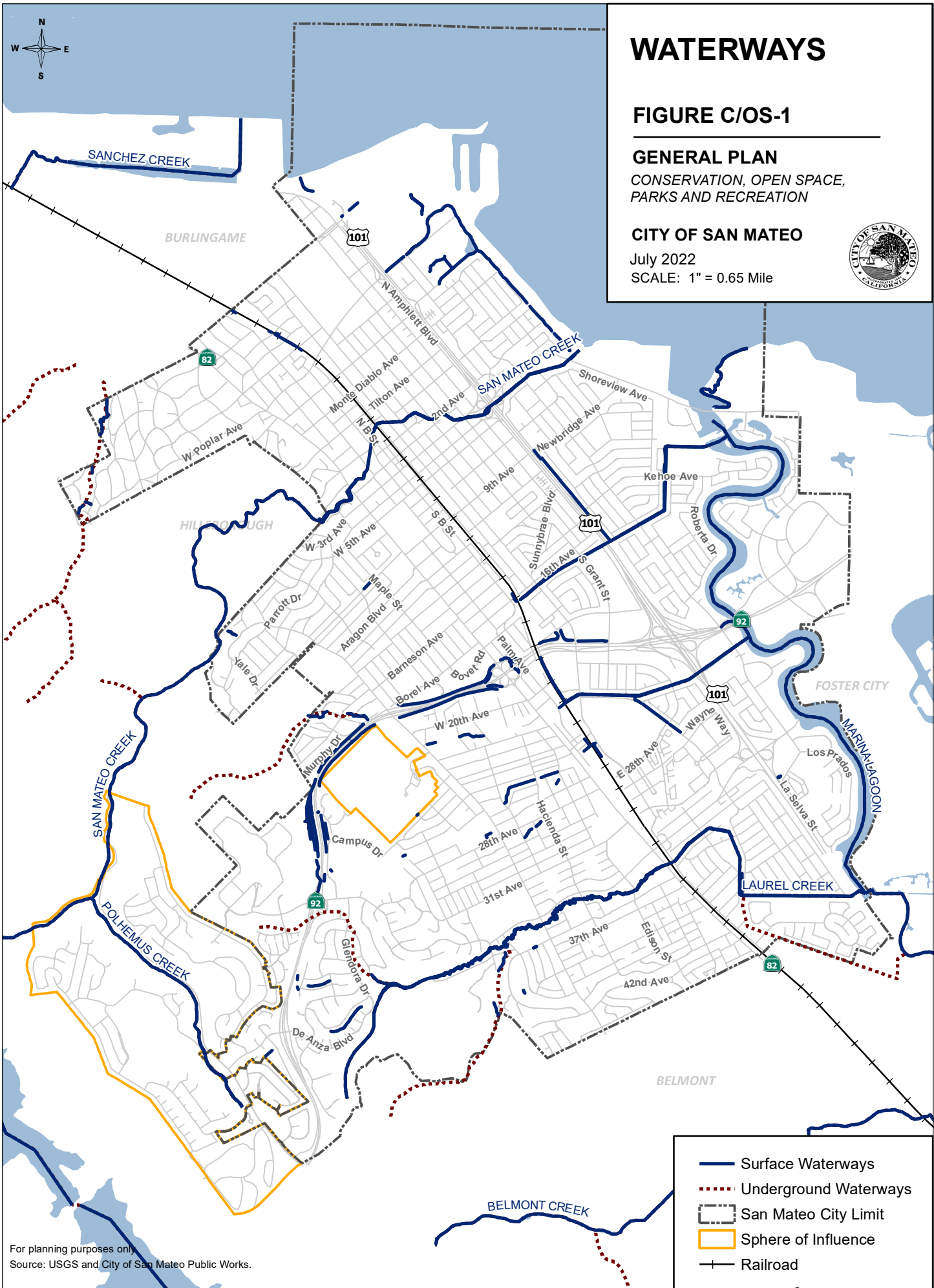
**Action COS-A10.4**      **Strategic Community Partnerships.** Develop and maintain positive partnership relations with schools, businesses, community groups, and civic organizations for park access, maintenance, and enhancement to maximize resources, eliminate duplication of effort, and reach common goals.

**Action COS-A10.5**      **Neighborhood-Supported Projects.** Increase efforts to seek neighborhood support for enhancement and beautification projects as the City's fiscal resources become constrained.

**GOAL COS-11** Provide stable and adequate operational and capital funding for the parks and recreation system.

## POLICIES

- Policy COS-P11.1** **Program Fees and Cost Recovery.** Maintain and periodically update program fees to recover costs.
- Policy COS-P11.2** **Maintenance and Operating Costs.** Consider long-term maintenance and operating costs in acquisition, development, and redevelopment decisions.
- Policy COS-P11.3** **Parks and Facilities in Major Projects.** Factor park and facility maintenance and operating costs into park master plans or major facility upgrades.
- Policy COS-P11.4** **Development Fees.** Assess appropriate fees and taxes to ensure that new development contributes proportional funding to compensate for its impacts on recreation facilities and services.
- Policy COS-P11.5** **Cooperative Service Delivery.** Utilize opportunities for cooperative acquisition, development, operation, and programming with private organizations or other public agencies that will provide more effective or efficient service delivery.



# WATERWAYS

FIGURE C/OS-1

## GENERAL PLAN

CONSERVATION, OPEN SPACE,  
PARKS AND RECREATION

## CITY OF SAN MATEO

July 2022

SCALE: 1" = 0.65 Mile



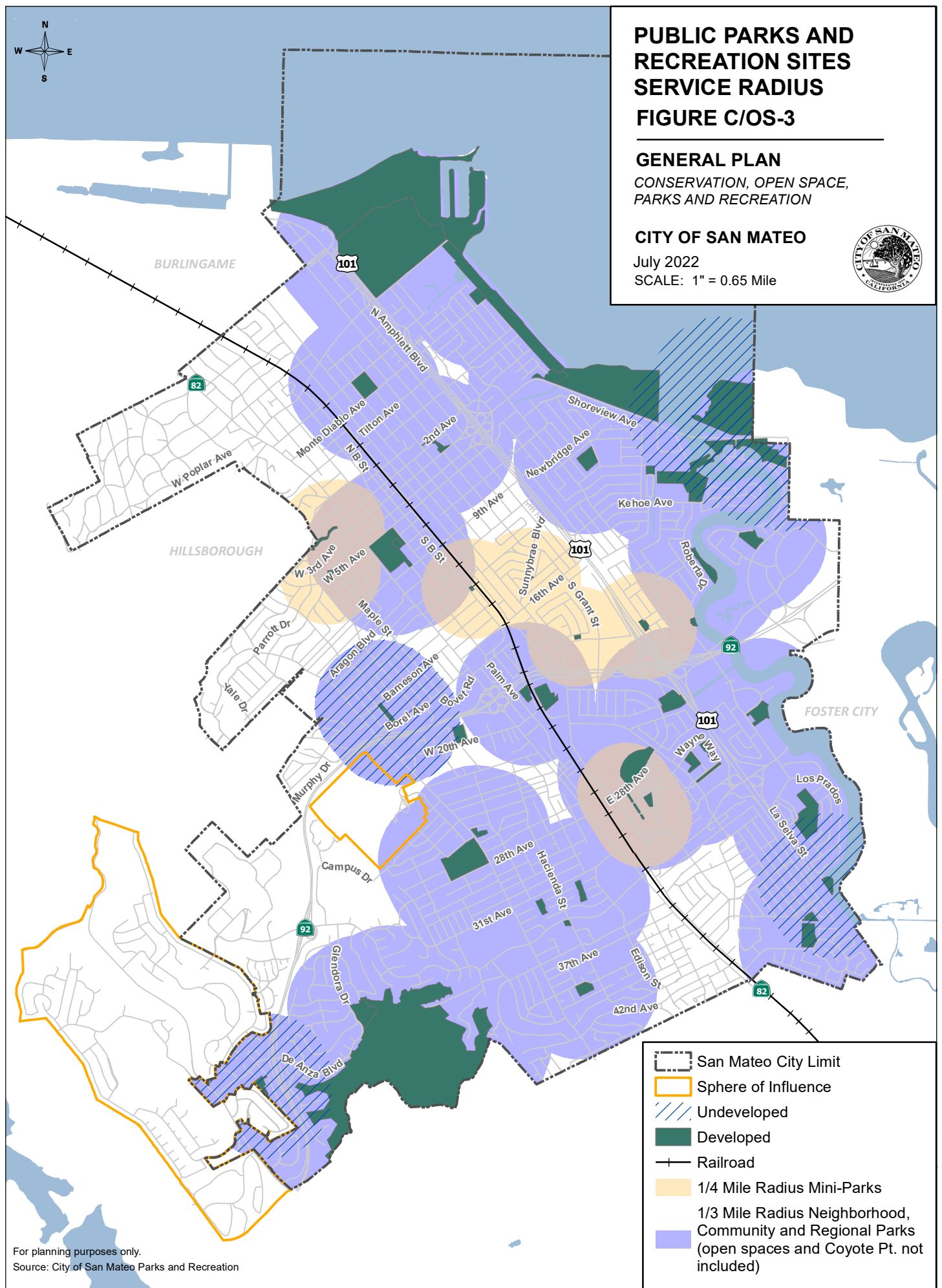
- Surface Waterways
- ... Underground Waterways
- - - San Mateo City Limit
- Sphere of Influence
- +— Railroad

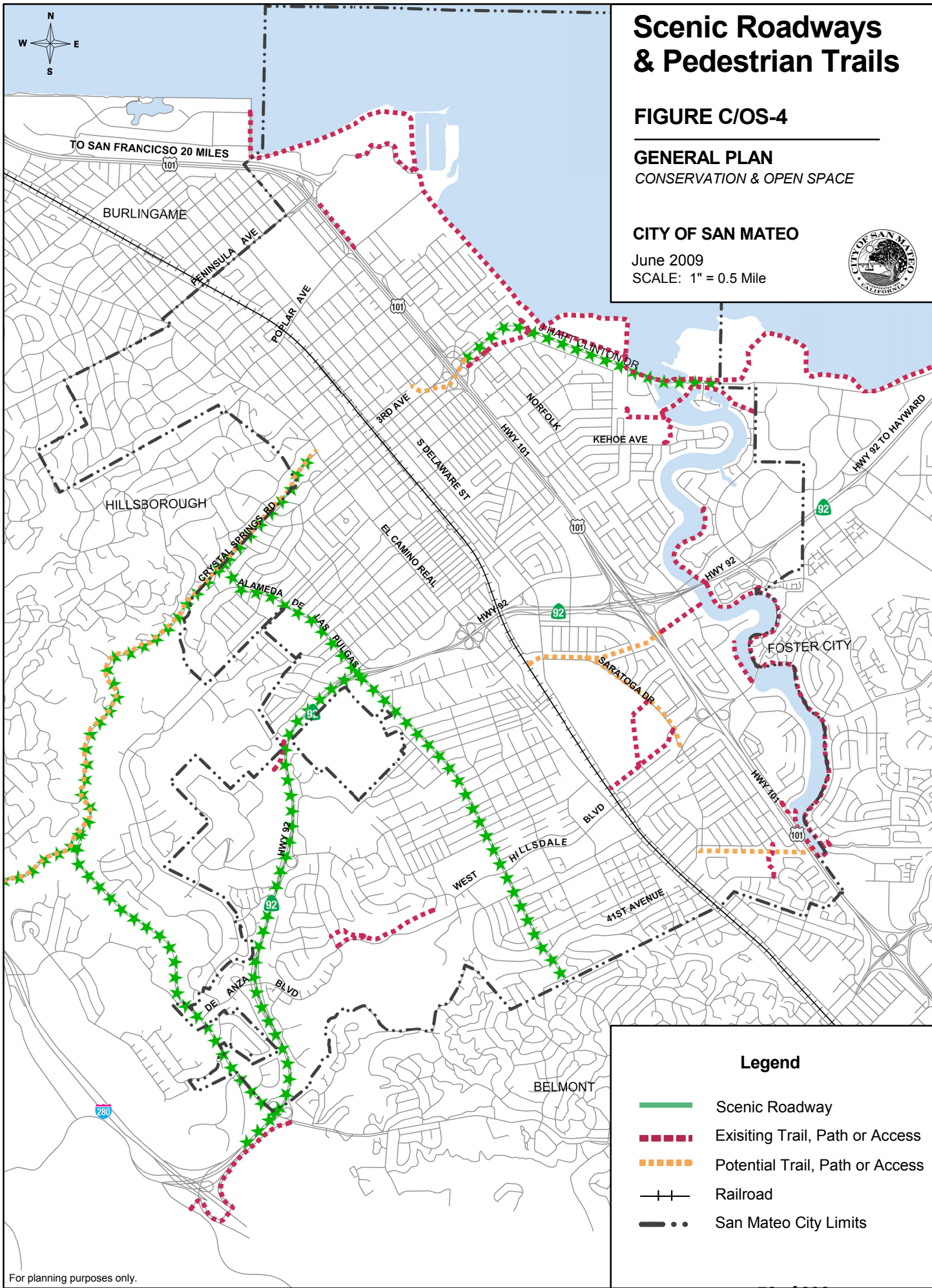
For planning purposes only.  
Source: USGS and City of San Mateo Public Works.













## 7. PUBLIC SERVICES AND INFRASTRUCTURE ELEMENT

### GOALS AND POLICIES

#### COMMUNITY SAFETY

<b>GOAL PS-1</b>	Protect the community's health, safety, and welfare by maintaining adequate police, fire, and life safety protection.
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#### POLICIES

- |                       |   |
|-----------------------|---|
| <b>Policy PS-P1.1</b> | <b>Effective Police and Fire Services.</b> Maintain facilities, equipment, and personnel to provide an effective police force and fire protection to serve existing and future population and employment as identified in the Land Use Element.   |
| <b>Policy PS-P1.2</b> | <b>Police Station.</b> Provide Police Station facilities to meet the facility requirements through 2040. Distribute, locate and design police support facilities (i.e. substations) as needed, to maximize effectiveness, use, accessibility for police personnel, and community interaction.   |
| <b>Policy PS-P1.3</b> | <b>Fire Stations.</b> Coordinate with and support San Mateo Consolidated Fire Department (SMCFD) to maintain a high level of service by modernizing Fire Stations. Provide new stations and improvements to existing stations and training facilities to meet equipment, staffing, and training requirements, as well as Essential Services Building Requirements.  |
| <b>Policy PS-P1.4</b> | <b>Fire Inspections.</b> Coordinate with and support SMCFD to maintain fire inspection staffing levels to meet existing needs and the projected 2040 population, employment and development, and inspections mandated by other governmental agencies, consistent with the City's Building Security Code.  |
| <b>Policy PS-P1.5</b> | <b>Maintenance and Replacement.</b> Coordinate with and support SMCFD to provide fire apparatus replacement and maintenance programs to achieve a high state of readiness.  |
| <b>Policy PS-P1.6</b> | <b>Emergency Medical Service (EMS) Readiness.</b> Maintain the highest level of Emergency Medical Service (EMS) readiness and response capabilities possible by encouraging inter-agency medical drills and exercises where hospital personnel work with emergency responders in the field and with Emergency Operation Centers and by encouraging citizens to become trained in basic medical triage and first aid through the Community Emergency Response Team (CERT). |



**Policy PS-P1.7** **Equitable Code Enforcement.** Use code enforcement to advance equity, meaningfully engage with citizens, and mitigate negative impacts on the health and safety of residents and businesses. (*Environmental Justice*)

## WATER SUPPLY

**GOAL PS-2** Support maintaining access to a safe, sustainable and resilient supply of water for San Mateo.

### POLICIES

- Policy PS-P2.1** **Supplemental Water Sources.** Support efforts by California Water Service, Estero Municipal Improvement District, and adjacent jurisdictions to develop supplemental and resilient water sources.
- Policy PS-P2.2** **Water Conservation.** Support local, regional and statewide water conservation efforts.
- Policy PS-P2.3** **Water Efficiency.** Support increased water efficiency in all new development and existing building stock.

### ACTIONS

- Action PS-A2.1** **Recycled Water.** Explore the feasibility of working with California Water Service and/or Estero Municipal Improvement District to distribute recycled water to diversify the local water supply and support long-term water resilience.
- Action PS-A2.2** **Water Reduction Strategies.** Work with California Water Service, Estero Municipal Improvement District, Bay Area Water Supply Conservation Agency and other mid-peninsula cities to promote the water reduction strategies that are offered and to create an outreach program that will help inform residents and businesses of increased costs and the need for conservation efforts.

## SEWER AND STORM DRAINAGE

**GOAL PS-3** Provide storm drainage, sewer and flood control facilities adequate to serve existing needs, projected population, and employment growth.

### POLICIES

- Policy PS-P3.1** **Sewer System.** Provide a sewer system which safely and efficiently conveys sewage to the wastewater treatment plant. Implement the Sewer System Management Plan to ensure proper maintenance, operations, and management of all parts of the wastewater collection system.
- Policy PS-P3.2** **Sewer Requirements for New Development.** Require new multi-family and commercial developments to evaluate the main sewer lines in the project

vicinity which will be utilized by the new development and make any improvements necessary to convey the additional sewage flows.

- Policy PS-P3.3**      **Sewer Overflow Reduction.** Encourage efforts to help reduce sanitary sewer overflows which create a public health hazard for residents and compromises the water quality of the City’s creeks and lagoons.
- Policy PS-P3.4**      **Wastewater Treatment Plant.** Provide adequate wastewater treatment for the projected service area population, employment, and development.
- Policy PS-P3.5**      **Inter-Agency Coordination for Wastewater Planning.** Coordinate future planning of the sewer collection and wastewater treatment plant with the other users of the systems, including the Estero Municipal Improvement District (City of Foster City), the Crystal Springs County Sanitation District, Town of Hillsborough and City of Belmont.
- Policy PS-P3.6**      **Coordinate Infrastructure Improvements.** Combine, to the extent possible, upgrades and repairs to roadways with utility needs, infrastructure and broadband upgrades, and bicycle and pedestrian improvements.
- Policy PS-P3.7**      **Creek Alteration.** Prohibit any reduction of creek channel capacity, impoundment or diversion of creek channel flows which would adversely affect adjacent properties or the degree of flooding. Prevent erosion of creek banks.
- Policy PS-P3.8**      **Stormwater Drainage System.** Implement the improvements identified in the City of San Mateo’s seven watershed areas shown in [Figure PSF-1](#) to improve and maintain drainage capacity adequate to convey water during a design storm event. Include consideration of creek maintenance and an education and/or enforcement program to minimize illegal dumping of debris and chemicals.

## ACTIONS

- Action PS-A3.1**      **City Infrastructure Studies and Master Plans.** Develop and update studies and master plans to assess infrastructure and to develop a Capital Improvement Program to make any necessary improvements.
- Action PS-A3.2**      **Stormwater Pollution Prevention Education.** Partner with other agencies and organizations, such as Flows to Bay, to help inform residents and businesses of ways to protect water quality and prevent stormwater pollution.
- Action PS-A3.3**      **Dig Once.** Establish a “dig once” policy, coordinating utility and roadway construction to avoid digging up the right-of-way multiple times, to reduce costs and impacts on the public right of way. The policy shall apply to infrastructure, utilities, and broadband whenever possible.

## PUBLIC SERVICES AND FACILITIES

**GOAL PS-4** Maintain and develop public facilities, and ensure they are equitably available to all current and future members of the community.

### POLICIES

- Policy PS-P4.1** **Equitable Facilities.** Ensure that all San Mateo residents and employees have access to well-maintained facilities that meet community service needs. Encourage the development of reasonably priced facilities and services for vulnerable communities, such as children, low-income households, and seniors, in a variety of settings.
- Policy PS-P4.2** **Joint Use.** Encourage joint use and public-private partnerships where feasible.
- Policy PS-P4.3** **City Hall.** Upgrade or expand City Hall to increase office space and consider establishment of a Downtown facility or Civic Campus to meet City staffing needs through the year 2040.
- Policy PS-P4.4** **Library Resources and Services.** Continue to maintain a comprehensive collection of resources and services to help the community discover, enjoy, connect, and learn in an ever-changing world while offering quality library services and programs to a diverse community promoting literacy and lifelong learning.
- Policy PS-P4.5** **Library Service.** Maintain a materials budget, staffing, and service hours for the City's library system that are adequate to meet the community needs, provide current and adequate materials, and meet the continuing changes in information technology.
- Policy PS-P4.6** **Cultural and Entertainment Facilities.** Encourage the establishment of cultural and entertainment facilities in the downtown core and allow these types of uses to fulfill retail frontage requirements.
- Policy PS-P4.7** **Incentives for Public Facilities.** Provide incentives such as density bonuses to residential and non-residential developers to encourage space for public facilities in new development.
- Policy PS-P4.8** **Corporation Yard.** Maintain corporation yard facilities with functions such as vehicle repair facilities, equipment and material storage, and administrative office space to support City operational needs.
- Policy PS-P4.9** **San Mateo County Events Center.** Promote the physical and aesthetic improvement of the San Mateo County Events Center.
- Policy PS-P4.10** **Inclusive Outreach.** Notify the community of potential public services and facilities improvements in their neighborhood. Use outreach and engagement

methods that encourage broad representation and are culturally sensitive, particularly for historically underserved communities.

## CHILDREN, YOUTH, AND SCHOOLS

<b>GOAL PS-5</b>	Foster the healthy development and education of children of all abilities, incomes, and backgrounds.
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### POLICIES

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|-----------------------|---|
| <b>Policy PS-P5.1</b> | <b>School Assistance.</b> Support quality public education.   |
| <b>Policy PS-P5.2</b> | <b>School Site Reuse or Redevelopment.</b> Ensure that reuse or redevelopment of surplus public school sites is compatible with surrounding land uses. At the time any school sites are declared surplus, establish appropriate residential densities to support community housing needs. Give first priority and consideration to affordable housing and community recreation needs for reuse of school sites in accordance with the priorities in the Housing Element and Conservation and Open Space Element. Where it is in the community's interests to retain public recreation facilities, consider allowing density transfers from the portion of the site retained in public recreation use, as a means of reducing the cost of retaining the recreation facilities and achieving the maximum amount of housing. |
| <b>Policy PS-P5.3</b> | <b>Child Care Needs.</b> Support the provision of child care programs and facilities to meet the needs through 2040.  |
| <b>Policy PS-P5.4</b> | <b>Provision of Child Care.</b> Encourage public and private agencies and employers to provide child care services and facilities.  |
| <b>Policy PS-P5.5</b> | <b>Child Care Centers at Public and Quasi Public Facilities.</b> Retain existing centers and support programs at school sites and other quasi-institutional facilities, because of their suitability for such uses and convenient locations in residential neighborhoods.   |
| <b>Policy PS-P5.6</b> | <b>Child Care Centers in Residential Neighborhoods.</b> Continue to allow child care centers in residential neighborhoods where they meet City standards, and encourage them at employment centers.   |

### ACTIONS

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|-----------------------|--|
| <b>Action PS-A5.1</b> | <b>School District Coordination.</b> Maintain effective, collaborative relationships with all local school districts.  |
| <b>Action PS-A5.2</b> | <b>Child Care and New Construction.</b> Encourage new residential and non-residential development to include space for child care by taking the following actions: |



- a. Provide incentives for inclusion of space for a child care center in a new development.
- b. Promote child care to developers as an amenity favored by the City.
- c. Continue to implement the developer impact fee for funding child care facilities.

## HEALTHCARE AND SOCIAL SERVICES

**GOAL PS-6** Support access for all residents to health care facilities, social services, and other important community health amenities.

### POLICIES

- Policy PS-P6.1** **San Mateo County Hospital.** Encourage the County to maintain County Hospital services in the City to provide access to medical care for all residents.
- Policy PS-P6.2** **Mills Health Center.** Support the Mills Health Center remaining in San Mateo, and encourage the continued provision and expansion of high-quality medical care services.
- Policy PS-P6.3** **Social Services.** Support the provision of the City's fair share of social services. Avoid the concentration of social services in any one neighborhood, and seek dispersal throughout the City. Encourage other cities to provide their fair share of social service facilities.
- Policy PS-P6.4** **Vulnerable Populations.** Support local religious institutions in providing services and facilities for vulnerable populations.

### ACTION

**Action PS-A6.1** **Community Health Care Facilities.** Evaluate options to support existing and potential community health care facilities in equity priority communities through a variety of mechanisms such as reduced permit fees, reduced impact fees, and tax incentives. (*Environmental Justice*)

## SOLID WASTE

**GOAL PS-7** Reduce the generation of solid waste and increase the diversion of waste from landfills.

### POLICIES

- Policy PS-P7.1** **Solid Waste Disposal.** Continue to support waste reduction and diversion programs to reduce solid waste materials in landfill areas in accordance with State requirements.

**Policy PS-P7.2**

**Recycling.** Support programs to recycle solid waste in compliance with State requirements and require provisions for onsite recycling in new development.

**Policy PS-P7.3**

**Composting.** Maintain the curbside composting program and expand composting of organics in accordance with state requirements and as directed by the City's Climate Action Plan.

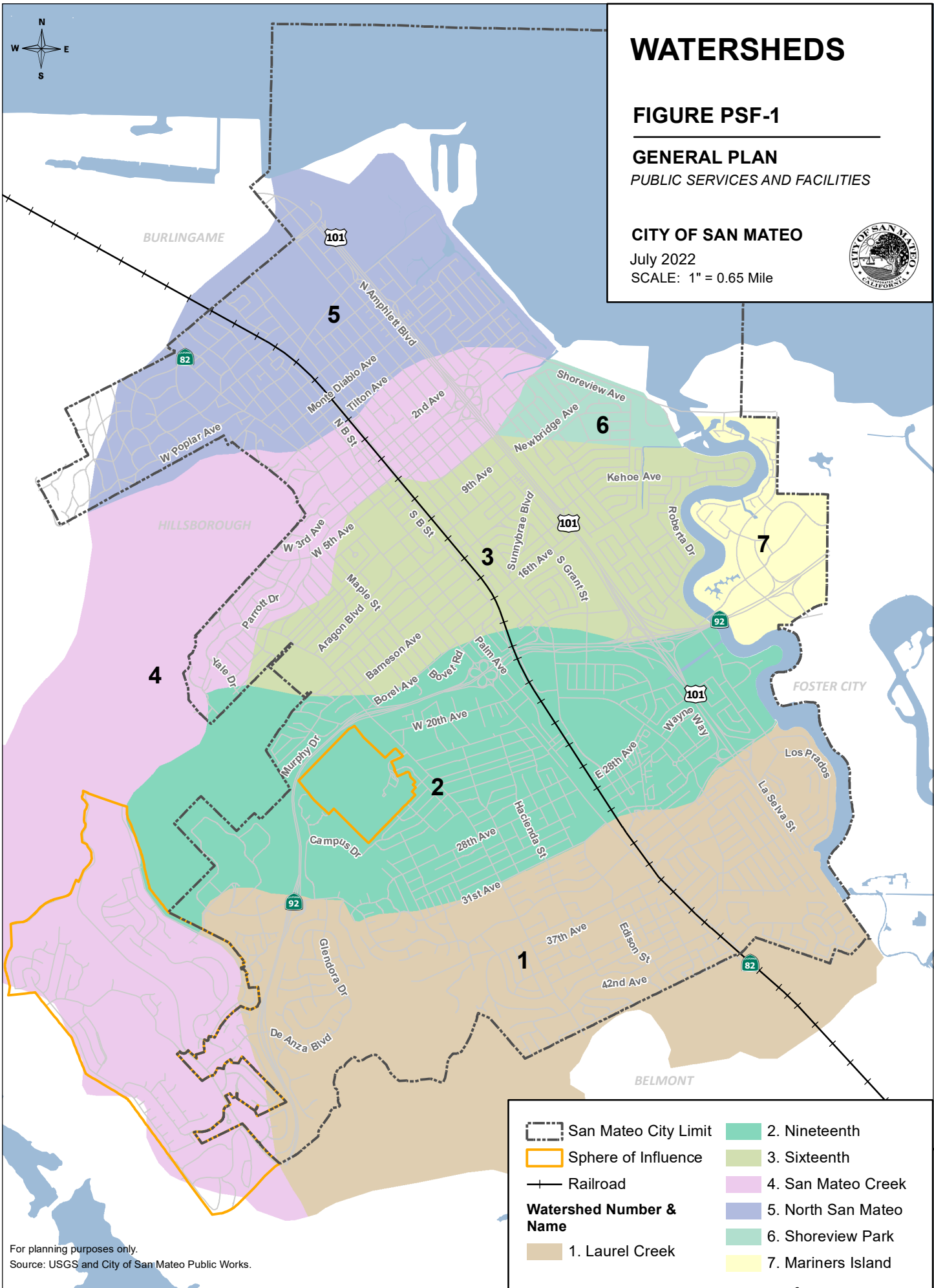
**ACTIONS**

**Action PS-A7.1**

**Waste Reduction.** Reduce waste sent to landfills by San Mateo's residents, businesses and visitors as required by state law and San Mateo Municipal Code 7.32-7.35 by mandating recycling and compost programs, setting aggressive waste reduction goals for all development, and implementing appropriate solid waste rates to recover cost of services provided. Supportive actions for waste reduction are detailed in the Climate Action Plan.

**Action PS-A7.2**

**Waste Collection Safety.** Encourage waste, recycling, and other collection trucks to avoid blocking intersections and causing traffic delays.





## 8. SAFETY ELEMENT

### GOALS AND POLICIES

#### EMERGENCY READINESS AND EMERGENCY OPERATIONS

**GOAL S-1** Minimize potential damage to life, environment, and property through timely, well-prepared, and well-coordinated emergency preparedness, response plans, and programs.

#### POLICIES

- Policy S-P1.1** **Emergency Readiness.** Maintain the City's emergency readiness and response capabilities, especially regarding hazardous materials spills, natural gas pipeline ruptures, fire hazards, wildland fire risk, earthquakes, pandemics, and flooding due to dam failure, tsunamis, peak storms, levee failure, and critical incidents.
- Policy S-P1.2** **Local Hazard Mitigation Plan.** The San Mateo County Multijurisdictional Local Hazard Mitigation Plan, approved by the Federal Emergency Management Agency (FEMA) in 2021, is incorporated by reference into this Safety Element in accordance with Assembly Bill 2140.
- Policy S-P1.3** **Location of Critical Facilities.** When locating critical facilities, such as hospitals, schools, fire, police, emergency service facilities, and utilities, avoid areas subject to slope failure, wildland fire, flooding, sea level rise, and other hazards and prioritize access to and from disadvantaged communities that are underserved by existing facilities.
- Policy S-P1.4** **Multiple Egress Points.** Require new development in any hazard area to provide multiple points of emergency access (ingress and egress).
- Policy S-P1.5** **Emergency Planning Document Coordination.** Pursue integration of the City's existing safety and emergency management documents with one another, including this Safety Element, the LHMP, and other related documents.
- Policy S-P1.6** **Emergency Infrastructure and Equipment.** Maintain and fund the City's emergency operations center in a full functional state of readiness. Designate a back-up Emergency Operations Center with communications redundancies.
- Policy S-P1.7** **Defensible Design.** Require all developments, including parks and public places, to incorporate measures to provide a safe environment through the application of crime prevention through design principles, such as orienting buildings to the street and providing adequate lighting and sight lines.

- Policy S-P1.8**      **Response Times.** When reviewing and analyzing roadway improvements, consider how emergency response times can be maintained and improved, including the availability of alternative routes.
- Policy S-P1.9**      **Local Utility Cooperation.** Work with local utility operators to identify if and when a public safety power shutoff (PSPS) may be necessary to reduce hazard risks in San Mateo and/or the surrounding area, and support publication of advanced notification and resources to residents in the City to help them prepare.
- Policy S-P1.10**      **Disaster Recovery.** Ensure that the City government continues to operate during and after hazard events and is able to provide resources and guidance to people and institutions in San Mateo to aid them in recovery and reconstruction following the end of the hazard event.
- Policy S-P1.11**      **Evacuation Education.** Include information about safe and effective evacuation as part of all natural hazard awareness, prevention, and community education and training efforts. Share information about how to prepare for evacuations, potential evacuation routes and shelter locations, how to receive notifications, and other relevant topics.
- Policy S-P1.12**      **Inclusive Outreach.** Notify the community of potential hazards affecting their neighborhood. Use outreach and engagement methods that encourage broad representation and are culturally sensitive, particularly for historically underserved communities.

## ACTIONS

- Action S-A1.1**      **Evacuation Routes.** Maintain adequate evacuation routes as identified by arterial streets shown in the Circulation Element, [Figure C-2](#). Evaluate each evacuation route's feasibility using a range of hazard criteria. Update this map on a regular basis to reflect changing conditions and State requirements for evacuation routes.
- Action S-A1.2**      **Regular Updates.** Update the Safety Element with each Housing Element update, or every eight years, as necessary to meet state and local requirements.
- Action S-A1.3**      **Automatic and Mutual Aid Agreements.** Participate in mutual aid agreements with other local jurisdictions to provide coordinated regional responses, as necessary, to fire, flood, earthquake, critical incidents and other hazard events in San Mateo and the surrounding area. Work with local jurisdictions to share resources and develop regional plans to implement disaster mitigation and resilience strategies such as government continuity, emergency operations centers, communications redundancies.

- Action S-A1.4**      **Rebuilding Priorities.** Establish rebuilding priorities and procedures in the event of a major disaster to expedite reconstruction and enhance access to funding opportunities.
- Action S-A1.5**      **Resilient Power Systems.** Explore the feasibility of on-site power generation and storage on City facilities to reduce reliance on regional power infrastructure in case of a hazard-caused power outage.
- Action S-A1.6**      **Public Safety Outreach.** Develop a public safety education program to increase public awareness of potential hazards, City’s emergency readiness and response program, and evacuation routes. Target public education programs to segments of the community that are most vulnerable to hazards and safety risks.
- Action S-A1.7**      **Community Training.** Collaborate with SMCFD to provide emergency preparedness trainings to maintain and expand existing Community Emergency Response Teams (CERT)s.
- Action S-A1.8**      **Emergency Infrastructure and Equipment.** Put systems in place to ensure that traffic lights at major intersections, communications and radio infrastructure, and other critical infrastructure continues to function in the event of localized power outage. Repair any damaged sets of infrastructure or equipment as needed to continue City operations.
- Action S-A1.9**      **Continuity of Operations.** Regularly review, update, and implement as needed the San Mateo Continuing of Operations/Continuity of Government Plan.
- Action S-A1.10**      **Response Time Study.** Conduct a Response Time Study to provide a data-driven understanding of how future roadway safety improvements could impact emergency response times and use this information to adjust proposed roadway improvements as needed.
- Action S-A1.11**      **Emergency Notification System.** Develop an emergency notification system (e.g. SMC Alert) for flood-prone neighborhoods and businesses before, during, and after a climate hazard event and assist in their evacuation, if needed. This includes coordination with the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline) on its early flood warning notification system.

## GEOTECHNICAL HAZARDS

<b>GOAL S-2</b>	Take steps to protect the community from unreasonable risk to life and property caused by seismic and geologic hazards.
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## POLICIES

<b>Policy S-P2.1</b>	<b>Geologic Hazards.</b> Require site specific geotechnical and engineering studies, subject to the review and approval of the delegated City Engineer and Building
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Official, for development proposed on sites identified in [Figure S-1](#) as having moderate or high potential for ground failure. Permit development in areas of potential geologic hazards only where it can be demonstrated that the project will not be endangered by, nor contribute to, the hazardous condition on the site or on adjacent properties.

**Policy S-P2.2**      **Landslides and Erosion Control.** Reduce landslides and erosion in existing and new development through continuing education of design professionals on mitigation strategies. Control measures shall retain natural topographic and physical features of the site if feasible.

**Policy S-P2.3**      **Unreinforced Masonry Buildings.** Encourage modifications of existing unreinforced masonry buildings, and similar unsafe building conditions to reduce the associated life safety hazards from ground shaking during earthquakes, as shown on [Figure S-2](#). Require structural modifications to be designed to be in character with the existing architectural style.

**Policy S-P2.4**      **Liquefaction.** Use the best-available liquefaction mapping data to avoid siting and locating new public facilities and infrastructure in areas susceptible to liquefaction, as shown in [Figure S-1](#).

## ACTIONS

**Action S-A2.1**      **Seismic Shaking Mapping.** Consult with a geology specialist to update the City's geologic hazard mapping documenting the areas within City with moderate or high potential for liquefaction or ground failure, as shown in [Figure S-1](#).

**Action S-A2.2**      **Incentives for Seismic Upgrades.** Develop and implement a program to provide financial incentives and education to building owners to support seismic upgrades.

**Action S-A2.3**      **Seismic Stability.** Review the seismic stability of the City's assets and infrastructure, such as City Hall, recreational facilities, roadways and bridges and identify improvements necessary to enhance each facility's ability to withstand geologic hazards, up to and including a full replacement of the facility.

## FLOOD HAZARDS

<b>GOAL S-3</b>	Protect the community from unreasonable risk to life and property caused by flood hazards.
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## POLICIES

**Policy S-P3.1**      **Development within Floodplains.** Protect new development within a floodplain by requiring new habitable floor area to be above the applicable floodwater elevation or by incorporating other flood-proofing measures consistent with



Federal Emergency Management Agency (FEMA) regulations and the City of San Mateo's Floodplain Management Ordinance.

## ACTIONS

- Action S-A3.1** **Floodplain Ordinance Update.** Update the Floodplain Management Ordinance, including to align with FEMA and OneShoreline recommendations and to update construction cost value information.
- Action S-A3.2** **Flood Risk Mapping Data.** Regularly update mapping data pertaining to the 100-year and 500-year floodplains as mapped by FEMA as well as dams and levee failure as information becomes available.
- Action S-A3.3** **Community Rating System.** Undertake efforts that increase the City's rating under FEMA's Community Rating System, such as expanding and improving Geographic Information System (GIS) mapping capacity, developing a flood early warning system, and creating a Flood Emergency Action Plan.
- Action S-A3.4** **Early Flood Warning.** Collaborate with OneShoreline to provide early flood warning for flood-prone areas of the city through OneShoreline's stream monitoring station and notification system, as needed.

## SEA LEVEL RISE

<b>GOAL S-4</b>	Develop regionally coordinated sea level rise adaptation measures and programs.
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## POLICIES

- Policy S-P4.1** **Sea Level Rise Planning.** Integrate sea level rise planning into all relevant City processes, including General Plan amendments, Specific Plans, zoning ordinance updates, capital projects, and review and approval of new development and substantial retrofits.
- Policy S-P4.2** **Sea Level Rise Protection.** Ensure that new development, substantial retrofits, critical facilities, and City-owned buildings and infrastructure are planned and designed to accommodate climate change hazards, including increases in flooding, sea level rise and rising groundwater.
- Policy S-P4.3** **Rising Groundwater Protection.** Ensure new development and substantial retrofits are protected from rising groundwater levels based on best available science.
- Policy S-P4.4** **Natural Infrastructure.** Prioritize the use of nature-based solutions and natural infrastructure in sea level rise adaptation strategies.

**Policy S-P4.5**

**OneShoreline Coordination.** Coordinate with OneShoreline to develop and implement coordinated approaches to sea level rise with other San Mateo County jurisdictions.

**ACTIONS**

**Action S-A4.1**

**Sea Level Rise Data.** Identify sea level rise projections, consistent with OneShoreline recommendations, to define the extent of areas vulnerable to sea level rise in the city. Use this data in planning efforts and to evaluate all private and public development applications to ensure projects are protected from sea level rise hazards over the life of the project.

**Action S-A4.2**

**Sea Level Rise Monitoring.** Continue to review and use the best available sea level rise science and projections and regularly identify natural resources, development, infrastructure, and communities that are vulnerable to sea level rise impacts, including impacts from rising groundwater. Use this information to continue to develop or adjust planning and adaptation strategies.

**Action S-A4.3**

**City Sea Level Rise Staff.** Identify City staff who will be responsible for leading the City's sea level rise planning efforts, coordinating with outside agencies, and coordinating with City departments on preparing and planning for sea level rise.

**Action S-A4.4**

**Rising Groundwater Coordination.** Coordinate with OneShoreline, local jurisdictions and regional and state agencies to study and enforce requirements related to rising groundwater levels caused by sea level rise.

**Action S-A4.5**

**Natural Infrastructure.** Use or restore natural features and ecosystem processes where feasible and appropriate as a preferred approach to the placement of hard shoreline protection when implementing sea level rise adaptation strategies.

**Action S-A4.6**

**Removal of Hard Infrastructure.** Remove existing shoreline or creek bank protective devices when the structure(s) requiring protection are redeveloped, removed, or no longer require a protective device.

**WILDFIRE HAZARDS**

**GOAL S-5** Maintain adequate fire and life safety protection from wildland fires.

**POLICIES**

**Policy S-P5.1**

**Wildland Fire Protection.** Require all development in and adjacent to designated wildland fire areas to provide access and defensible space in accordance with California Codes and local ordinances.

**Policy S-P5.2**

**Wildland-Urban Interface.** Coordinate with the San Mateo Consolidated Fire Department to ensure that new construction in the Wildland-Urban Interface

(WUI) is in full compliance with all applicable sections of the California Building Standards Code, Title 24.

- Policy S-P5.3** **Hillside Vegetation Stability.** Stabilize, and as feasible re-vegetate, burned slopes following a wildfire event to reduce landslide and debris flows risk.
- Policy S-P5.4** **Fire Risk Mapping.** Coordinate with the San Mateo Consolidated Fire Department to consistently update any mapping data showing fire extent in San Mateo using CAL FIRE data and local wildland fire risk maps indicating the locations and extents of Fire Hazard Severity Zones, Local Responsibility Areas, and the Wildland-Urban Interface. Use this mapping data to inform decisions about existing risk and future land uses throughout the City and share these maps widely on the City website, published handouts and flyers, and in-person and virtual education events.
- Policy S-P5.5** **Firefighting Infrastructure.** Coordinate with the San Mateo Consolidated Fire Department to ensure adequate firefighting infrastructure, including road and building clearance for firefighting vehicles and clear and legible street signage throughout the community.
- Policy S-P5.6** **Peakload Water Supply.** Seek to ensure that the California Water Service Company and the Estero Municipal Improvement District provide and maintain a water supply and distribution system which provides an adequate static pressure to deliver the minimum fire hydrant flow to all areas of the City, except where a lesser flow is acceptable as determined by the San Mateo Consolidated Fire Department.
- Policy S-P5.7** **Facilities Planning.** Place all new public facilities or relocate existing public facilities outside of identified fire hazard risk areas as feasible. Appropriately retrofit public facilities to mitigate fire risk.
- Policy S-P5.8** **Land Use Management for Fire Risks.** Maintain all City-owned public lands to reduce fuel loads, establish appropriately-placed fire breaks/defensible space, and educate all property owners in the City on proper landscape maintenance and firescaping standards to reduce the risk of fire hazards.
- Policy S-P5.9** **Wildland Fire Vulnerability.** Consider all improvements at Sugarloaf Mountain and Laurelwood Park in the context of the area's high fire risk, and include wildfire mitigation components in projects when feasible.

## ACTIONS

- Action S-A5.1** **Tree Trimming.** Trim and maintain the trees in the City's urban forest on a regular basis to clear them of any loose branches or debris that could serve as fuel in a fire event.
- Action S-A5.2** **Fire-Safe Education.** Work with the San Mateo Fire Department and seek funding to develop a fire-safe education program that provides information and

awareness to community members about defensive space, fire-resistant landscaping and construction, evacuation preparation, and other wildfire education topics.

**Action S-A5.3**

**Fire Hazard History.** Include an historical record of any significant fire events that have occurred in San Mateo or the surrounding area in all updates to the City's Safety Element.

## HAZARDOUS MATERIALS

### GOAL S-6

Protect the community's health, safety, and welfare relating to the use, storage, transport, and disposal of hazardous materials.

### POLICIES

**Policy S-P6.1**

**County Cooperation.** Cooperate with the County of San Mateo and San Mateo Consolidated Fire Department in the regulation of hazardous materials and transportation of such material in San Mateo. Share hazardous materials management enforcement with San Mateo County and San Mateo Consolidated Fire Department.

**Policy S-P6.2**

**County Hazardous Waste Management Plan.** Adopt by reference all goals, policies, implementation measures, and supporting data contained in the San Mateo County Hazardous Waste Management Plan. Make amendments, as necessary, to suit local needs and issues.

**Policy S-P6.3**

**Transportation Routes.** Restrict the transportation of hazardous materials and waste to truck routes designated in Circulation Policy C-P6.5, and limit such transportation to non-commute hours.

**Policy S-P6.4**

**Hazardous Waste Management Facilities Location.** Regulate the location and operation of new hazardous waste management facilities.

**Policy S-P6.5**

**Design of Hazardous Waste Management Facilities.** Require the following features and mitigation measures in the design of proposed hazardous waste management facilities to minimize potential health, safety, and aesthetic impacts on surrounding properties and occupants:

- a. For sites located in areas subject to flooding or inundation as shown on [Figures S-3 and 4](#), require facilities to have a surface elevation at least 1.5 feet above the maximum flood water level for areas containing hazardous substances or to be flood-proofed in some other manner suitable to the City.
- b. Require facilities to provide for full on-site containment of maximum permitted quantities of hazardous substances, including protection of storm drain or sanitary sewer inlets from accidental entry of hazardous materials.

- c. Require facilities to provide separate storage and/or treatment of potentially reactive substances, including separate spill containment vessels. Require that storage of hazardous gasses provides for adequate filtration and neutralization devices to prohibit accidental release of toxic substances.
- d. Require that all storage and treatment occur within an enclosed structure.
- e. Require new facilities be sited as far away as possible within the project site from sensitive receptors such as homes, schools, playgrounds, sports fields, childcare centers, senior centers, and long-term health care facilities.

**Policy S-P6.6**

**Risk Assessment.** Require the preparation of a risk assessment to determine site suitability for applications for hazardous waste management facilities, establishing the distance requirements from public assembly, residential, or immobile population and recreational areas or structures; impacts from seismic, geologic, and flood hazards; fire hazards; impacts on wetlands, endangered species, air quality, and emergency response capabilities; and proximity to major transport routes.

**Policy S-P6.7**

**Contaminated Sites.** Require the cleanup of contaminated sites, including those indicated on the Hazardous Waste and Substances Sites List published by the Department of Toxic Substance Control and/or other agencies such as the San Mateo County Health Department and the Regional Water Quality Control Board, in conjunction with substantial site development or redevelopment, where feasible.

**Policy S-P6.8**

**Cost Recovery.** Require San Mateo County businesses which generate hazardous waste or applicants for hazardous waste management facilities to pay necessary costs for implementation of Hazardous Waste Management Plans and for application costs, and to pay for costs associated with emergency response services in the event of a hazardous material release, to the extent permitted by law.

**ACTIONS**

**Action S-A6.1**

**Shared Data.** Regularly coordinate with San Mateo County to collect data on businesses that store hazardous substances to share with local emergency service providers, including the Police Department and San Mateo Consolidated Fire Department, as well as the Public Works Department for the wastewater source control program.

## ENERGY SUPPLY

<b>GOAL S-7</b>	Promote the development of a clean energy supply, state-of-the-art technology, and telecommunications facilities that benefit the public.
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### POLICIES

**Policy S-P7.1**      **Clean Energy.** Support the advancement of a carbon neutral energy supply.

**Policy S-P7.2**      **Building Electrification.** Promote electrification for new and existing building stock.

**Policy S-P7.3**      **Energy Resilience.** Continue to require new development projects to incorporate solar energy systems and battery storage into their projects (Building Integrated Photo-Voltaic / BIPV) and encourage existing development to incorporate solar energy systems.

**Policy S-P7.4**      **Service Improvement and Expansion.** Seek to ensure adequate energy and communication systems to serve existing and future needs while minimizing impacts on existing and future residents through the following policies:

- a. Require all new developments to underground lines and provide underground connections when feasible.
- b. Balance the need for cellular coverage with the desire to minimize visual impacts of cellular facilities, antennas, and equipment shelters.

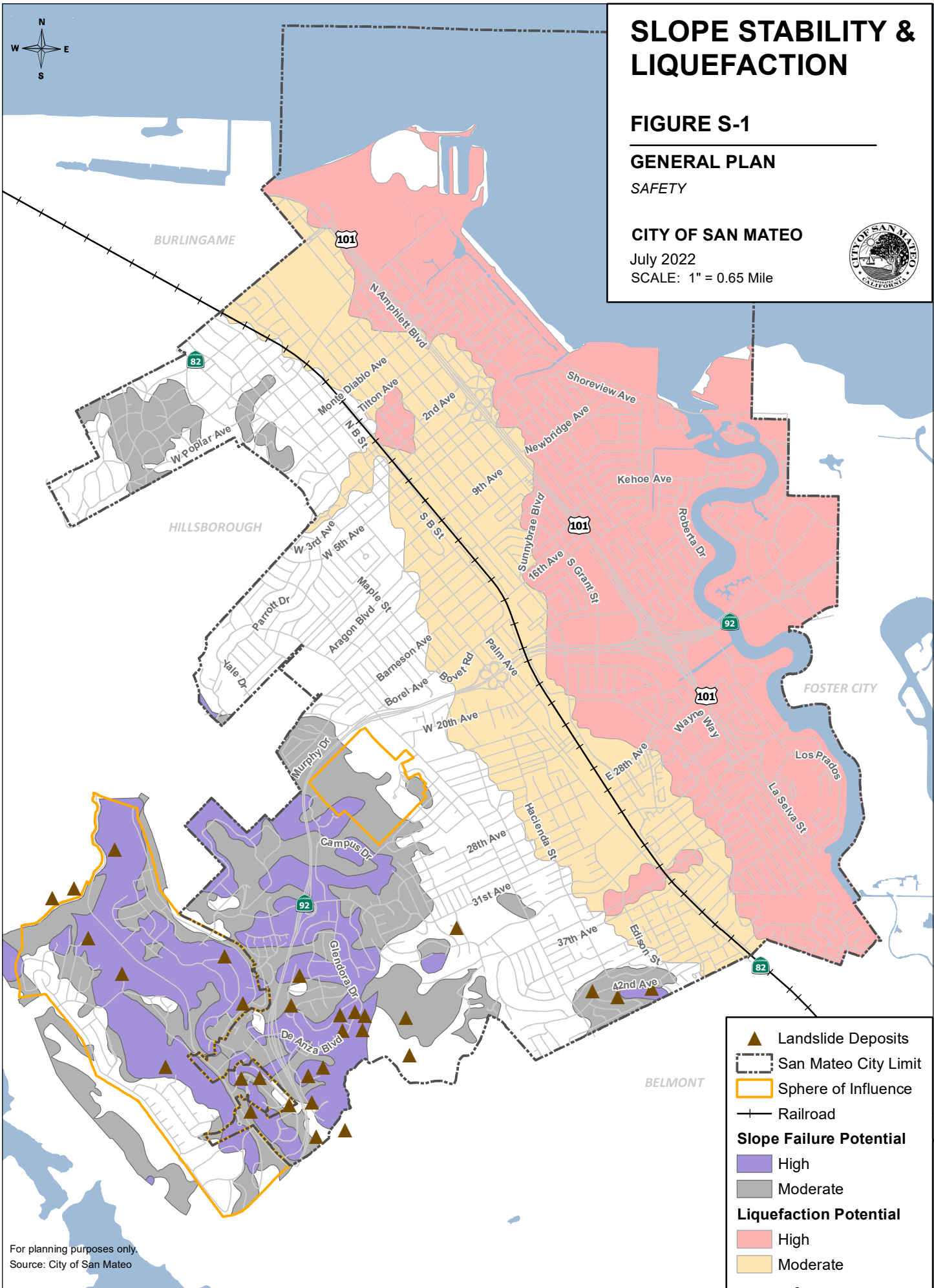
**Policy S-P7.5**      **Access and Availability.** Work with service providers to support ensuring access to and availability of a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, and public agencies in San Mateo.

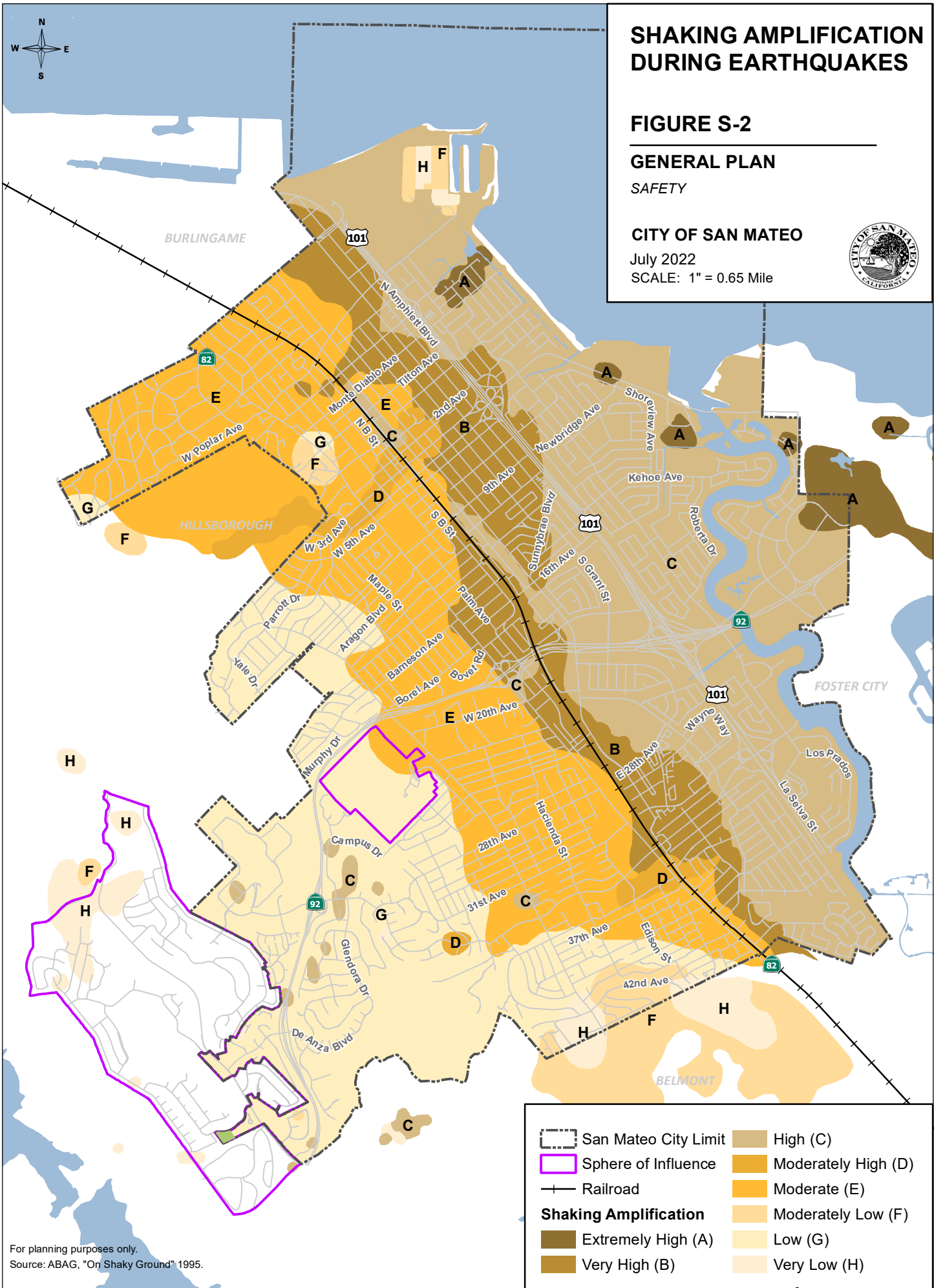
**Policy S-P7.6**      **Clean Fuel Infrastructure.** Support efforts to build electric vehicle charging stations and clean fuel stations in San Mateo, including hydrogen and sustainably-sourced biofuels, as supported by market conditions.

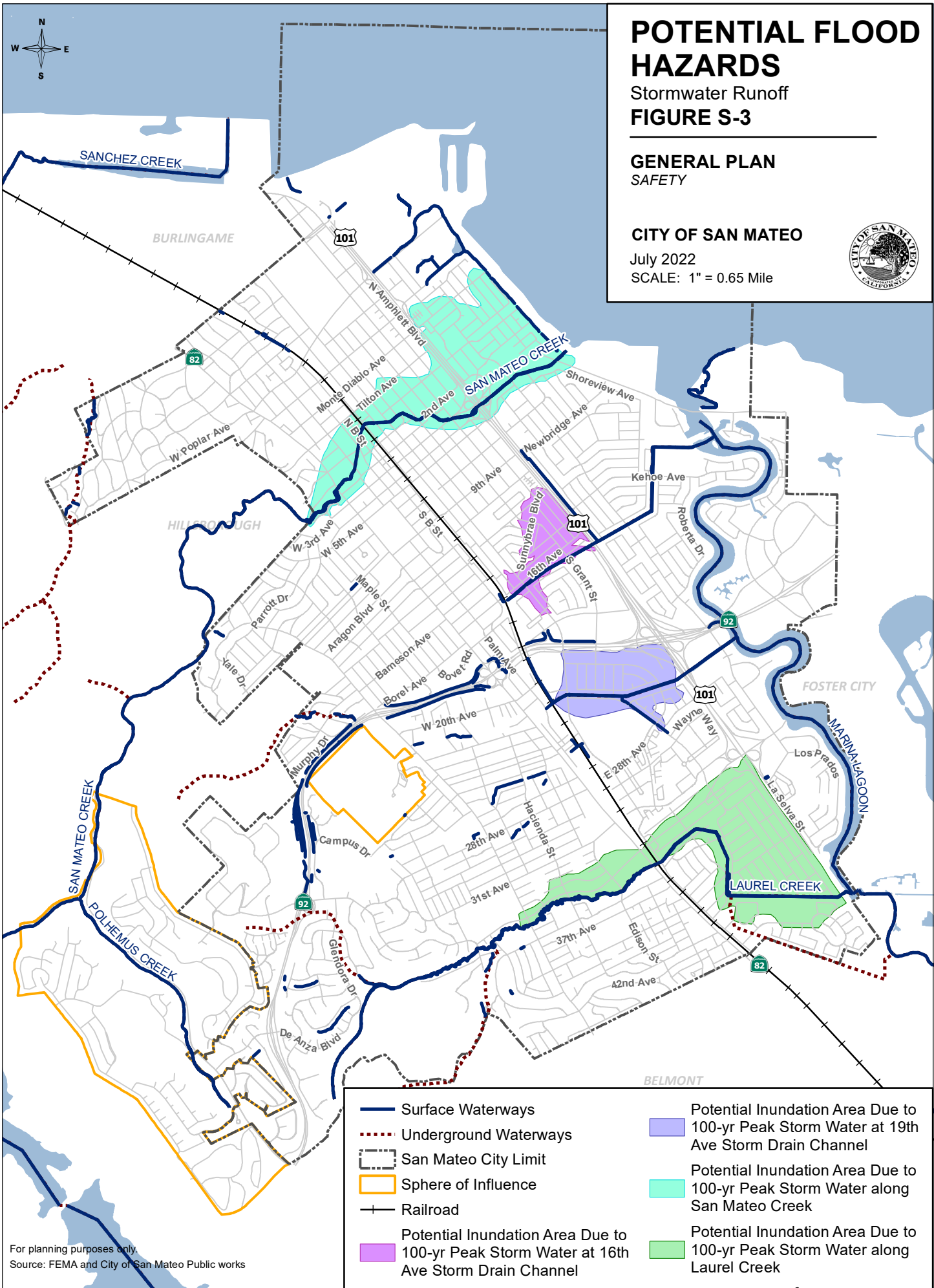
### ACTION

**Action S-A7.1**      **Utility Undergrounding.** Underground electrical and communication transmission and distribution lines in residential areas and commercial frontages as funds permit.

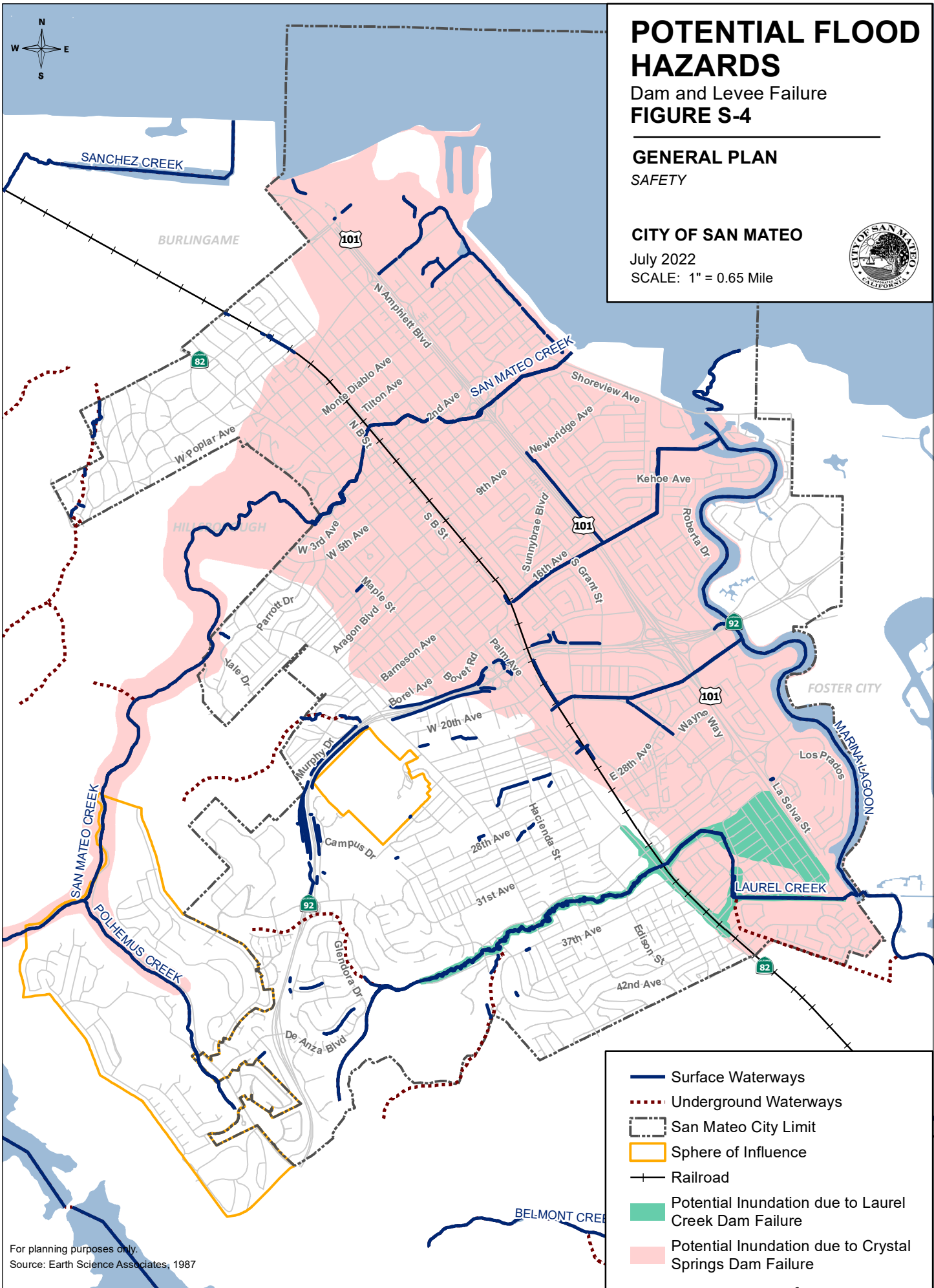


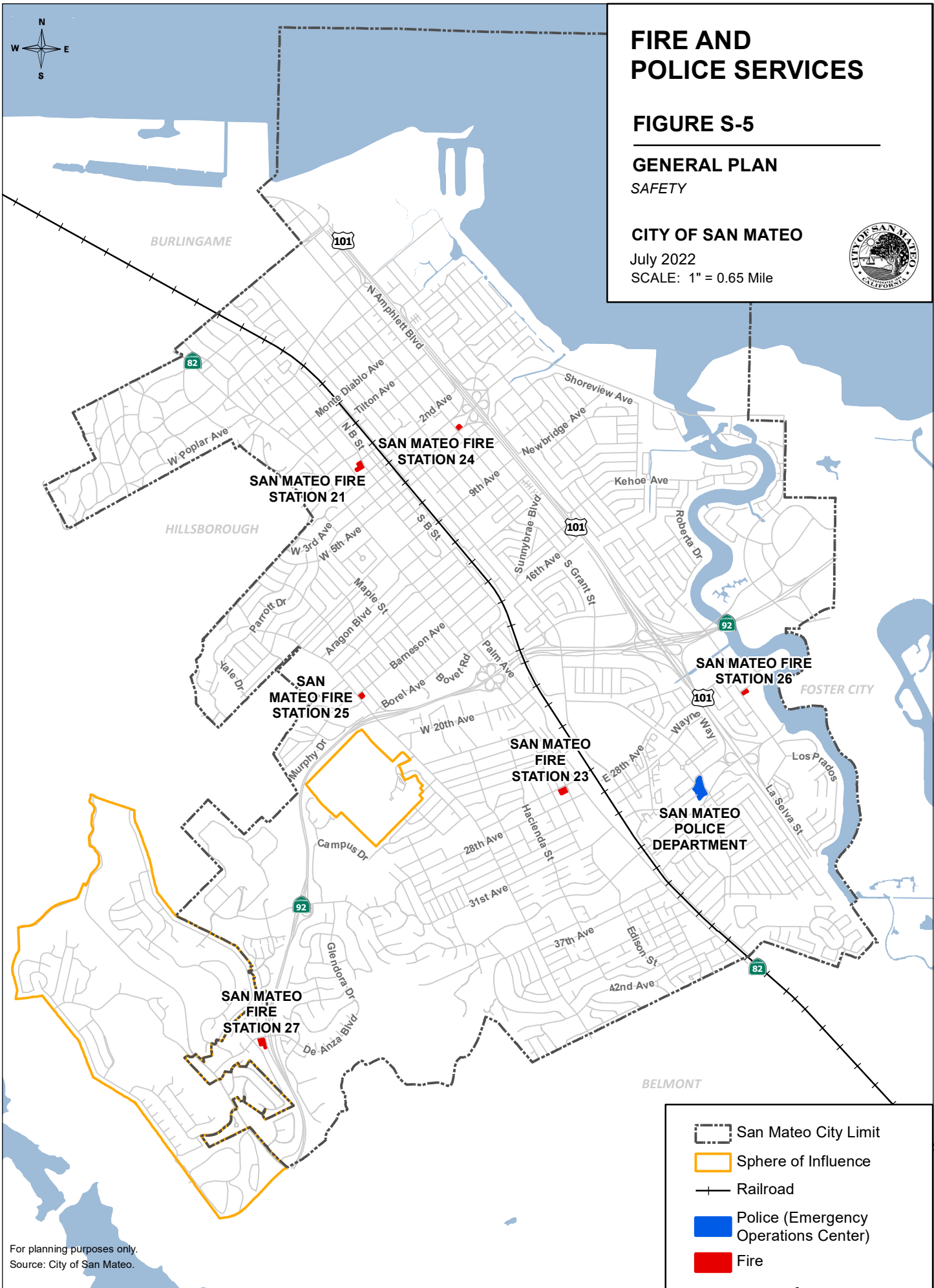




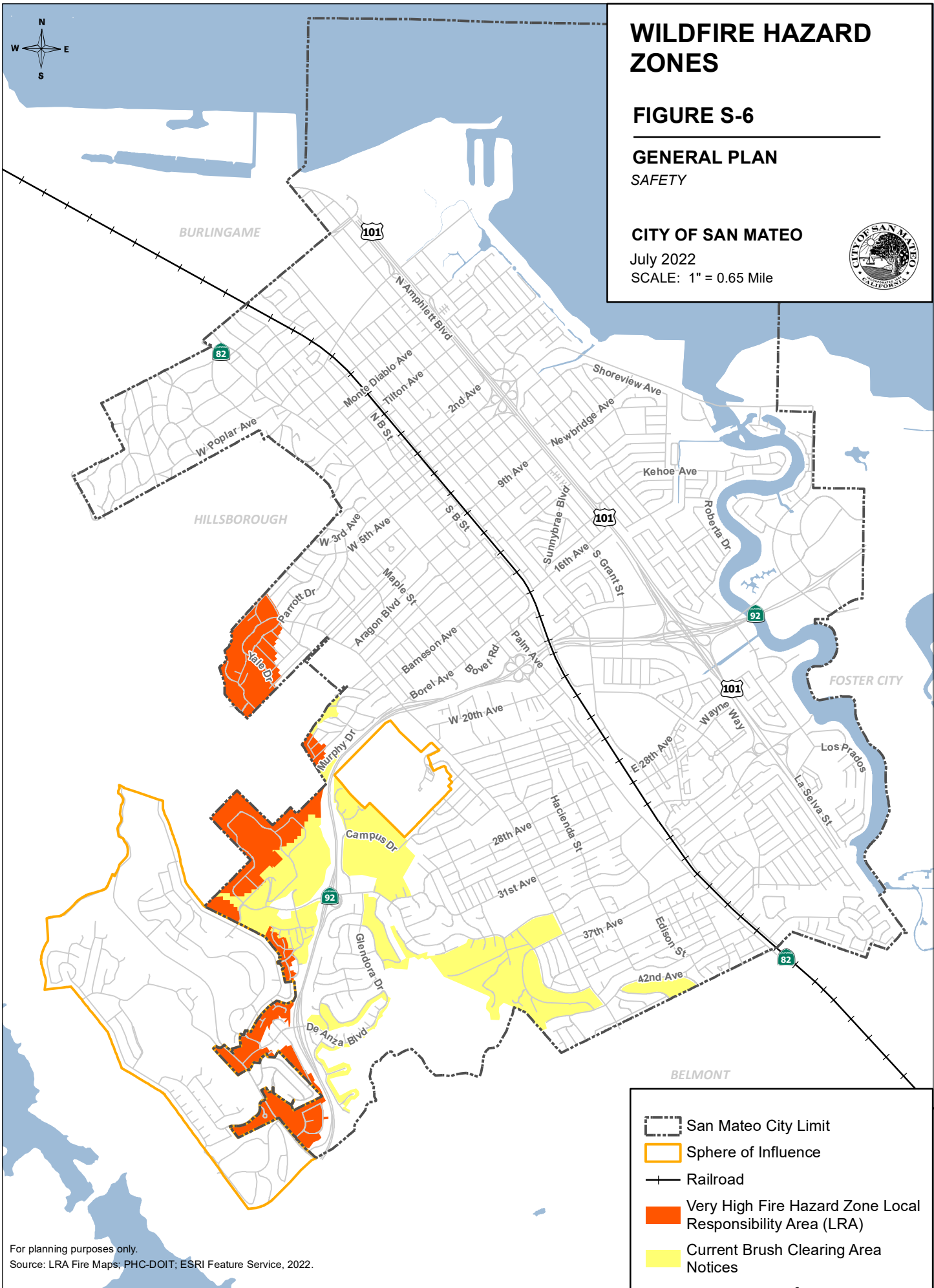




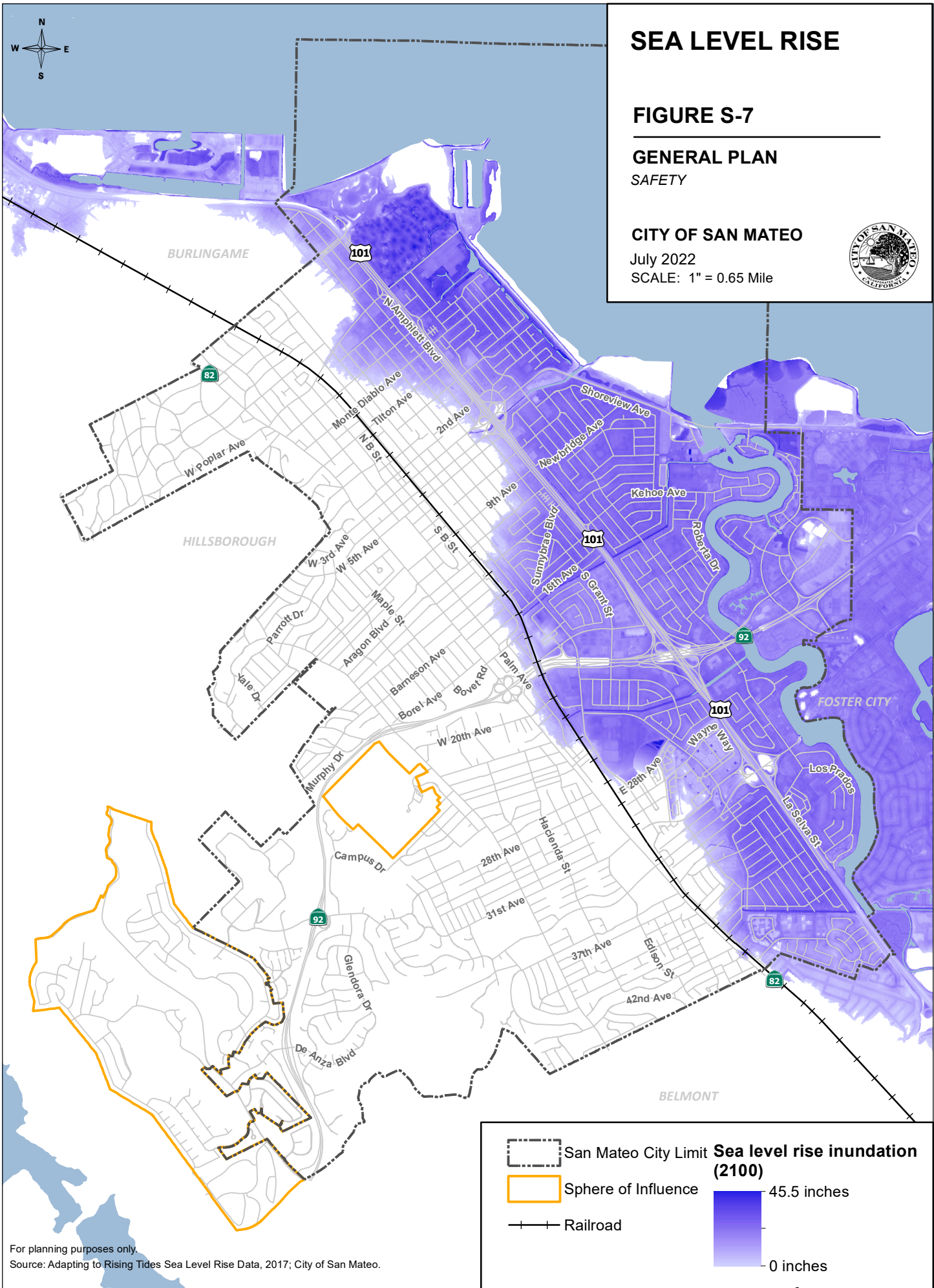




For planning purposes only.  
Source: City of San Mateo.









## 9. NOISE ELEMENT

### GOALS AND POLICIES

**GOAL N-1** Protect “noise sensitive” land uses from excessive noise levels.

#### POLICIES

**Policy N-P1.1** **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 dBA ( $L_{dn}$ ) or above, as shown on Figure N-1 [NOTE: Figure N-1 will be updated at a later phase of the project.]. The maximum interior noise level shall not exceed 45 dBA ( $L_{dn}$ ) in any habitable rooms, as established by the California Building Code.

**Policy N-P1.2** **Exterior Noise Level Standard.** Require 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 60 dBA ( $L_{dn}$ ) or above, as shown on Figure N-1 [NOTE: Figure N-1 will be updated at a later phase of the project.]. Require an acoustical analysis that uses peak hour  $L_{eq}$  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 65 dBA ( $L_{dn}$ ) for residential uses and should not exceed 65 dBA ( $L_{eq}$ ) during the noisiest hour for public park uses.

**Policy N-P1.3** **Inclusive Outreach.** Notify the community when new land uses that would result in excessive noise levels are being considered and inform community members about how they can engage in the process. Use outreach and engagement methods that encourage broad representation and are culturally sensitive, particularly for historically underserved communities.

**GOAL N-2** Minimize unnecessary, annoying, or unhealthful noise.

#### POLICIES

**Policy N-P2.1** **Noise Regulation.** Regulate noise in San Mateo to prohibit noise that is annoying or injurious to neighbors of normal sensitivity.

**Policy N-P2.2** **Minimize Noise Impacts.** Protect all “noise-sensitive” land uses listed in Tables N-1 and N-2 from adverse impacts caused by the noise generated by new developments. Incorporate necessary mitigation measures into development design to minimize short-term noise impacts. Prohibit long-term operational

noise increases at the sensitive receptor property line, or new uses which generate noise levels at the sensitive receptor property line, as follows:

- Greater than 1.5 dBA Ldn increase for ambient noise environments of 65 dBA Ldn and higher;
- Greater than 3 dBA Ldn increase for ambient noise environments of 60 - 64 Ldn; and
- Greater than 5 dBA Ldn increase for ambient noise environments of less than 60 dBA Ldn.

**Policy N-P2.3**      **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 short-term and long-term noise impacts. Prohibit new uses that generate noise levels of 65 dBA ( $L_{dn}$ ) or above at the property line, excluding existing ambient noise levels.

**Policy N-P2.4**      **Traffic Noise.** Recognize projected increases in ambient noise levels resulting from traffic increases, as shown on Figure N-2 [NOTE: Figure N-2 will be updated at a later phase of the project]. Promote the installation of noise barriers or other methods to reduce traffic noise along highways and high volume roadways where “noise-sensitive” land uses listed in Table N-1 are adversely impacted by excessive noise levels [60 dBA ( $L_{dn}$ ) or above]. Require adequate noise mitigation to be incorporated into the widening of SR 92 and US 101.

**Policy N-P2.5**      **Railroad Noise.** Support the installation of noise barriers and other mitigations along the railroad corridor where “noise-sensitive” land uses are adversely impacted by excessive noise levels [60 dBA ( $L_{dn}$ ) or greater].

**Policy N-P2.6**      **Railroad Vibration.** Require that new residential projects (or other sensitive uses) located within 200 feet of existing railroad lines conduct a groundborne vibration and noise evaluation consistent with Federal Transit Administration-approved methodologies.

**Policy N-P2.7**      **Construction Noise and Vibration.** Continue to prioritize construction noise limits and vibration monitoring around sensitive receptors, including through limiting construction hours and individual and cumulative noise from construction equipment.

**Policy N-P2.8**      **Construction Noise and Vibration Monitoring.** For larger development projects that demand intensive construction periods and/or use equipment that could create vibration impacts, require a vibration impact analysis, as well as monitoring and reporting of noise levels throughout construction, consistent with industry standards. The monitoring plan should include information on the monitoring locations, durations and regularity, the instrumentation to be used and appropriate noise control measures to ensure compliance with the noise ordinance.

## ACTIONS

**Action N-A2.1**      **Railroad Noise Study.** Implement projects necessary to achieve Quiet Zones in the City such as elimination of at-grade rail crossings or other mitigation measures to decrease horn and other operational noise levels prior to substantial expansion of the rail service.

**Action N-A2.2**      **Railroad Noise Barriers.** Work with the Peninsula Corridor Joint Powers Board to promote and encourage adequate noise mitigations and barriers to be incorporated into any rail service expansion or track realignment.

Table N-1: Noise Sensitive Land Use Compatibility Guidelines

Land Use Category	Day-Night Average Noise Level, $L_{dn}$ (dBA)				
	0-59	60-65	65-70	71-80	over 81
Residential – Low Density *					
Residential – Medium and High Density *					
Hotels, Motels, and other Lodging					
Schools, Libraries, Hospitals, Long-Term Care Facilities					
Multifamily Common Open Space for the Use and Enjoyment of Residents					
	<b>Normally Acceptable.</b> Specified land use is satisfactory based on the assumption that any buildings involved are of normal, conventional construction, without any special noise insulation requirements.				
	<b>Conditionally Acceptable.</b> New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed insulation features have been included in the design.				
	<b>Normally Unacceptable.</b> New construction or development should not be undertaken.				

\* See residential land use designations in the Land Use Element of this General Plan.

Table N-2: Noise Guidelines for Outdoor Activities

Land Use Category	Average Noise Level, $L_{eq}$ (dBA)				
	0-59	60-65	65-70	71-80	over 81
Parks, Playgrounds, Privately Owned Publicly Accessible Open Space					
	<b>Normally Acceptable.</b> Specified land use is satisfactory based on the assumption that any buildings involved are of normal, conventional construction, without any special noise insulation requirements.				
	<b>Normally Unacceptable.</b> New construction or development should not be undertaken.				

## MEMORANDUM

DATE September 19, 2022

TO San Mateo Planning Commission

FROM Joanna Jansen and Carey Stone, PlaceWorks

SUBJECT Summary of Community Engagement and Public Input on the Draft Policies and Actions

This memorandum summarizes the community input received on the draft policies and actions as of September 19, 2022. Table 1 summarizes the past and planned outreach events. The purpose of the outreach events is to spread the word about the draft policies and actions, answer questions, and collect feedback and reactions to the proposed policy language.

**TABLE 1 COMMUNITY OUTREACH EVENTS**

Date	Outreach Event	# of Participants
Thursday, July 21, 2022 to Friday, October 14, 2022	Draft Policies and Actions Online Survey	158*
Saturday, July 16, 2022 to Monday, September 19, 2022	Written Public Comments	31
Tuesday, August 23, 2022	Video Loco Pop-up	25
Thursday, August 25, 2022	Video Loco Pop-up	20
Friday, August 26, 2022	Chavez Market Pop-up	15
Saturday, August 27, 2022	Rediscover San Mateo Community Fest Pop-up	140
September 06, 2022	Chavez Market Pop-up	50
Thursday, September 8, 2022	Virtual Community Workshop	26
Friday, September 9, 2022	Movies in the Park Pop-up	50
Saturday, September 10, 2022	Spanish Language Workshop	4
Saturday, September 10, 2022	September Nights on B Street Pop-up	30
Thursday, September 15, 2022	September Nights on B Street Pop-up	15
Friday, September 16, 2022	Movies in the Park Pop-up	50
Saturday, September 17, 2022	Open House	30



**TABLE 1 COMMUNITY OUTREACH EVENTS**

Date	Outreach Event	# of Participants
Thursday, September 22, 2022	September Nights on B Street Pop-up	TBD
Friday, September 23, 2022	Movies in the Park Pop-up	TBD
Saturday, September 24, 2022	San Mateo Firefighters Association Chili Cook-off Pop-up	TBD
Thursday, September 30, 2022	Movies in the Park Pop-up	TBD

\*158 survey respondents as of September 19, 2022.

## SUMMARY OF COMMUNITY INPUT BY TOPIC/ELEMENT

This section summarizes the feedback on the draft policies and actions. The City collected feedback via:

- **Draft Policies and Actions Online Survey.** The online survey is available on [www.strivesanmateo.org](http://www.strivesanmateo.org) from July 21, 2022 through October 14, 2022 to allow community members an opportunity to share reactions and feedback on the draft policies and actions. Respondents can choose to provide input on some or all of the goals and policies of the seven General Plan elements. The settings of the survey restrict the number of responses to one per person and track web browser cookies to help ensure that each participant only completes the survey once. The online survey is not considered statistically significant.
- **Pop-up Events.** The City has planned 13 pop-up events to occur at locations throughout the city to ensure the outreach process collects input from the following groups per Council direction:
  - Non-English speakers
  - Renters
  - Residents 44 and under
  - Low-income and very low-income households
  - Under-represented neighborhoods:
    - North Shoreview
    - Shoreview
    - North Central
    - Central
    - East of 101

At the pop-up events, City staff has been sharing information about the General Plan update, publicized the upcoming outreach events, and encouraging people to take the online survey.

- **Virtual Workshop and Open Houses.** The City hosted a virtual workshop on Thursday, September 8, 2022, an in-person Spanish language Open House on September 10, 2022, and

an in-person Open House on September 17, 2022. At these events, participants could ask questions and provide feedback on the draft policies and actions.

- **Written Comments.** Throughout the General Plan Update the City has encouraged people to submit written comments to [generalplan@cityofsanmateo.org](mailto:generalplan@cityofsanmateo.org). From July 1, 2022 to September 19, 2022, the City received 31 written comments. Attachment A includes the original written comments submitted to the City.

The following sections organize the feedback according to the relevant General Plan element. Environmental justice comments are located under the “Environmental Justice” header.

### Land Use Element

- When asked how the City should focus its land use planning efforts, the top two answers selected by survey respondents included:
  - Maintain downtown San Mateo as the economic, cultural, and social center of the community.
  - Promote residential and mixed use land uses and improvements along El Camino Real to strengthen its role as both a local and regional connector.
- When asked what top goals this element should prioritize, the top three goals selected by survey respondents included:
  - Encourage a wide range of land uses, including housing, parks, open space, retail, etc.
  - Help improve conditions in equity priority communities. \*Note: Equity priority communities are areas that have a significant concentration of underserved populations, such as households with low incomes and people of color.
  - Promote balanced, orderly and equitable growth.
- Other comments:
  - Focus housing growth close to public transit and retail areas where the impact on existing neighborhoods will be limited.
  - Prioritize residential uses in mixed use designations. Push for a higher number of housing units and resident parking in mixed use buildings.
  - Increase the Below Market Rate housing from 15 percent to 20 percent or more for new projects that provide affordable housing.
  - Maintain the jobs/housing balance.
  - Prioritize land use policies that will further the City’s environmental and social equity goals. There seems to be a disconnect between these goals and the physical planning and design approaches outlined in the draft Land Use Element.
  - Encourage transit-oriented, high density, mixed used developments.
  - Increase family friendly rental housing that have three bedroom units.
  - Streamline permitting for new housing if it meets affordability targets.
  - Simplify the Accessory Dwelling Unit requirements.

- Prioritize housing over retail or office space in mixed use designations.
- Develop along our various arterials with bus routes, like Alameda de las Pulgas and Hillsdale Blvd, not just El Camino Real.
- Height, density, and parking requirements make it impossible to build affordable housing.
- Preserve existing medical office sites; the shortage of primary care doctors will be exacerbated by new housing.
- Limit the density of downtown development.
- Require downtown development to account for grade separation.
- Increase the maximum building height in downtown and elsewhere to support more housing options around major transit centers.
- Add more housing and less office space.
- Increase housing for all income levels.
- Stop building housing to reduce traffic and noise. Maintain retail spaces.
- Expand outdoor dining along B Street. Add more B Street type closures around the city.
- Maintain commercial developments to buffer residential areas from traffic and train noise.
- Stop big developments.
- Respect Measure Y limits. Keep San Mateo's small town feel.
- Increase building heights.
- Consider five/six-story buildings along El Camino Real and near transit.
- Stop the construction of housing provided by the government.
- Accommodate the 1900 Norfolk development and the possible new building at the Fish Market.
- Support Draegers marketstaying in downtown. Add a grocery store in downtown if Draegers leaves.
- Promote smaller stores within communities instead of big stores.
- Require mixed use projects to have a minimum of 40 percent housing if housing program benefits are to apply.
- Consider the transition of office uses to residential uses only if there is access to transit, infrastructure, and recreation services.
- Encourage retail uses.
- Make shopping centers more "green" and safe.
- Repurpose underutilized spaces.
- Increase family-friendly entertainment uses.
- Maintain vacant land for park use.
- Hold town halls and health fairs to engage with the community.
- Employ ambassadors to walk around the City and engage with people about their issues and needs. Need more door to door visits.

- Publicize/have larger presence about City initiatives in the San Mateo Daily Journal.
- Send out more mailers about City happenings.
- Continue to offer Zoom meetings/workshops in the afternoons/evenings.
- Offer in-person meetings.
- Increase public noticing.
- Consider renters in all City decisions. Encourage renters to participate in community engagement processes.
- Provide child care at meetings.
- Add WiFi at senior housing; offer digital classes.
- Reduce greenhouse gas emissions by promoting access to shops, jobs, recreation, and services within walking distance.

#### Circulation Element

- When asked how the City should work toward a sustainable transportation system, the top two answers selected by respondents included:
  - Encourage mixed-use transit oriented development near Cal Train stations and transit corridors.
  - Prioritize bicycle and pedestrian safety improvements.
- When asked what top goals this element should prioritize, the top three goals selected by survey respondents included:
  - Foster a sustainable transportation system that has walking, biking, and transit connections.
  - Build and maintain a safe, connected, and equitable pedestrian network.
- Other comments:
  - Reduce and eliminate traffic fatalities.
  - Reduce traffic congestion.
  - Reduce speed limits on driving corridors, especially on El Camino Real.
  - Add stop signs to Sunnybrae Boulevard to reduce traffic speed.
  - Add stop signs to slow drivers between El Camino Real and San Mateo Drive.
  - Implement “less drastic” speed bumps along Alameda de las Pulgas.
  - Keep 26<sup>th</sup> Avenue and Pico Avenue closed from Campus Drive.
  - Consider oneway streets for narrow roadways.
  - Design roadways across railroad tracks so you don’t have to drive on 19<sup>th</sup> Avenue to get from west San Mateo to east San Mateo.
  - Add connections under railroad tracks as part of grade separation projects.
  - As part of Hayward Station Caltrain redevelopment, connect 16<sup>th</sup> Avenue under the tracks for bicycle, pedestrian, and vehicles.
  - Add bicycle/pedestrian paths along the right-of-way as part of Caltrain construction efforts.

- Encourage biking and walking and prioritize bicycle and pedestrian safety improvements.
- Increase off-street/protected bicycle and pedestrian trails.
- Prioritize and seek out funding for existing proposed bicycle lanes.
- Add more bike lanes. Add bike lanes along El Camino Real, 3<sup>rd</sup> Avenue, and 4<sup>th</sup> Avenue,
- Add bike lockers.
- Add a bicycle boulevard along Hacienda and Mason along with traffic calming measures.
- Add a buffered bike lane on the Alameda.
- Improve and widen sidewalks whenever possible.
- Increase the safety and walkability of El Camino Real by adding crosswalks, improving sidewalks and increasing transit.
- Widen sidewalks along El Camino Real between 20<sup>th</sup> and 25<sup>th</sup> Avenues.
- Update downtown development guidelines so that building to the lot line does not reduce the existing sidewalk width.
- Add a pedestrian bridge over SR 92 between 26<sup>th</sup> Avenue and Campus Drive.
- Slow down traffic to 15 mph in school zones, even on main corridors like Alameda de las Pulgas in front of Aragon High School and Baywood Elementary.
- Develop a safe routes for seniors program.
- Improve pedestrian safety, especially along East Poplar and San Mateo Drive.
- Allow riding on the sidewalk in appropriate areas.
- Educate people about the benefit of bicycling and walking in terms of climate change.
- Attract a micromobility provider to San Mateo.
- Plan for improvements in micromobility including scooters and other new technology.
- Apply complete streets design standards to future projects.
- Improve transit, walking, and biking connections to parks, public facilities, shops, and schools.
- Incentivize the use of public transportation.
- Increase bicycle and pedestrian connectivity when reviewing new development projects.
- Encourage electric bike rentals or electric bike subsidies for residents.
- Add electric vehicle charging stations in public parking areas including schools.
- Encourage carpooling.
- Require developers to provide on-site parking instead of paying in-lieu fees.
- Taking away parking to disincentivize car use doesn't work; don't remove parking for bike lanes.
- Reduce parking requirements.
- Limit parking lots.

- Repave the roads in the Sunnybrae neighborhood.
- Avoid purely aspirational transportation policies; taking away parking will not decrease driving. To reduce traffic, encourage hybrid work approaches.
- Make toll lanes on US 101 free to residents of the county where the lanes are located.
- Consider shared parking, e.g. use Hillsdale Shipping Center for overnight parking.
- Add street lighting citywide.
- Focus engaging with homeowners, especially over 65 years old.

#### Community Design and Historic Preservation Element

- When asked how the City can help develop and maintain San Mateo's unique character, the top two answers selected by survey respondents included:
  - Promote pedestrian improvements that increase neighborhood and citywide walkability.
  - Require usable public open space areas in new developments.
- When asked what top goals this element should prioritize, the top three goals selected by survey respondents included:
  - Protect heritage trees and street trees.
  - Preserve and enhance San Mateo's natural setting.
  - Improve the visual character of mixed use and commercial areas.
- Other comments:
  - Preserve historic resources.
  - Update the historic resource survey.
  - Pair historic and ecological preservation with a forward-looking approach to new development, including higher densities and acceptance of a range of architectural styles.
  - Strengthen the historic resource preservation policies. See the letter from the San Mateo Heritage Alliance in Attachment A for the list of suggestions.
  - Allow developers to contribute money for public education and interpretation of historic and archaeological resources as a mitigation measure.
  - Educate the public about cultural resources.
  - Update historical plaques and landmarks; incorporate native voices.
  - Maintain the character of San Mateo in new development by incorporating classical design elements and sufficient green space.
  - Incorporate design principles to ensure that new buildings and additions are responsive and complementary to the existing historic character, local topography, urban design and sense of place that is evident throughout San Mateo.
  - Incorporate more traditional architectural in new buildings in or near the historic district.

- Improve the character of downtown.
- Include shorter buildings at the street front and transition to taller buildings at the back to prevent an “alley” feeling on a street.
- Support more stories of building height if building design is attractive.
- Add more benches downtown.
- Prioritize pedestrian and wheelchair friendly design.
- Continue to support ground floor retail uses and improvements the physical and aesthetic nature of the Borel Square commercial district. New buildings or remodels should incorporate natural landscaping that compliments the residential neighborhood. Encourage a mixed-use and community recreation facility.
- Add more trees to keep the city cool from excessive heat.
- Regularly water trees planted as part of the tree planting program.
- Add flexibility for the removal and replacement of historic trees. Look at the criteria for tree removal.
- Add incentives to remove trees that pose a fire danger.

#### Conservation, Open Space, Parks and Recreation Element

- When asked how the City can improve access to parks, recreational programs, and facilities, the top two answers selected by survey respondents included:
  - Increase availability of free park facilities and amenities that are open to the public.
  - Increase opportunities for residents to provide input on major park improvements.
- When asked how the City should prioritize future park improvements, the top two answers selected by survey respondents included:
  - Invest in underserved areas and areas with limited access to park facilities.
  - Improve and create new passive use outdoor spaces such as linear parks and pocket parks.
- When asked what top goals this element should prioritize, the top three goals selected by survey respondents included:
  - Protect and enhance the City’s natural resources.
  - Ensure that all San Mateo residents breathe safe, clean air.
  - Provide a comprehensive system of parks and recreation programs and facilities.
- Other comments:
  - Maintain and preserve heritage trees.
  - Amend Policy CD-P2.3 to protect tree roots during construction activity.
  - Incorporate fire prevention measures in open space.
  - Develop more green space and sports fields.



- Add pocket parks everywhere. Work with the community to identify the locations.
- Make private open space requirements flexible to increase open space.
- Open Mickelson Pool.
- Add a 50 meter swimming pool.
- Upgrade the pickle ball courts at Central Park.
- Paint and update all City buildings and community centers.
- Reduce the amount of trash at Central Park.
- Create a program where individuals can sponsor dog poop bag stations.
- Offer a variety of professional concerts and performances at the San Mateo Performing Arts Center.
- Ensure the accessibility of all public services and facilities, such as playgrounds and recreational programs for children with disabilities.
- Add more spaces for community groups to gather.
- Incorporate maker spaces in libraries or recreation centers.
- Work with schools to open their playgrounds for public use.
- Implement a “Take a Hike” program similar to the County of San Mateo.
- Complete the Bay Trail.
- Encourage healthy lifestyles through City events like walk-a-thons.
- Add exercise stations along walking and jogging trails.
- Add a water faucet at the Seal Point dog park bench/shade structure.
- Plant trees at Seal Point.
- Allow off-road bicycle access, including on singletrack trail segments, in Sugarloaf Open Space.
- Utilize vacant lots for community gardens, trails, and exercise use.
- Increase outdoor trails.
- Provide safe connecting routes to open spaces in Belmont.
- Increase rooftop gardens.
- Use native and drought tolerant plants in City parks.
- Not enough parking at Central Park.
- Beresford Park is too crowded.
- Reduce the use of artificial chemicals ( fertilizers, herbicides, pesticides) to create a more regenerative local ecosystem.
- Clean up outdoor spaces and waterways.
- Improve access to creeks and the lagoon. Add benches and trails along the lagoon.
- Educate the community about the benefits of creeks, ex. they provide habitat for plants and animals and flood protection.
- Protect and preserve open space; no mitigation should be allowed.
- Maintain our natural areas to help protect residents from heat events.
- Raise our levees to protect the city from sea level rise.

- Encourage solar panels; consider City subsidies.
- Ban gas leaf blowers to improve air quality and reduce noise.
- Create an outdoor, dedicated roller skating area.
- Reduce light pollution.

#### Public Services and Facilities Element

- When asked how the City should support access to health care facilities, social services, and other community health amenities, the top two answers selected by survey respondents included:
  - Support efforts to provide the city's fair share of social services.
  - Encourage the expansion of high-quality medical care services.
- When asked how the City should maintain adequate water supplies, the top two answers selected by survey respondents included:
  - Encourage water efficiency in new developments and existing buildings.
  - Distribute recycled water for non-drinking purposes, such as toilet flushing and laundry.
- When asked what top goals this element should prioritize, the top three goals selected by survey respondents included:
  - Provide access to a safe, sustainable and resilient supply of water.
  - Provide for adequate police, fire, and life safety protection.
  - Foster the healthy development and education of children of all abilities, incomes, and backgrounds.
- Other comments:
  - Ensure that future growth can be supported by City infrastructure.
  - Make library services more inclusive, dynamic, and reflective of the community.
  - Increase police street patrol to reduce crime.
  - Improve police and fire response times.
  - Maintain police service levels and response times as the population grows.
  - Modernize the fair grounds.
  - Incentivize grey water systems.
  - Maintain the corporation yard in its existing location.
  - Focus water conservation strategies on big water users.
  - Add more lawn removal requirements.
  - Fix water leaks.
  - Expand programs that reimburse homeowners for sewer mainline repairs or replacements.
  - Need environmentally safe buildings and infrastructure.
  - Partner with Recology to promote composting/food waste reduction at publicly owned apartment complexes.
  - Reduce construction waste.

- Reduce litter on streets, sidewalks, creeks, etc. Add more garbage cans to reduce littering.
- Eliminate street sweeping machines in neighborhoods that do not restrict parking for street sweeping.
- Mirror the San Francisco “Pit Stop” program (i.e. public restrooms).
- Need more support for the homeless.
- Retain and support healthcare providers and first responders.
- Establish wellness centers.
- Partner with medical companies to promote wellness.
- Need more dental facilities and discounts for dental service.
- Increase farmers’ markets and publicize their availability.
- Fund healthy school lunches.

#### Safety Element

- When asked what top goals this element should prioritize, the top three goals selected by survey respondents included:
  - Maintain adequate safety protection from wildfires.
  - Promote clean energy supply.
  - Develop sea level rise adaptation measures and programs.
- Other comments:
  - Ensure that every community has a community center that can serve as a cooling center or emergency shelter during extreme and other types of disasters.
  - Support emergency preparedness efforts.
  - Continue to manage vegetation to reduce wildfire risks.
  - Trim eucalyptus trees along SR 92 (near Murphy) to reduce wildfire hazards.
  - Create a City program to address trees that pose a wildfire hazard; offer financial incentives to remove trees.
  - Ensure that the new wastewater treatment plant incorporates a horizontal levee design for resilience to sea level rise.
  - Plan for sea level rise.
  - Consider the limits of our electricity grid when advocating for the use of clean energy sources.
  - Quicken the transition to all electric heating and power.
  - Add security cameras in public areas and parks.
  - Move the Energy Supply section to the Public Services and Facilities Element.
  - Create a plan to generate clean electric power.
  - Encourage rooftop solar and electrification.

#### Noise Element

- Prohibit the use of outdoor equipment on Sundays.

- Require the use of electric leaf blowers.
- Reduce Caltrain and Union Pacific noise. Upgrade Caltrain crossings so no train horn is required.
- Train warning horn blasts seem excessively loud.
- Reduce Caltrain noise by adding greenery along US 101 and SR 92.
- Implement a Caltrain quiet zone similar to Atherton.
- Caltrain grade separation will help reduce noise.
- Improve the sound wall on the west side of US 101.
- Reduce the noise level along SR 92; it is too high and constant.
- Reduce the use of illegal fireworks.
- Establish and enforce a maximum noise limit for vehicles.
- Reduce noise pollution from aircraft.
- Reduce noise pollution from automobiles and buses.
- Reduce traffic noise along El Camino Real.
- Require noise and vibration abatement for older, existing buildings that apply for rehabilitation/construction permits.
- As temperatures rise, consider the influence of AC units and increased noise and encourage all passive modes of cooling before mechanical cooling.
- Limit the number of construction projects happening in an area to reduce noise impacts.
- Limit street sweeping to 5 am and later in the downtown area.
- Ticket loud cars and motorcycles.

#### **Environmental Justice** *(covered in multiple elements)*

Environmental justice addresses our living environments, and specifically the health, safety, and opportunities available in different communities. The General Plan must include policies and actions that will lead to an equitable distribution of resources and opportunities and will reduce the impacts of environmental hazards in equity priority communities. Per State law, the General Plan's environmental justice policies and actions must reflect the needs of the jurisdiction's equity priority communities. To understand the needs of San Mateo's equity priority communities, the City is holding a series of pop-ups in North Central and North Shoreview. This section summarizes input collected through a paper survey about environmental justice topics at the August 23 and 25, 2022 Video Loco Pop-up (North Central), August 26, 2022 Chavez Market Pop-up (North Shoreview), and Rediscover Community Fest Pop-up (Downtown) and at the Spanish language workshop on September 10, 2022. The paper survey was available in Spanish, Simplified Chinese, and English. City staff collected approximately 91 survey responses at these pop-ups.

#### ***Walking, Biking, and Taking the Bus***

- Too many homeless people especially on the bus. Provide bicycles to homeless people.
- San Mateo has good access to public transit and bike lanes.
- Need more frequent bus service to reduce wait times.

- San Mateo needs BART service.
- Establish autonomous transportation in the downtown corridor.
- Do not allow cars in the downtown.
- Improve bike lanes; it is dangerous and difficult to ride your bike on the road.
- Add more bike lanes, but maintain existing parking.
- Require helmets on electric scooters. Establish speed limits for electric scooters.
- Improve pedestrian access on El Camino Real.
- Need to add crosswalks, especially where students take the bus near 2<sup>nd</sup> Avenue and Humboldt Street.
- Add more pedestrian crossings along Poplar Avenue; it is very dark in places.
- Improve 4<sup>th</sup> Avenue and Idaho Street.
- Improve the sidewalks.
- Have accessible ramps at every sidewalk crossing.
- Improve the roads.
- Reduce traffic speeds.
- Parking is an issue.
- Reduce car break-ins.
- Add more street lighting citywide including along Monte Diablo Avenue and Grant Street.

#### ***Access to Healthy Foods***

- San Mateo has access to healthy food.
- One thing that is missing is a large grocery store like Safeway. Safeway is a little bit far away. There used to be a Kmart next to Ross but now it is gone. Add a large grocery store at the Ross site.
- Many people get free, healthy food; there is a lot of support from churches and nonprofits.
- Add food lockers or refrigerators with free food at local worksite spaces or recreation centers.
- Improve access to low-cost food.
- Improve the food offered at schools; make school food healthier.
- Reduce the cost of fresh, healthy food.
- Lower income people are in poorer health because they can't afford organic food.
- Increase community gardens in San Mateo; convert Fitzgerald Field into a community garden.

#### ***Civic Engagement***

- Make a flyer with tear out phone numbers that people can take with them with information about events or where to call if they have a problem or question.

- These bilingual pop-ups are great. Talk to people where they are; go directly to their neighborhoods.
- Have meetings and events in parks and sports fields.
- Increase advertising of events; increase social media posts.
- Need to think about how to engage with people who don't know how to read or write.
- Need more community events that are culturally specific.
- Have options to participate in many languages; need more Spanish language workshops.
- Hold after-work meetings.
- Increase the presence of City staff at community events to meet people and learn about our community's needs.
- Use community groups and other agencies already working in our neighborhoods as messengers for City initiatives.
- Hold more neighborhood meetings.
- Expand advertisements of City Council meetings and make it clear that people can provide comments, immigrants don't participate. Let people know that this is the only way you get your voice heard.
- Translate City Council meetings into multiple languages.
- Schedule meetings on alternating days.
- Organize and educate the people that live here. Have meetings to orient them on how to improve the quality of life.
- Send more frequent notices through the mail, television, and radio; educate people about what is happening.
- Go to schools to provide information.
- Enforce compliance with Home for All housing plan.

### ***Physical Activity and Community Health***

- San Mateo could use a community health center.
- Need more fitness programs, fitness is not a priority for people.
- San Mateo needs more gyms.
- We need more gym equipment in parks. Especially the type of equipment that suggests the number of repetitions to do on each machine.
- There are a lot of places outdoors to run and walk; need to improve the promoting the availability of these spaces.
- Fix the playground slide at the Martin Luther King Park playground.
- City should promote or advertise sports events and sponsor events such as races.
- Promote physical activities with the support of different agencies.
- Offer free classes like Zumba or martial arts in public spaces.
- Convert Fitzgerald Field into a multipurpose use including basketball, Tai Chi, and al fresco group exercise classes.
- We have quite a few parks, trails and fields for sports.

- Add signage and posters to promote exercise and health.
- Need more exercise programs like the City of Burlingame offers.
- Need more programs for youth and more space for youth programs; provide funding for participation in programs.
- There are no opportunities for physical exercise for children with disabilities.
- Need more activities for senior citizens, organize and promote programs and short field trips for seniors.
- Focus on keeping the areas clean. People should not leave their trash everywhere. Clean the streets regularly.
- Improve public safety.
- Increase the height of the freeway sound wall.

#### ***Equitable Access to Public Facilities***

- There are public services, parks, public restrooms. Very good access to public services here.
- There are some private places, there should be assistance to pay for the use of private spaces and private lessons and classes. Or just don't have any private spaces and make everything public.
- Provide assistance/financial aid to cover the cost of recreation programs.
- All programs in public spaces must be free.
- Treat everyone the same. Do not differentiate between people.
- Educate people about the public services that are available. Support schools that have fewer resources.
- Ensure that public programs benefit as many people as possible, not just the same families.

#### ***Pollution and Air Quality***

- There is very little pollution. There are no factories that contaminate the air in this neighborhood.
- Require a health risk assessment.
- There are a lot of electric vehicles here which will help improve air quality.
- Electric cars and public transportation are expensive.
- Need more electric vehicle charging stations.
- Offer low cost public transportation options.
- Add housing near jobs so you don't have to drive.
- Incentivize people to not drive to work.
- Do not cut trees.
- Provide other options instead of driving. Provide more bike lanes, give drivers an incentive for getting electric cars such as rebates.
- The City can't really do much for pollution, focus regionally, but the City cannot fix it.



- What open space and traffic and noise pollution measures can be put in place for North Central?
- Everybody deserves a piece of open space, fresh air, and nature. Add more open space to the affected areas.

#### ***Other Ideas***

- There is a lot of vandalism and crime. They have tried to rob me in my house. The gangs try to steal cars. The most important thing is for people to feel safe in the neighborhoods.
- Everyone should support each other and help each other out.
- More activities to keep children occupied and more investment in public safety.
- Schools need more materials, maintenance and resources for the children. They need materials such as personal hygiene supplies. There should also be more vigilance and security in our schools.
- Need a lot more housing. Need to make affordable housing for low-income people.
- There is no parking on B Street and downtown at lunchtime.
- Have the City approve permits for neighborhood block parties to improve community building.
- The police need better relationships and to be more present in the community. More police are needed but they should be talking to the people and building relationships.
- Fix the properties on Norfolk.
- Add more neighborhood shops.
- Review City/County Association of Governments of San Mateo County (C/CAG) documents for their screening of the needs of lower income areas.

#### ***Other Comments***

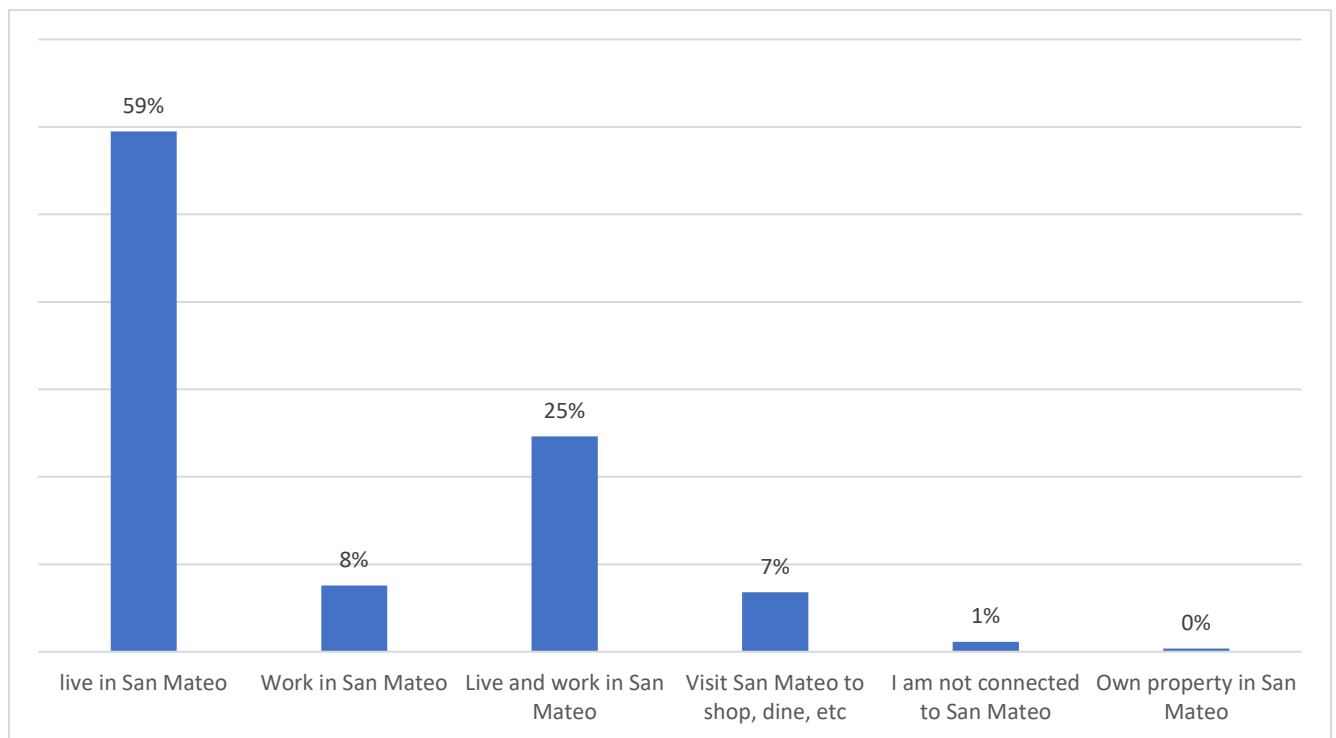
- Consider the cumulative traffic impacts of all the proposed projects within the city.
- Do not allow downzoning under the preferred land use scenario.
- Apply a Mixed Use High designation at the PS Business Park site in Study Area 8.
- I do not support environmental justice.
- Need to build new schools to support additional housing growth.
- There is not enough water for additional housing growth.
- Limit job growth to what is needed for economic health.
- Create progress reports every five years to summarize what the City has accomplished and identify ways to further meet the General Plan goals.

## Draft Policies and Actions Outreach Demographics

This section summarizes the demographic characteristics of the outreach participants. Of the 644 total participants, 264 participants provided voluntary demographic data. The demographic data helps the project team determine if the outreach program is reaching the full range of San Mateo's demographics. This data indicates that the outreach program should continue to be refined to increase involvement of renters, younger residents, and residents who identify as Asian and Black/African American. A summary of the demographics of the outreach participants is presented below.

### How are you affiliated with San Mateo?

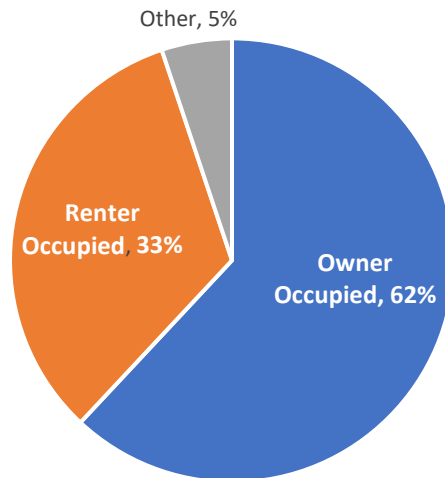
*Number of Respondents: 264*



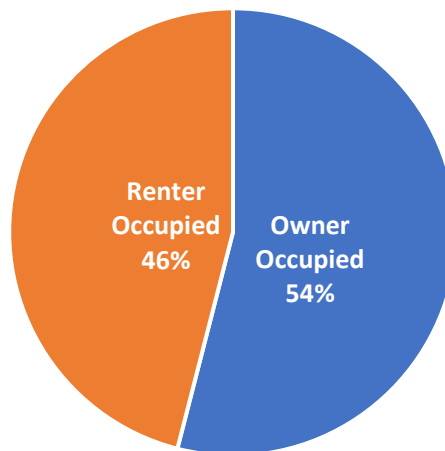
## Which best describes your current housing situation?

Number of Respondents: 234

Draft Policies and Actions Outreach Participants

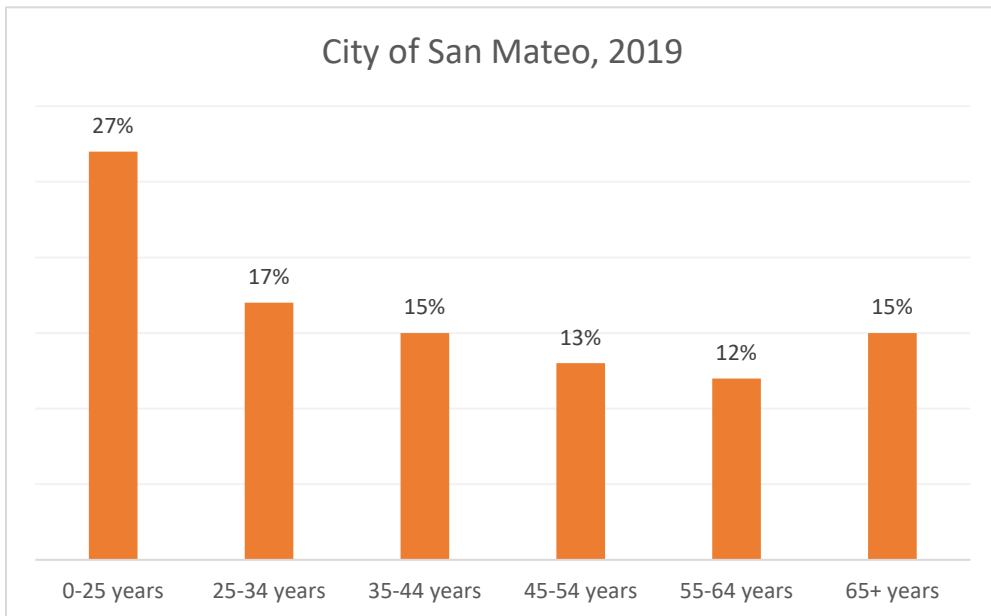
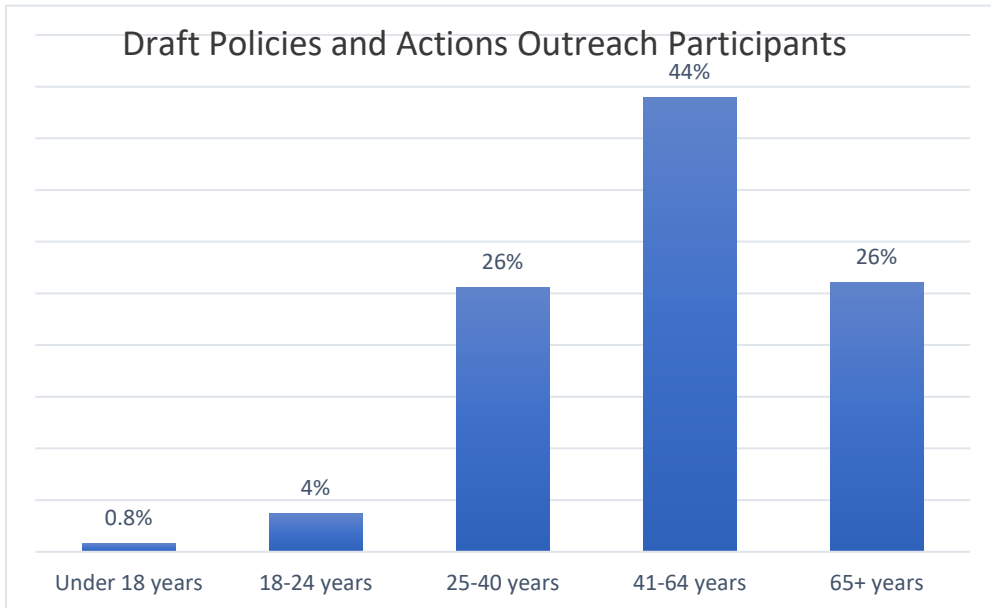


City of San Mateo, 2019



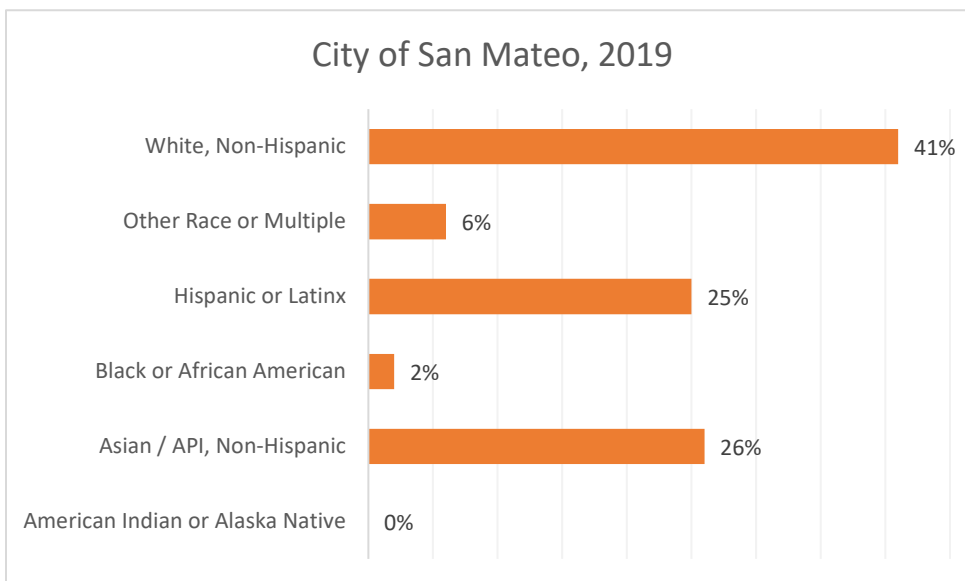
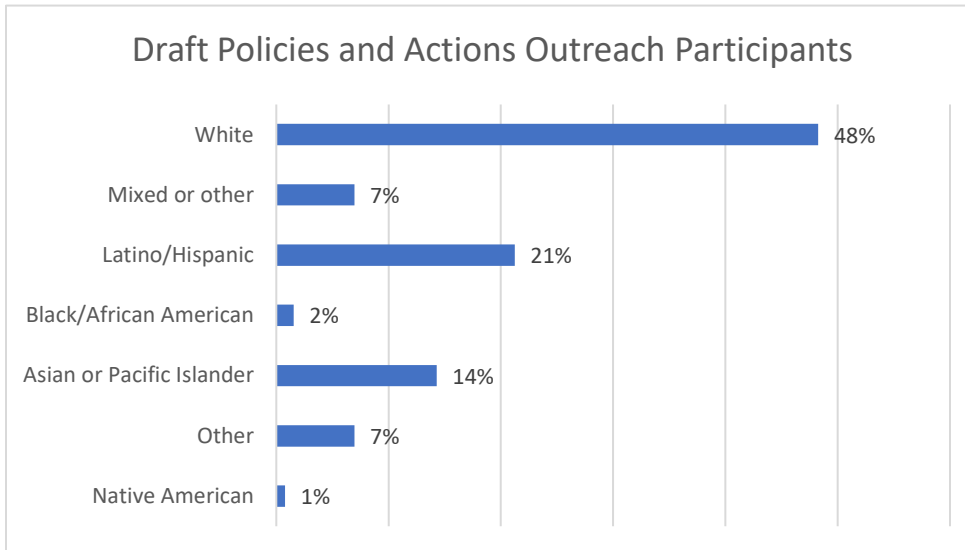
## What is your age group?

Number of Respondents: 246



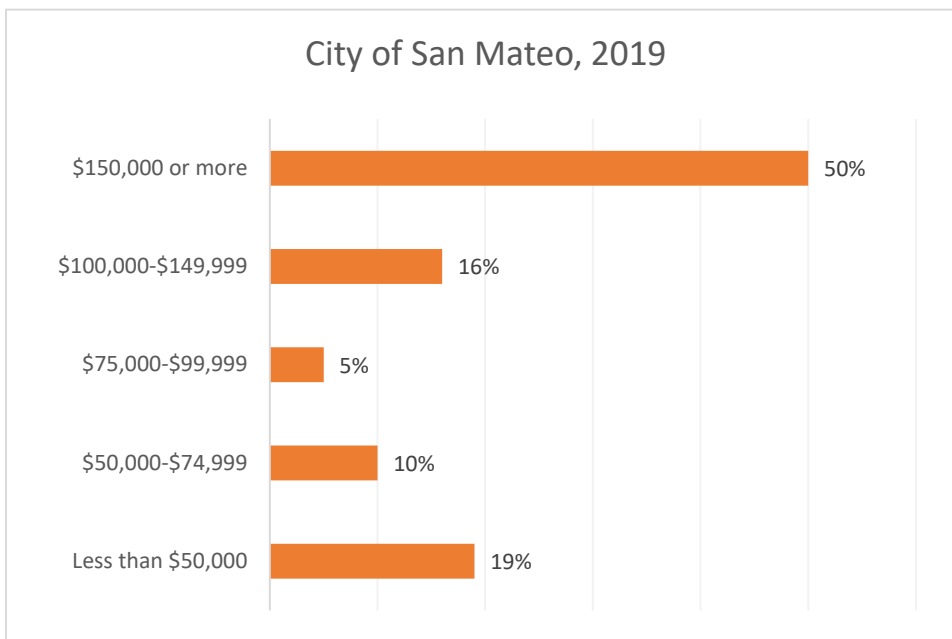
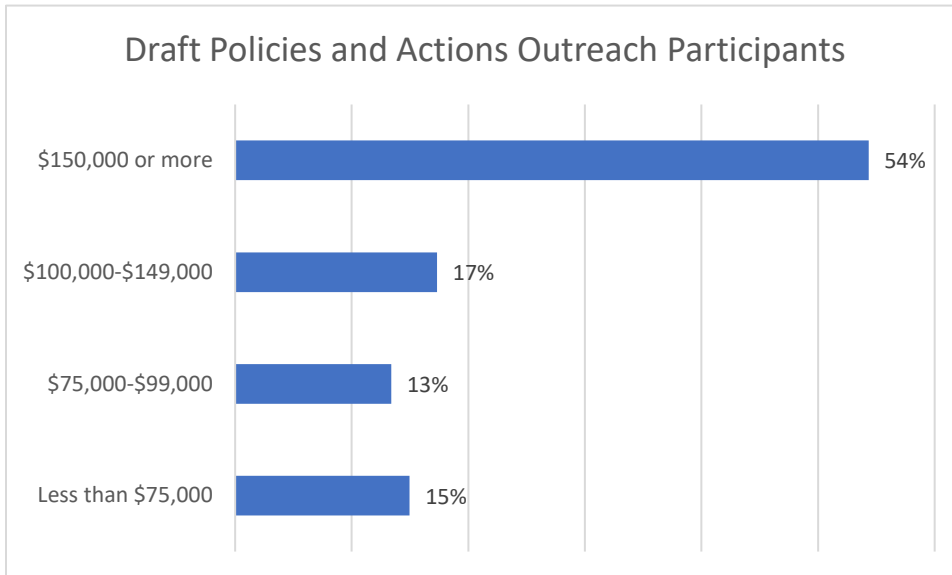
What is your race or ethnicity? (Check all that apply).

Number of Respondents: 259



### Which best describes your household annual income?

Number of Respondents: 127





**Sent:** Saturday, July 16, 2022 9:58 PM

**To:** City Council (San Mateo) <[CityCouncil@cityofsanmateo.org](mailto:CityCouncil@cityofsanmateo.org)>

**Subject:** To the Council For Monday's City Council Mtg...thanks

Under the preferred general plan, what are you going to do about the traffic that will be generated in and through the now planned "land locked" Hayward Park area?

Railroad tracks on the East and 4 plus story, high density buildings on the North, South and West with only two streets through Hayward Park: Palm Avenue and B Street.

Larry Patterson promised that when Bay Meadows and the TOD overlay was approved, there would be no net increase in terms of traffic on Palm Ave and B St. He said that on the record.

But that is clearly not going to be the case when this GP update is implemented.

Did planning forget to look at these planning issues comprehensively? Or did they just look at various sections of the City, separately - Downtown, El Camino and 92/101, without looking at the cumulative impacts that each of those 3 individual high density sections might have on one particular neighborhood?

For the GP update, were there cumulative traffic studies done on the impact of high density being built on the north, west and south sides of Hayward part or were they just done separately on the downtown, El Camino and Hayward Park TOD sections?

The problem is the cumulative impact of each of those separate sections on Hayward Park itself. This issue happens nowhere else in the City under the preferred GP update.

I would appreciate your response as to the cumulative traffic impact on Hayward Park, if the present preferred GP is passed.

A quick final note, it also seems that you're giving up on solar access for a wide swath of Hayward Park residents along the El Camino Real.

Sincerely Yours,

Laurence Kinsella



San Mateo, CA 94402

**From:** Gustavo Hornos [REDACTED]  
**Sent:** Monday, July 18, 2022 3:54 PM  
**To:** City Council (San Mateo) <[CityCouncil@cityofsanmateo.org](mailto:CityCouncil@cityofsanmateo.org)>  
**Subject:** Please do not allow "Downzoning" in Zone Study 4

[Download full resolution images](#)  
[Available until Aug 17, 2022](#)

Dear San Mateo City Council,

We ask for your help in this matter because after reading the Staff's suggestions and looking at the zone map they prepared for today's Plan Update Meeting they are proposing to lower our current R4 Residential Multiple Family Dwelling High Density into a Low/Medium designation.

It is clear to us that even they say otherwise they are still trying to limit and downgrade our block building rights while allowing a huge increase for other properties in the same Downtown area, actually in front of our eyes, right in our backyard.

This is happening even after the City Council and the Mayor in person clearly said that "Downzoning" was not fair.

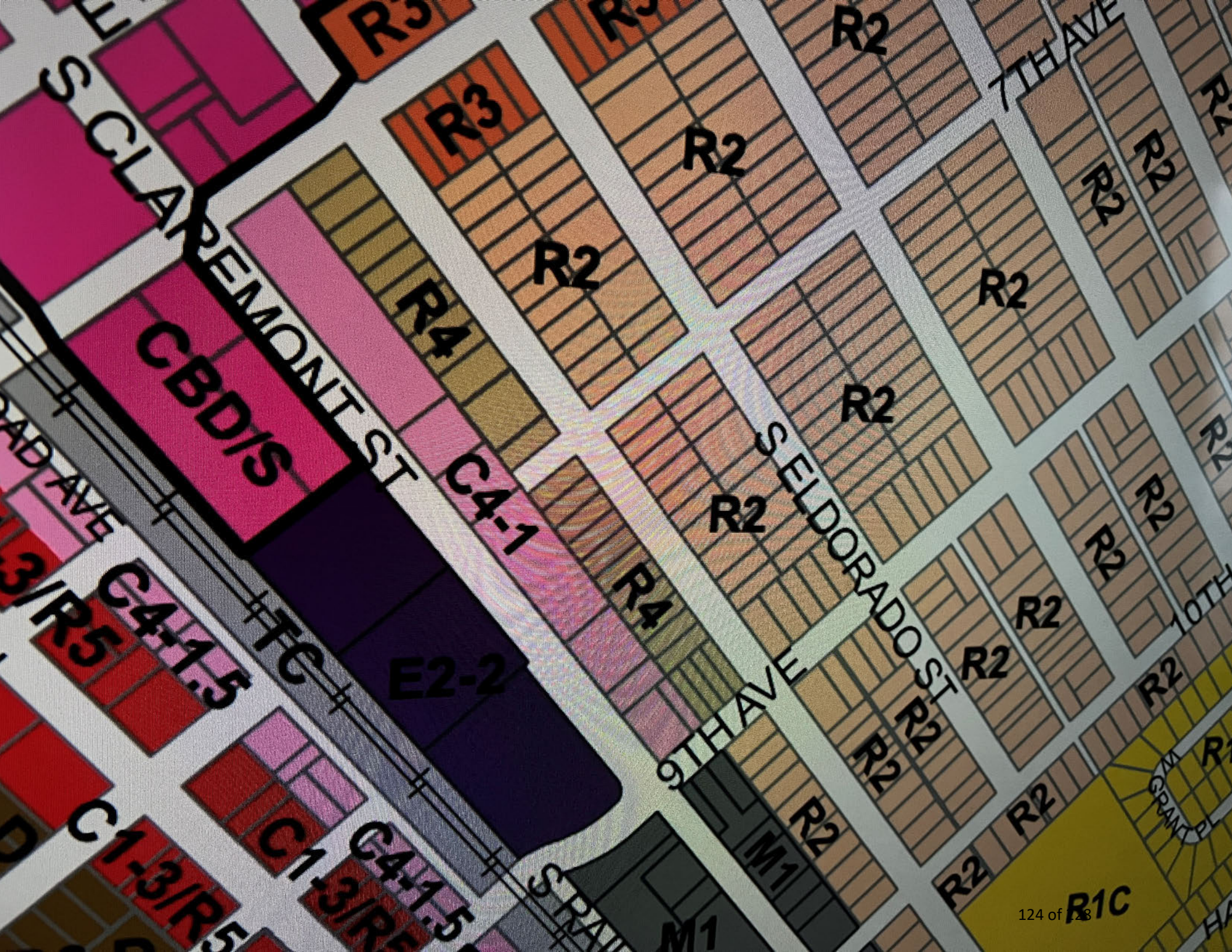
We are attaching a picture from our backyard where you will see how the newly approved 5 Story MidPeninsula Garage Building is changing completely our view and PDFs of the current San Mateo Zoning Plans for you to compare in order to make justice and to exercise fairness.

Attached is also the PDF file with our previous letter regarding a "Request to do not lower our home land use zone density category" and to be considered as our comments for today's City Council Meeting where you will decide about Land Use in San Mateo.

Sincerely,  
Gustavo Hornos and Jesica Salomon  
[REDACTED], San Mateo CA 94402 (between 5th & 9th Avenue)













**Request to the City Council of San Mateo  
To do not lower our home land use zone density category.  
606 S Delaware St, San Mateo, CA 94402**

April 18, 2022

Dear San Mateo Mayor Rick Bonilla, Deputy Mayor Diane Papan and City Council Members Joe Goethals, Amourence Lee and Eric Rodriguez.

We are writing to you in regards of the recent General Plan discussions that could greatly affect our homeowners rights.

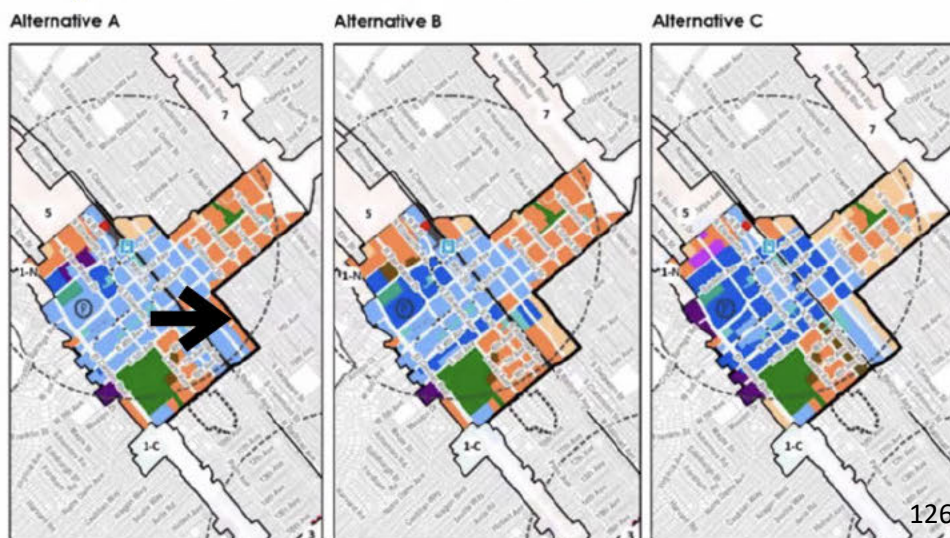
We are opposed and concerned about the proposed down zoning to my block, it could face legal scrutiny and is contrary to our City's stated goals of zoning to meet our RHNA (Regional Housing Needs Allocation) numbers.

Our property is currently zoned R4 (high density multifamily housing) and the Land Use Alternatives for Zone 4 all propose down-zoning: the Alternative A is proposing to change it to a Medium Density and Alternative B and C want to lower it into a Low Density.

The property is located clearly in the Downtown District and inside the Half Mile Mass Transit Radius, right where many new tall building constructions is already happening, so we should be equally treated and our current zoning should not be lowered.

Our property shown in the map below with an arrow is located at 606 S Delaware St, between 5th and 7th Ave which is inside the Downtown city limits and referenced as Study Area 4 for the General Plan Update.

## Study Area 4 - Downtown

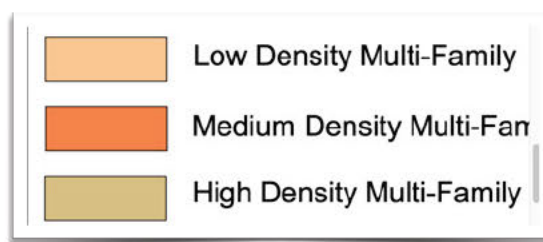
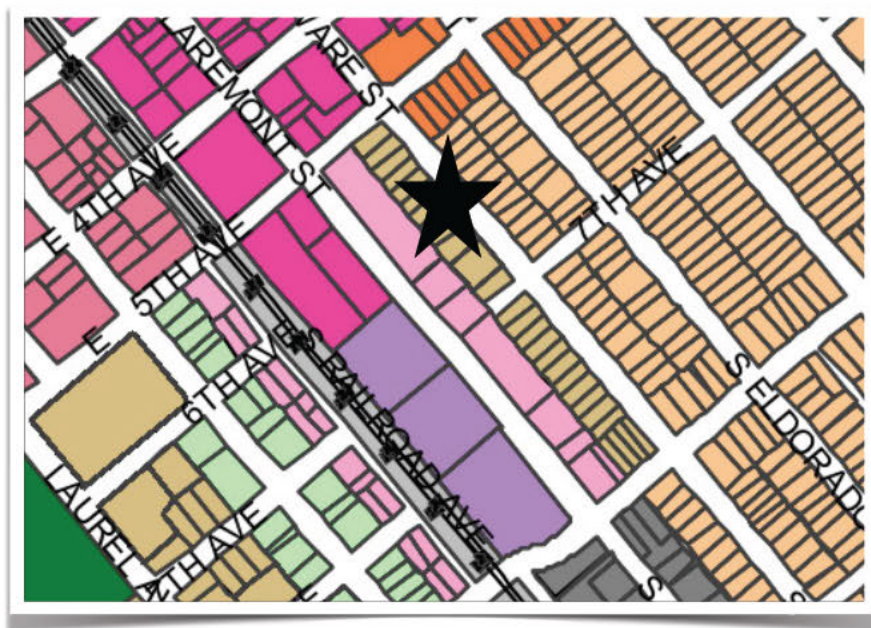




We have been engaged and following with interest all the new plans for improvements for the future of our beloved city where we live and work and we even hosted one of the first General Plan meetings at our business, the Motion Arts Center dance studio located at 217 S Claremont St. (which was closed for over a year because of the pandemic)

When we bought our home in 2013 one very important factor for us to purchase this specific one was that it was designated as a R4 High Density Zoning. Our reasoning was that San Mateo will keep growing and eventually we could start building more square feet of living area since there is always an increasing need for more housing.

The image below (taken from a current San Mateo city land use map) shows with a star where our property is located and the brown color means that it is a High Density Multi-Family Zone.



After participating in person and later watching numerous City Council meetings we saw that the Council was firmly determined to tackle this lack of housing, a goal that it is also greatly encouraged by the California State Government.

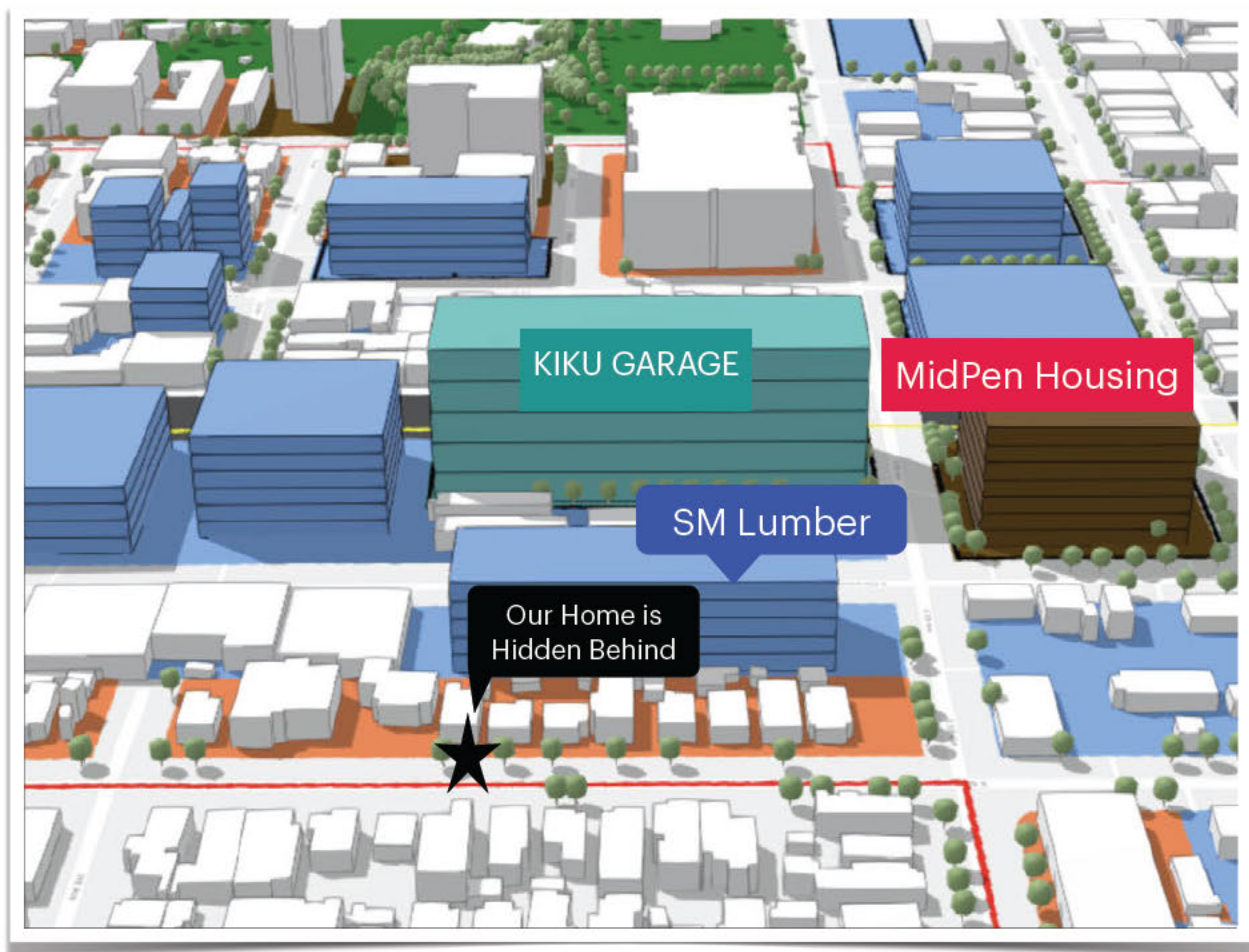
We witness how many new buildings have been approved just in the next two blocks of our home, like the one at 405 E 4th Ave, where Verkada has its headquarters and the recently approved Kiku Crossing MidPen Housing just one block from us.

We are very happy that new affordable housing is coming to the city, but unfortunately the height of the 7 floors of the residences and the 5 Floors of the Garage will greatly affect our privacy in our backyard, the amount of open view and even the hours of sunlight that we are used to enjoying everyday.

This view taken from the Online Virtual Tool that the city provides shows our block hidden behind the possible construction at the San Mateo Lumber (blue color in the following picture). In green color is the representation of the Kiku Crossing Garage while the MidPen Housing is shown in color brown.



Below is another view from a different angle of our block that shows the near future and how everything will look when construction is completed. Our property shouldn't be downzoned with so much construction right in-front of us!





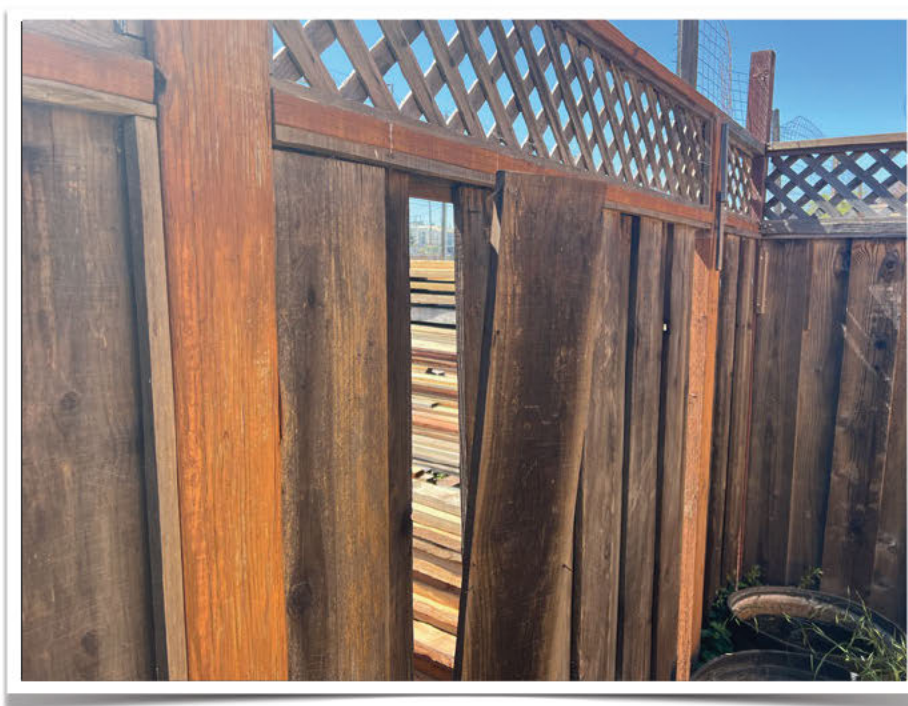
We understand that on top of that it will not be fair at all to us (and to the rest of the residents in our block) to suffer an unjustified zoning downgrading of our future building capabilities as it is shown at the moment in the alternatives A, B and C of Study Area 4, while every other property in our zone is being greatly improved in their building density zoning.

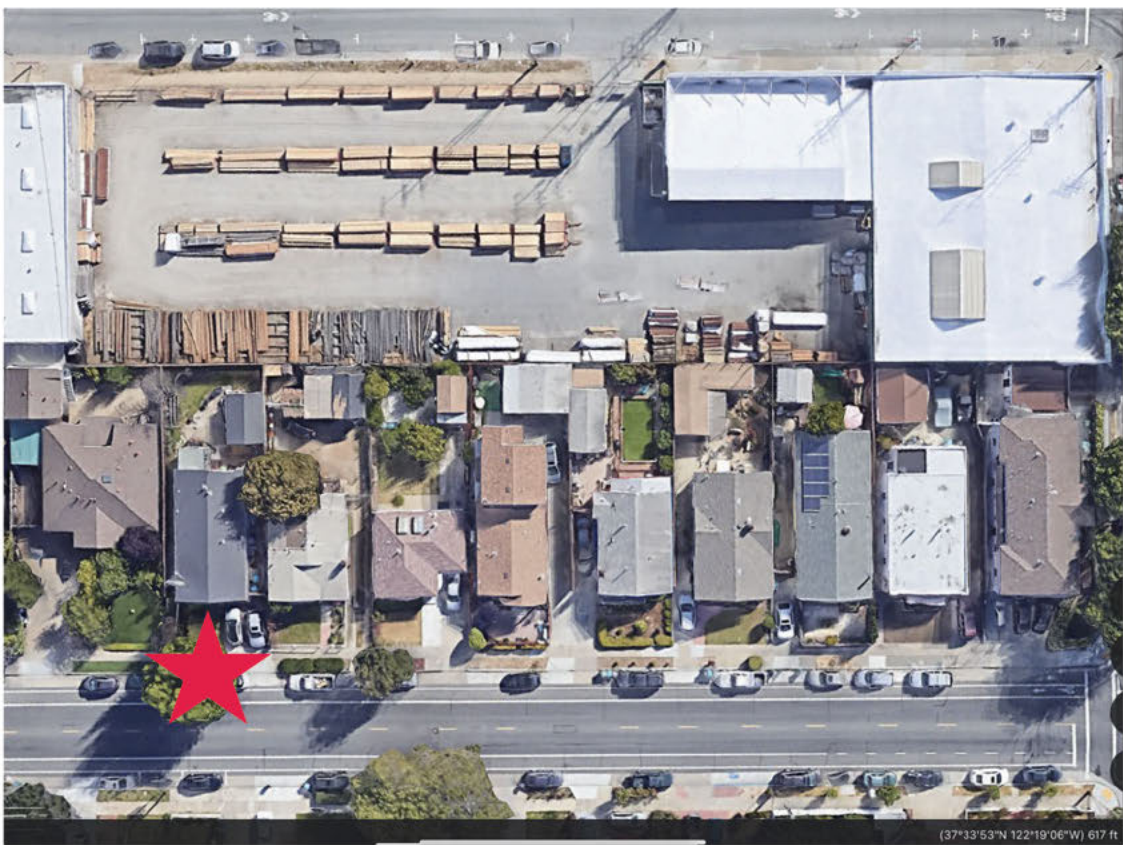
If any of these proposals are approved by the Council it will inflict a direct economic harm to the value of our main family asset and that of our S Delaware St. neighbors in the two blocks between 5th Ave and 9th Ave. The affected properties addresses by this possible change are: S Delaware St. 500, 504, 512, 514, 518, 522, 600, 604, 606, 610, 622, 626, 702, 706, 710, 714, 718, 720, 724, 800, 804, 810, 814 and 820).

Moreover, our neighbor right behind our backyard is the San Mateo Lumber, which is sitting in a big lot that could easily be converted in the future into another tall building that will completely diminish our privacy and quality of life.

As you can see it is very clear to visualize in the previous images that our homes could be massively shaded by present and future constructions and that at least the Council should protect our current zone density designation..

Below is a picture of the fence of our backyard recently broken by regular operations by the lumber yard that unequivocally shows that we are in the Downtown Business Area after all.







Please make justice and consider this request to ease our situation and just imagine for a moment how you would personally feel if this ever happened to your home and property. We believe this zoning downgrading is against the spirit of the General Plan, it is arguably a policy mistake that did not consider in depth the dynamics of this block and something that was never proposed at any meeting by any of the San Mateo neighbors.

We respectfully ask you to keep our block with the zoning that it currently has which is an R4 High Density Multi-Family one.

At this moment Alternative A is proposing to change it to a Medium Density and Alternative B and C want to lower it into a Low Density.

The San Mateo City website says that the city is committed to equity but we will not feel equally treated if our block is the only block in the San Mateo Downtown District that is lowered when everything else is upgraded and getting ready for more construction as required and mandated by law.

Sincerely yours,

Gustavo Hornos & Jesica Salomon

[REDACTED] San Mateo, CA 94402

Email: [REDACTED]



From: Bradley Karvasek [REDACTED] >  
Sent: Monday, July 18, 2022 2:59 PM  
To: City Council (San Mateo) <[CityCouncil@cityofsanmateo.org](mailto:CityCouncil@cityofsanmateo.org)>; Rick Bonilla <[RBonilla@cityofsanmateo.org](mailto:RBonilla@cityofsanmateo.org)>; Diane Papan <[dpapan@cityofsanmateo.org](mailto:dpapan@cityofsanmateo.org)>; Joe Goethals <[jgoethals@cityofsanmateo.org](mailto:jgoethals@cityofsanmateo.org)>; Amourence Lee <[alee@cityofsanmateo.org](mailto:alee@cityofsanmateo.org)>; Eric Rodriguez <[erodriguez@cityofsanmateo.org](mailto:erodriguez@cityofsanmateo.org)>  
Cc: Bradley Karvasek [REDACTED]  
Subject: Agenda Item #20: General Plan Update - Land Use Map

Dear Mayor Bonilla and Members of the City Council:

I am writing on behalf of PS Business Parks (PSBP), the owner of Bayshore Corporate Commons, located at 1720 South Amphlett Boulevard in San Mateo, CA.

Tonight, you are being asked to confirm the draft land use map and the heights and densities associated with the land use designations for the City's General Plan Update. We have been participating in the General Plan Update process this year and have been very encouraged by the City's willingness to consider designating our site as Mixed-Use to optimize the opportunity for redevelopment.

We were thankful when both the Planning Commission and City Council agreed that the Mixed-Use High designation would be appropriate for the City's General Plan Update environmental review to allow for future flexibility in determining the appropriate mixes and locations of uses on a redeveloped site.

Last week, we were concerned to see staff's recommendation to split our site between Mixed-Use Medium and Mixed-Use High. When combined with staff's recommendation to lower the number of stories, Mixed-Use Medium impacts any developer's ability to build industry standard residential construction - 5 stories of residential (type III wood construction) over 2 levels of parking. These changes would make it harder to envision new housing on our site, which is counter to the discussions we've had regarding providing a pathway to providing more housing.

We appreciate the discussion at the last City Council meeting regarding appropriate transitions to the nearby residential neighborhood, but that should not split the CEQA analysis of the site at this stage.

Therefore, we ask that the City Council stay the course with the Mixed-Use High designation for the site, so that the maximum building intensity can be studied as part of the General Plan Update and its environmental review. Moving forward, the City will have many opportunities to weigh in on a project when an application is filed—for now the Mixed-Use High designation provides flexibility and opportunity.

Thank you for your hard work on this General Plan Update. We appreciate our partnership with the City.

Sincerely,

Bradley Karvasek



Bradley Karvasek | Vice President - Senior Development Executive  
2525 152nd Ave NE | Redmond, WA 98052  
T 425.883.1300 C 206.369.1355  
[psbusinessparks.com](http://psbusinessparks.com)



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**From:** Strive San Mateo <email@strivesanmateo.org>  
**Sent:** Wednesday, July 20, 2022 4:56 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** New message on Strive San Mateo

Name: Bob Childs

Email: [REDACTED]

Message: Your mailer on the general plan states "the general plan team will reach out to communities in San Mateo where health and well-being are harmed by inequities to ask about the needs and priorities of those residents". How about having the general plan team reach out to the communities that are paying the bulk of the taxes? We are paying your salary and you should be listening to us, the tax payers! Your " Environmental Justice" plan stinks of woke ideology. If you listen to the people who are paying the taxes you might actually hear that there are people who do not support these socialist programs you are pushing.

---

Date: July 20, 2022

Time: 11:55 pm

Page URL: <http://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)

Chrome/103.0.0.0 Safari/537.36

Remote IP: 162.144.147.225

Powered by: Elementor

**From:** Strive San Mateo <email@strivesanmateo.org>  
**Sent:** Thursday, July 21, 2022 2:30 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** New message on Strive San Mateo

Name: Keith

Email: [REDACTED]

Message: Ronald Reagan once said that if fascism ever comes to America it'll come in the name of liberalism, (ie. socialism). That's what I see when I hear the terms social justice, environmental justice, etc...

Funding and organizing the radical left wing since day one are the central banking oligarchs. They are fascists/neo-feudalists using socialist dupes and socialist policies to consolidate political and economic power.

The central banking oligarchs are implementing their new/one world order agenda at the local, state, national and international level using ignorant and corrupt political hacks like the person reading this message.

PS. CO2/plant food does not drive global temperatures, never has, never will. The CO2/plant food scare is an oligarch scam.

---

Date: July 21, 2022

Time: 9:30 pm

Page URL: <https://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (Android 10; Mobile; rv:91.0) Gecko/91.0 Firefox/91.0

Remote IP: 162.144.147.225

Powered by: Elementor

**From:** Strive San Mateo <email@strivesanmateo.org>  
**Sent:** Wednesday, July 20, 2022 3:16 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** New message on Strive San Mateo

Name: John Konopka

Email: [REDACTED]

Message: I'm most concerned about global warming and sea level rise. Much of San Mateo lies close to sea level. How at risk are we? What can be done? How are we coordinating with other cities bordering the Bay?

---

Date: July 20, 2022

Time: 10:16 pm

Page URL: <http://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10\_15\_7) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/15.5 Safari/605.1.15

Remote IP: 162.144.147.225

Powered by: Elementor

**From:** Strive San Mateo <email@strivesanmateo.org>  
**Sent:** Thursday, July 21, 2022 12:14 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** New message on Strive San Mateo

Name: Sue Papilion

Email: [REDACTED]

Message: Received literature on plan participation which said take survey and I see the survey is over? Either I got literature late 7/20/22 or you got your wires crossed. I think far too often committees assume everything runs as fast as their decisions and the public is a pain anyway because you only hear the negative from them. Well I'd like to be positive about growth and you needed my input as a renter!

---

Date: July 21, 2022

Time: 7:14 pm

Page URL: <https://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10\_15\_7) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/15.4 Safari/605.1.15

Remote IP: 162.144.147.225

Powered by: Elementor



**From:** Strive San Mateo <email@strivesanmateo.org>  
**Sent:** Wednesday, July 20, 2022 6:14 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** New message on Strive San Mateo

Name: jim tilton

Email: [REDACTED]

Message: It does not matter how much affordable housing you build there will always be a need for more. If enough of the elites can not find and hire the help they need to maintain there lawns and teach in the schools then the desirability of the are will decrease and people will be able to afford housing. Building high density housing on every available inch is clearly not the answer. . .

---

Date: July 21, 2022

Time: 1:13 am

Page URL: <http://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10\_15\_7) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/15.5 Safari/605.1.15

Remote IP: 162.144.147.225

Powered by: Elementor

**From:** Strive San Mateo <email@strivesanmateo.org>  
**Sent:** Thursday, July 21, 2022 3:47 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** New message on Strive San Mateo

Name: Violeta

Email: [REDACTED]

Message: I just got your flyer. While you talk about reshaping the city and talk about development and growth -so far I've only seen the construction of offices and housing but have not heard or read ANYTHING about building new schools considering the amount of people these new housing will bring to the city. Are you going to build new schools? or does development only means property taxes the city will collect without considering that more families mean even bigger class sizes in our already crammed schools?

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Date: July 21, 2022

Time: 10:47 pm

Page URL: <http://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (iPhone; CPU iPhone OS 15\_0\_2 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/15.0 Mobile/15E148 Safari/604.1

Remote IP: 162.144.147.225

Powered by: Elementor

**From:** Strive San Mateo <email@strivesanmateo.org>  
**Sent:** Thursday, July 21, 2022 9:46 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** New message on Strive San Mateo

Name: Kent Carrillo

Email: [REDACTED]

Message: you guys are ruining San Mateo with the continued construction of more, and more, and more high density housing. where is it written that San Mateo needs to be the next New York City? Stop already. We dont have enough water now. Where will the water come from for all these hundreds of new units? Why is it nobody is talking about that? Just stop. I dont care what the State says. How about listening to your residents for a change, especially your long time residents. San Mateo used to be so very nice. Now, its pretty much urban sprawl. we dont need it, dont want it.

---

Date: July 22, 2022

Time: 4:45 am

Page URL: <https://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (Windows NT 10.0) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/103.0.0.0 Safari/537.36

Remote IP: 162.144.147.225

Powered by: Elementor

**From:** Frank Markowitz [REDACTED]  
**Sent:** Friday, July 29, 2022 3:33 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Cc:** Rick Bonilla <RBonilla@cityofsanmateo.org>; Diane Papan <dpapan@cityofsanmateo.org>; Joe Goethals <jgoethals@cityofsanmateo.org>; Amourence Lee <alee@cityofsanmateo.org>; Eric Rodriguez <erodriguez@cityofsanmateo.org>  
**Subject:** General Plan - support for higher densities, higher building heights, and improved bicycle/pedestrian facilities

General Plan Subcommittee -

As a single-family homeowner in the Beresford/Hillsdale area since 2002 (and an experienced urban/transportation planner), I commend the City Council for **supporting targeted higher densities**. Given the severe local jobs/housing imbalance, resulting in teachers and other middle-class jobholders unable to afford to live here, it is imperative that **more housing** be approved, while limiting job growth.

I support concentrating housing growth in areas close to public transit and shopping (like near Caltrain stations and along El Camino Real) or in areas where the impact on existing neighborhoods will be limited (like redeveloping the Campus Drive Peninsula Office Park). The **Measure Y height limit of 55 feet is far too restrictive**, and I support a higher limit, going back to the voters again if needed. This limit is inconsistent with what neighboring cities are approving and a potential impediment to efficient development. I strongly **support rezoning commercial areas** to encourage residential or mixed-use redevelopment. I also support **more affordable housing**.

There is a recent trend among a number of other cities locally (like South SF, Burlingame, and Redwood City) to support huge biotech development, out of scale with housing growth. I hope that San Mateo will not follow this trend, and job growth should be limited to the amount needed to stay economically healthy.

Regarding transportation, I support local proposals, including a **bicycle boulevard** on Hacienda and Mason (with significant traffic calming measures) and a **buffered bike lane** on the Alameda. **Pedestrian safety improvements and improved street lighting** are needed citywide.

Thanks very much.

Frank Markowitz  
[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, August 4, 2022 4:04 PM

**To:** General Plan <generalplan@cityofsanmateo.org>; Eric Rodriguez <erodriguez@cityofsanmateo.org>

**Subject:** Housing...

To the members of the general plan:

Yesterday, I called many offices of primary care doctors to seek an appointment since my primary care doctor is retiring. I was repeatedly told that the doctor had a full practice and was not accepting new patients. The harsh reality that our peninsula has a shortage of primary care doctors amplifies the lack of thought and foresight for the needs of our citizens. The irresponsible building of hundreds of affordable homes will create a medical catastrophe because of this shortage.

Additionally, each day there are more and more news articles about the water shortage in the West because of the historic drought we are experiencing. Imagine the amount of water needed in all of these structures that have been and are being built. Where do you plan to obtain this need in order to supply the everyday multiple need for water in these homes? Here is a riveting article about this, and sadly you continue to build.

**The end of snow threatens to upend 76 million American lives**

Disappearing snowpack is accelerating the historic drought across the Western US, and so far government responses haven't matched the scale of the problem.

Read in Bloomberg: <https://apple.news/AFXdahSKETISf29wcUCIvQQ>

Alarminglly,  
Maureen Zane

**From:** Kristie Eglsaer [REDACTED]  
**Sent:** Friday, August 5, 2022 11:39 AM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** Public comments re Community Design and Historic Preservation; and Conservation, Open Space and Recreation

Dear General Plan Community Design and Historic Preservation and Conservation, Open Space and Recreation subcommittee,

I am writing to provide comments on the [Aug 11 meeting](#).

I am very glad to see conservation and protecting natural resources as part of the general plan and plans to ensure access to nature for all!

Regarding historic preservation, I am so happy to see that alternatives to demolition must be submitted for historic buildings. I would encourage the committee to expand this in all cases of construction.

Deconstruction and recycling should be the first option rather than demolition.

According to the EPA, [Construction and Demolition debris is the largest source of waste in America, more than twice the amount of waste generated by municipal solid waste](#).

San Mateo is a leader in waste reduction, as with finding reasonable solutions to support businesses transitioning to compostable take out containers. Construction and demolition debris must be addressed.

[US EPA Best Practices for Reducing, Reusing, and Recycling Construction and Demolition Materials](#)

[CalRecycle C&D Recycling Tools for Contractors, Local Governments, and Processors](#)

[Deconstruction: The Story of Two Homes \(video\)](#)

Also regarding historic preservation, consider creating [education and training programs, like in San Antonio, Texas](#).

Thank you very much for considering my comments.

Best, Kristie Eglsaer

**From:** Jim Sell [REDACTED]  
**Sent:** Monday, August 8, 2022 1:42 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** Height and Density

Dear Planners,

Current height, density and parking requirements make it mathematically impossible to build affordable housing in San Mateo. I own two R4 lots in the block adjacent to El Camino and W. 3d, nine years ago I had an evaluation done to develop housing on the property. The study projected that 22 two bedroom units would need to sell for 1.5 to 1.8 million and take 3 to 4 years to complete. Our zoning laws make it affordably impossible West of El Camino.

Jim Sell  
650 465 1569



Virus-free. [www.avast.com](https://www.avast.com)



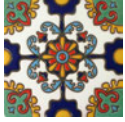
**From:** zorigt@gmail.com [REDACTED]  
**Sent:** Tuesday, August 9, 2022 8:33 AM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** Public Comment on Caltrain Noise

I am a registered voter in San Mateo City. I would like to suggest San Mateo City should implement Caltrain quiet zone similar to Atherton. Especially in downtown San Mateo area, the trains blast their horns nonstop all through the downtown area since there are so many railroad crossings. It's disruptive to residents and businesses in the affected areas. For example: trains run from 5am - past midnight, how does one get restful sleep. It's a non-stop alarm clock. Maybe start with a pilot program on 9th St railroad crossing.

<https://www.ci.atherton.ca.us/456/Quiet-Zone>

At 12:01 AM on Monday, June 13, 2016, the Atherton Fair Oaks Quiet Zone was officially established by the Town of Atherton. Railroad Quiet Zones can be established based on criteria outlined in the Final Rule on Use of Locomotive Horns at Highway-Rail Grade Crossings (Final Rule), which was made effective on June 24, 2005 by the Federal Railroad Administration (FRA) and amended on August 17, 2006.

Thanks for the consideration,  
Zorigt Bazarragchaa



# SAN MATEO HERITAGE ALLIANCE

## RECOMMENDED ALTERNATIVE HISTORIC RESOURCES ELEMENT GENERAL PLAN 2040

### HISTORIC RESOURCES

The Historic Resources component of the General Plan confirms the City's commitment to the protection, enhancement, perpetuation, and use of historic resources as economic, cultural, and aesthetic benefits to the City of San Mateo.

### GOALS

**GOAL CD-3.1** Identify and preserve historic, architectural and cultural resources, including individual properties, districts and sites, to maintain San Mateo's sense of place and special identity, and to enrich our understanding of the city's history and continuity with the past.

**GOAL CD-3.2** Use historic preservation principles as an equal component in the planning and development process. Fully integrate the consideration of historic, architectural and cultural resources as a major aspect of the City's planning, permitting and development activities.

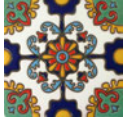
**GOAL CD-3.3** Ensure compatibility between new development and existing historic, architectural and cultural resources.

### POLICIES

**Policy CD-P3.1 Historic Resource Definition.** A district, landscape, object, sign, site, or structure significant in American archeology, architecture, culture, engineering, or history that is either designated or eligible for designation under city, state, or national criteria.

**Policy CD-P3.2 Historic Preservation.** Identify and preserve historic buildings, districts and sites, unless proven not feasible.

**Policy CD-P3.3 Demolition.** The City shall consider demolition of historic resources as a last resort, to be permitted only if rehabilitation of the resource is not feasible, demolition is necessary to protect the health, safety, and welfare of its residents, or the public benefits outweigh the loss of the historic resource.



## SAN MATEO HERITAGE ALLIANCE

**Policy CD-P3.4 Historic Districts.** Actively identify and protect concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity, when they meet national, state or local criteria.

**Policy CD-P3.5 Downtown Historic District.** Maintain the identified historic district along portions of 3rd Avenue and B Street, and continue to implement regulations to protect the overall historic and architectural character and integrity of the area.

**Policy CD-P3.6 Scale and Character of New Construction in Historic Districts.** Promote an architecturally sensitive approach to new construction in Historic districts. Demonstrate the proposed project's contextual relationship with land uses and patterns, spatial organization, visual relationships, cultural and historic values, and relationships in height, massing, modulation, and materials.

**Policy CD-P3.7 Downtown Building Heights.** Relate the height of new buildings to the pattern of downtown and to the character of existing and proposed development. New development shall be encouraged to step down towards some existing buildings in order to be compatible with the pattern of Downtown.

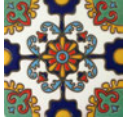
**Policy CD-P3.8 Historic Surveys and Context Statements.** For areas that have not been surveyed, the City shall seek funding to prepare new historic context surveys. In these surveys, the potential eligibility of all properties 45 years and older for listing in National, California or local registers shall be evaluated.

**Policy CD-P3.9 Historic Structure Renovation, Rehabilitation, and Adaptive Reuse.** Promote the renovation and rehabilitation of historic structures that conforms to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures and the California Historical Building Code and prioritize historic structures for available rehabilitation funds.

**Policy CD-P3.10 Public Awareness.** Foster public awareness and appreciation of the City's historic, architectural, cultural and archaeological resources and educate the community about how to preserve and improve these resources.

**Policy CD-P3.11 Historic Preservation Funding.** Pursue and promote historic preservation funding sources to incentivize the protection of historic resources such as the California Mills Act Property Tax Abatement Program and Federal Historic Preservation Tax Incentives Program.

**Policy CD-P3.12 Encourage both public and private stewardship** of the City's historic and cultural resources.



# SAN MATEO HERITAGE ALLIANCE

## ACTIONS

**Action CD-A3.1 Incorporate preservation** as an integral part of the general plan, specific plans, environmental processes, planning, permitting, and development activities.

**Action CD-A3.2 Historic Resources Survey.** Establish and maintain an inventory of architecturally, culturally, and historically significant structures, districts and sites. Proactively update and maintain an up-to-date historic resources inventory. Actively seek funding opportunities to update the historic survey.

**Action CD-A3.3 Historic Preservation Ordinance.** Update and maintain the City's Historic Preservation Ordinance to be consistent with State and Federal standards and guidelines, and to support local historic preservation objectives. Incorporate zoning tools such as Historic Preservation Overlay Zones (HPOZs) and conservation districts.

**Action CD-A3.4 Historic Design Standards.** Create objective design standards for development within commercial and residential historic districts and adjacent properties, to maintain the historic character of these resources. Revise the Downtown and Historic District Design Standards to give consideration to new development within a historic preservation context.

**Action CD-A3.5 Demolition Alternatives.** Require an applicant to submit alternatives to full demolition on how to preserve a historic building as part of any planning application and implement methods of preservation unless health and safety requirements cannot be met.

**Action CD-A3.6 Encourage and assist owners of historically significant buildings** in finding ways to adapt and rehabilitate these buildings, including participation in state and federal tax relief programs.

**Action CD-A3.7 Streamline,** to the maximum extent feasible, any future processes for design review of historic structures to eliminate unnecessary delay and uncertainty for the applicant and to encourage historic preservation.

**Action CD-A3.8 Preservation Incentives.** Create incentives to preserve historic and cultural resources such as reducing parking requirements, allowing a flexible use, or establishing a transfer of development rights program.

**Action CD-A3.9 Create incentives to encourage salvage and reuse** of discarded historic building materials.

Laurie and Randy Hietter



August 11, 2022

Mr. Zachary Dahl, Deputy Director  
General Plan Subcommittee  
Community Development Department  
City of San Mateo  
330 West 20<sup>th</sup> Avenue  
San Mateo, California 94403

VIA EMAIL

Dear Mr. Dahl and General Plan Subcommittee Members:

Thank you for the opportunity to provide comments regarding the proposed 5. *Community Design and Historic Resources Element* of the 2040 General Plan. The San Mateo Heritage Alliance (SMHA) submitted suggested revised policies yesterday. It is especially important to include the initial discussion of Principles. We support the SMHA revisions to the City's document.

The comments below reference the Policies and Actions in the City's Goals, Policies, and Actions to emphasize certain points.

## NATURAL LANDSCAPES AND THE URBAN FOREST

### **Policy CD-P2.3     New Development Requirements.**

Add protection of tree roots to the policy to protect the health of the trees during construction. Damage to roots can be fatal to trees.

"Require the protection of trees and their roots during construction activity; ..."

## HISTORIC RESOURCES

Please replace these goals, policies, and actions with those presented by the San Mateo Heritage Alliance (submitted August 10, 2022).

### **Policies**

**Policy CD-P3.1 Historic Preservation.** This should be a policy to identify and preserve resources. The City must follow the law, not just "where feasible."

**Policy CD-P3.2 Historic Districts.** Insert "Identify and" at the beginning of the policy. The City is currently not conducting adequate review or protection of historic district must follow the direction of the State Historic Preservation office, which states:

Local government surveys should consider the presence of potential historic districts which may be eligible for national, state or local designation or may warrant special consideration in local planning such as the development of design guidelines, historical preservation overlay zones (HPOZs), conservation zones, or review by a historic preservation commission prior to granting permits for demolitions or other actions which could alter or destroy district contributors.

State Historic Preservation Office website [https://ohp.parks.ca.gov/?page\\_id=23317](https://ohp.parks.ca.gov/?page_id=23317)

**Policy CD-P3.7 Demolition Alternatives.** This policy is too narrowly defined to be only National Register-eligible resources. This policy should apply to all pre-war structures to preserve the integrity of our neighborhoods, minimize waste diverted to a landfill, and foster sustainable development.

### **Actions**

**Action CD-A3.1 Historic Building Survey.** This action should address historic districts as well as buildings and sites. "Establish and maintain an inventory of architecturally, culturally, and historically significant structures, ~~and sites,~~ and districts.

**Action CD-A3.2 Historic Preservation Ordinance.** Update and maintain the City's Historic Preservation Ordinance to be consistent with State and Federal standards and guidelines, and to support local historic preservation objectives.

**Action CD-A3.4 Historic Design Standards.** Create objective design standards for development within historic districts ~~or~~ and adjacent to historic structures and/or culturally important sites to maintain the historic character of these resources.

In my letter to Zachary Dahl of February 8, 2022 regarding the General Plan Notice of Preparation, I requested that the City hold a General Plan EIR workshop to address the scope, methodology, and potential mitigation measures for the historic resources sections of the General Plan and EIR. You have not yet responded to this request so I am reiterating the request here.

Thank you for your attention to these comments.

Sincerely,

*Laurie Hietter*

*Randy Hietter*

Laurie and Randy Hietter



**From:** Janna Kolodii [REDACTED]  
**Sent:** Tuesday, August 23, 2022 2:37 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** Noise from the rail road

Hello,  
it seems like the issue of the train signal/noise will never be resolved. Can you revisit this problem and think better about what can be done to minimize the torture? There are a lot of people who are affected, elderly and children included who lack sleep and rest because of the noise. My heart goes to the people who live in close proximity to the rails and I would be mentally broken from having this nuisance 24/7 (except for a few hours at night).  
I hope you will include the conversation (at least) in your plan and will try to improve our lives.

Thank you,

--

Janna Kolodii  
[REDACTED]

Name: Janna Kolodii

Email: [REDACTED]

Message: Infrastructure is important for each city and San Mateo is not an exception. I have recently moved to SM from the South Bay and noticed right away how in bad shape the city was, especially North San Mateo. Yes, it's an unprivileged people's area and you can see it once you cross the 4th Ave. Roads are crumbling, and sidewalks pose immediate hazards. Trash is everywhere and is not being regulated. (Owners and landlords must follow the rules and keep their properties and around them neat). I believe San Mateo can do better and care about their citizens, and the conditions they live in. Just drive/walk along Grant street and you will see the neglect (by the city). It screams "Oh, it will do for them, they are used to these conditions". Please change your attitude and make the area as nice as other streets. Thank you

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Date: August 23, 2022

Time: 9:30 pm

Page URL: <https://strivesanmateo.org/participate-online/>

User Agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)

Chrome/104.0.0.0 Safari/537.36

Remote IP: 73.202.225.10

Powered by: Elementor

**From:** Khanh Russo <krusso@sff.org>

**Sent:** Friday, August 26, 2022 11:48 AM

**To:** Zachary Dahl <zdahl@cityofsanmateo.org>; General Plan <generalplan@cityofsanmateo.org>

**Cc:** Aysha Pamukcu <apamukcu@sff.org>; Evita Chávez <echavez@sff.org>; [REDACTED]

**Subject:** Equity Focused Input for Housing Elements

Dear City of San Mateo:

Thank you for the opportunity to provide input on the city of San Mateo's housing element. The Partnership for the Bay's Future ("PBF") is a public-private-nonprofit partnership working to create a more livable Bay Area in which diverse people of all walks of life can afford to live and thrive. To do so, we address the challenges of housing and protecting tenants through the support of equitable policy change as well as investing in the production and preservation of affordable housing.

In consultation with government leaders, housing policy experts, and communities, we have compiled a list of equitable housing priorities that we hope San Mateo will consider incorporating into the new housing element. We are including the following resources for your review and consideration:

- a slide deck covering each priority policy idea, with template language for your jurisdiction to consider,
- examples of places where the policy has been adopted, and
- additional links and resources.

We believe that your current efforts already include some of the listed policies, which we applaud. In addition to the attached equitable policy resources, we are offering technical assistance from Baird + Driskell Community Planning if your jurisdiction is interested in exploring or developing some of these policies even further. If you have any questions, please contact me ([krusso@sff.org](mailto:krusso@sff.org)) and our colleagues at Baird + Driskell (Kristy Wang, [wang@bdplanning.com](mailto:wang@bdplanning.com), and Joshua Abrams, [abrams@bdplanning.com](mailto:abrams@bdplanning.com)). We will follow up with you shortly to see if we can provide further support.

Thank you again for the opportunity to provide input into San Mateo's housing element. We appreciate all your efforts to address the housing needs of Bay Area and California residents.

Sincerely,

Khanh Russo  
Vice President of Policy and Innovation  
San Francisco Foundation

---



## Khanh Russo

Vice President of Policy and Innovation

One Embarcadero Center, Suite 1400 | San Francisco, CA 94111

T: (415) 733-8570 |

[krusso@sff.org](mailto:krusso@sff.org) | [www.sff.org](http://www.sff.org)



Pronouns: He, Him, His

Please follow the **Partnership for the Bay's Future** on [Twitter](#)  [Facebook](#)  [LinkedIn](#) 

August 24, 2022



Submitted by email to: [Planning@sanramon.ca.gov](mailto:Planning@sanramon.ca.gov)

**RE: San Ramon's 6<sup>th</sup> Cycle Housing Element Update**

Dear City of San Ramon:

Thank you for the opportunity to provide input on the city of San Ramon's housing element. Your work supporting your community to meet its housing needs is critical in addressing the current housing affordability crisis. We understand that at this moment in the housing element process, your jurisdiction is waiting for comments from HCD. As such, we request that you incorporate additional equitable housing policies into your draft housing element during your next revision. We offer the attached equitable policy resources as well as potential technical assistance from Baird + Driskell Community Planning ("B+D") if your jurisdiction is interested in this level of support.

The Partnership for the Bay's Future ("PBF") is a public-private-nonprofit partnership working to create a more livable Bay Area in which diverse people of all walks of life can afford to live and thrive. To do so, we address the challenges of housing and protecting tenants through the support of equitable policy change as well as investing in the production and preservation of affordable housing.

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- a slide deck covering each priority policy idea, with template language for your jurisdiction to consider,
- examples of places where the policy has been adopted, and
- additional links and resources.

We believe that San Ramon's current efforts already include some of the listed policies, which we applaud. We also believe that all Bay Area communities can take more steps to make their housing elements more equitable. The attached summaries can be used as resources for staff as they communicate with both decision makers and the public, and we are happy to provide further assistance to incorporate these policies into your housing element as well as help draft talking points that can be tailored for local implementation.

We believe the following policies can play an important role in meeting the requirements of this housing element and supporting thriving communities, and we request that San Ramon include them in the next housing element draft:

1. Favorable Zoning and Land Use
  - Make multifamily infill easier to develop
  - Allow, require or encourage multifamily housing in more places
  - Allow or encourage missing middle housing in single-family neighborhoods
  - Provide incentives for affordable housing development
  - Provide incentives for affordable ADUs and "missing middle" housing
2. Accelerating Production Timeframes
  - Streamline development approvals and environmental review process for multifamily housing
  - Streamline permitting process for multifamily housing
3. Reducing Construction and Development Costs
  - Ensure local requirements are not making development more expensive without requisite benefits
  - Actively support the use of modular and factory-built construction methods
4. Providing Financial Subsidies: Generate new or dedicate existing revenue for affordable housing
5. Advocating for Rent Control and Just Cause for Eviction Policies
  - Adopt or update rent stabilization policies
  - Adopt or update just cause eviction policies
6. Advocating for Community Land Trusts (CLTs): Support the formation and operation of community land trusts
7. Advocating for Inclusionary Zoning and Impact Fees: Create or review/update inclusionary housing (including in-lieu fees) and commercial linkage fee requirements
8. Inventory of Sites: Ensure that land is equitably zoned for multifamily housing, especially in high-opportunity areas

If you have any questions, please contact me ([krusso@sff.org](mailto:krusso@sff.org)) and our colleagues at Baird + Driskell (Kristy Wang, [wang@bdplanning.com](mailto:wang@bdplanning.com), and Joshua Abrams, [abrams@bdplanning.com](mailto:abrams@bdplanning.com)). We will follow up with you shortly to see if we can provide further support, including technical assistance from the B+D team to further explore some of these policies.

Thank you again for the opportunity to provide input into San Ramon's housing element. We appreciate your efforts to address the housing needs of Bay Area and California residents.

Sincerely,



Khanh Russo  
Vice President of Policy and Innovation  
San Francisco Foundation



August 24, 2022



Submitted by email to: [Planning@sanramon.ca.gov](mailto:Planning@sanramon.ca.gov)

**RE: San Ramon's 6<sup>th</sup> Cycle Housing Element Update**

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  - Ensure local requirements are not making development more expensive without requisite benefits
  - Actively support the use of modular and factory-built construction methods
4. Providing Financial Subsidies: Generate new or dedicate existing revenue for affordable housing
5. Advocating for Rent Control and Just Cause for Eviction Policies
  - Adopt or update rent stabilization policies
  - Adopt or update just cause eviction policies
6. Advocating for Community Land Trusts (CLTs): Support the formation and operation of community land trusts
7. Advocating for Inclusionary Zoning and Impact Fees: Create or review/update inclusionary housing (including in-lieu fees) and commercial linkage fee requirements
8. Inventory of Sites: Ensure that land is equitably zoned for multifamily housing, especially in high-opportunity areas

If you have any questions, please contact me ([krusso@sff.org](mailto:krusso@sff.org)) and our colleagues at Baird + Driskell (Kristy Wang, [wang@bdplanning.com](mailto:wang@bdplanning.com), and Joshua Abrams, [abrams@bdplanning.com](mailto:abrams@bdplanning.com)). We will follow up with you shortly to see if we can provide further support, including technical assistance from the B+D team to further explore some of these policies.

Thank you again for the opportunity to provide input into San Ramon's housing element. We appreciate your efforts to address the housing needs of Bay Area and California residents.

Sincerely,



Khanh Russo  
Vice President of Policy and Innovation  
San Francisco Foundation

# PBF's Priorities for 6<sup>th</sup> Cycle Housing Elements

August 2022



# Priority Policies and Actions

## 1. Favorable Zoning and Land Use

- Make multifamily infill easier to develop
- Allow, require or encourage multifamily housing in more places
- Allow or encourage missing middle housing in single-family neighborhoods
- Provide incentives for affordable housing development
- Provide incentives for affordable ADUs and "missing middle" housing

## 2. Accelerating Production Timeframes

- Streamline development approvals and environmental review process for multifamily housing
- Streamline permitting process for multifamily housing

## 3. Reducing Construction and Development Costs

- Ensure local requirements are not making development more expensive without requisite benefits
- Actively support the use of modular and factory-built construction methods

## 4. Providing Financial Subsidies: Generate new or dedicate existing revenue for affordable housing

## 5. Advocating for Rent Control and Just Cause for Eviction Policies

- Adopt or update rent stabilization policies
- Adopt or update just cause eviction policies

## 6. Advocating for Community Land Trusts (CLTs): Support the formation and operation of community land trusts (CLTs)

## 7. Advocating for Inclusionary Zoning and Impact Fees: Create or review/update inclusionary housing (including in-lieu fees) and commercial linkage fee requirements

## 8. Inventory of Sites: Ensure that land is equitably zoned for multifamily housing, especially in high-opportunity areas

# Make multifamily infill easier to develop

Explore the following policies and programs:

- **Revise development codes:** Review multifamily development standards to allow greater density, including floor area ratio, height limits, minimum lot or unit sizes, setbacks, lot coverage and/or allowable dwelling units per acre.
- **Reduced parking requirements:** Adopt policies that reduce parking minimums, establish parking maximums and encourage other practices that reduce cost and the amount of space dedicated to cars.
- **Eliminate design standards:** Eliminate or replace subjective development and design standards with objective standards that simplify zoning clearance and improve approval certainty and timing.
- **Form-based codes:** Establish form-based codes that can be paired<sup>3</sup> with by-right approvals.



## EXAMPLES

San Francisco, Berkeley and San Diego have eliminated minimum parking requirements in new housing development. San Francisco also has parking maximums.

[Redwood City's Downtown Precise Plan](#) links adherence to development standards with a streamlined approvals process.

# Allow, require or encourage multifamily housing in more places

Explore the following policies and programs:

In mixed-use zones where commercial uses outcompete residential uses, cities could:

- **Change zoning standards:** Offer greater FAR, height and other zoning standards for residential developments in mixed use zones.
- **Encourage mixed-use:** Require applicants to build housing when applying to build commercial developments in mixed use zones

Cities can also ensure their regulations don't preclude the development of microunits, single room occupancy (SRO) buildings.



## EXAMPLES

Redwood City's Mixed-Use Neighborhood District allows greater height and FAR for residential-only and mixed-use buildings than for commercial-only buildings.

In 2019, San Jose revised its planning regulations to allow for co-living housing types.



# Allow or encourage missing middle housing in single-family neighborhoods

Explore the following policies and programs:

- **Rezoning:** Rezone in single-family neighborhoods to allow additional ADUs, duplexes, triplexes and other small-scale multifamily ("missing middle") housing
- **New standards and guidelines:** Establish design and development standards and guidelines that support missing middle housing types
- **SB 9 ordinances:** Develop local SB 9 implementing ordinances that encourage and support the creation of small-scale multifamily housing rather than merely comply with state requirements.



## EXAMPLES

Portland has established a strong missing middle policy, including their Better Housing by Design work, focused on design guidelines and related zoning code changes in multi-family zones, and the Residential Infill Project development standards focused on single family neighborhoods.

Eugene, Oregon approved Middle Housing Code Amendments to comply with state law. The amendments include smaller minimum lot sizes, lot size reductions for affordable units, parking reductions for housing built near transit, and other changes.

# Provide incentives for affordable housing development

Explore the following policies and programs:

- **Overlay zones:** Establish an affordable housing overlay zone to encourage the production of below-market-rate affordable housing with targeted incentives or relaxed requirements that go beyond state density bonus law
- **Incentives for developers:** Offer zoning concessions and fee exemptions as incentives to developers of multifamily housing projects which meet [JURISDICTION]'s housing needs, in exchange for an agreement that more than [#%] of the total number of units constructed will be affordable to lower-income households



## EXAMPLES

[Menlo Park's Affordable Housing Overlay Zone](#)

[Foster City's Affordable Housing Overlay Zone](#)

[Oakley's Affordable Housing Overlay Zone](#)

[Sunnyvale's waiver of parking requirements](#)

[Half Moon Bay's waiver of development standards](#)

# Provide incentives for deed-restricted affordable ADUs and "missing middle" housing

Explore the following policies and programs:

- **Lot splits:** Allow nonprofits and community land trusts (CLTs) to sell deed restricted affordable ADUs separately from the main house.
- **Increase ADUs per lot:** Allow nonprofits/CLTs to build two detached, deed restricted, affordable ADUs per property.
- **Community partnerships:** Develop zoning standards that provide additional flexibility to nonprofits/CLTs that want to build ADUs, including 2-story ADUs.
- **Upzoning partnerships:** Allow nonprofits/CLTs to convert single family homes into deed restricted, affordable duplexes, triplexes or quads (more permissive than SB 9)
- **Density bonuses:** Develop rules that extend the density bonus to 100 percent affordable projects smaller than 5 units.



## EXAMPLES

San Diego allows an [extra ADU](#) on a site that has reached the maximum ADU limit if the extra one is deed-restricted affordable.

Piedmont has flexibility built into their ADU ordinance where [larger ADUs are permitted](#) if they are deed restricted affordable for low-income households.

Pasadena incentivizes the creation of ADUs affordable to Section 8 voucher holders with incomes below 80% of AML. The city offers [comprehensive assistance](#) (with financing, designing, permitting, and constructing) and low-interest construction loans.

[LA ADU Accelerator](#) matches homeowners with older renters, providing landlord support and reliable rent in return for affordability.

[LA Mas's Backyard Homes Project](#)

# Streamline development approvals and environmental review process for multifamily housing

Explore the following policies and programs:

In locations that have not yet met their housing targets, [SB 35](#) pairs a streamlined approval process with objective design standards for infill projects that provide a certain level of affordability and comply with existing residential and mixed-use zoning and other requirements.

Localities could take it further by:

- Establishing [by-right zoning](#) and local systems/dedicated staff for more types of housing beyond SB 35-eligible projects
- Establishing by-right zoning in certain areas or neighborhoods



## EXAMPLES

[Redwood City's Downtown Precise Plan](#)

allows for the ministerial approval of certain multifamily infill projects.

# Streamline permitting process for multifamily housing

Explore the following policies and programs:

- **Improve application processes:** Review application review and approvals process to identify improvements (convene stakeholders, hire an outside firm).
- **Pre-application checks:** Establish pre-application checks to ensure that applications are complete before submission.
- **One-stop-shops:** Establish one-stop-shop permitting process and/or a single point of contact for coordinating permitting across city approval functions (e.g., planning, public works, building) from entitlement application to certificate of occupancy.
- **Special expedited permits:** Establish priority permit processing or reduced plan check times for specific categories of housing (ADU/JADUs, multifamily housing, affordable housing, etc.)



## EXAMPLES

San Diego has an [expedited permitting process](#) for affordable, infill and sustainable buildings.

Seattle has a [expedited approvals program](#) for new construction projects that meet certain sustainability requirements.

San Francisco's [Mayoral Executive Directives](#) on ADUs and setting timelines for approvals have sped up permitting processes by providing a rationale to create a sense of urgency and focus city staff.

San Jose had "[ADU Tuesdays](#)" at the city's permit counter in order to streamline ADU permit processing.

# Ensure local requirements do not make development more costly without requisite benefits

Explore the following policies and programs:

- **Flexible standards:** Provide additional flexibility on development standards, including parking standards, for affordable housing
- **Reduce construction costs:** Review current local construction requirements and building standards for excessive and costly terms



## EXAMPLES

Half Moon Bay's zoning code allows for flexibility in the application of development standards for affordable housing projects.



# Actively support the use of modular and factory-built construction methods

Explore the following policies and programs:

- **Expedited permits:** Establish a clear and expedited approval and permitting process for modular and manufactured homes.
- **Pre-fab trainings:** Conduct or require a training for building officials and relevant staff to ensure they are aware of current state processes and requirements and how they intersect with local authority/responsibilities.

# Generate new revenue and/or dedicate existing revenue towards affordable housing

Explore the following policies and programs:

- **Explore new or increased taxes:** Generate new dedicated revenue for affordable housing. This could include:
  - Sales tax increases
  - General obligation bonds
  - Transient occupancy taxes
  - Parcel taxes
  - Head taxes
  - Business license (landlord) taxes
  - Real estate transfer taxes
  - Vacant property and vacancy taxes
- **Prioritize existing revenue:** Establish priorities or set-aside existing local general funds for affordable housing.



## EXAMPLES

In 2016, Santa Clara County voters and Alameda County voters approved general obligation bonds for affordable housing through Measure A (\$950 million in Santa Clara County) and Measure A1 (\$580 million in Alameda County).

In 2018, Oakland voters approved a vacant property tax that generates revenue for homeless services.

By resolution, San Mateo County's Board of Supervisors established funding priorities – including affordable housing uses – for 2016's Measure K half-cent sales tax extension.

In 2012, San Francisco established its Housing Trust Fund through a set-aside in the General Fund.

# Adopt or update rent stabilization policies

Explore the following policies and programs:

Under [California's Tenant Protection Act of 2019](#) (AB 1482):

- Rent cannot be increased more than 5% + your local CPI (Consumer Price Index) OR 10% annually – whichever of these is lower.

Localities could take it further by:

- Adopting a local ordinance with a smaller allowable annual rent increase
- Adopting a local ordinance that does not sunset in 2030

Localities could also dedicate funding and resources toward education and enforcement.



## EXAMPLES

Several Bay Area jurisdictions have [rent stabilization policies](#) that go beyond state law (such as smaller allowed rent increases), including:

- San Francisco
- San Jose
- Oakland
- Berkeley
- East Palo Alto
- Mountain View
- Richmond

# Adopt or update just cause eviction policies

Explore the following policies and programs:

California's Tenant Protection Act of 2019 (AB 1482) limits the reasons for which tenants can be evicted. This law does not cover all buildings or all tenants. It expires on Jan. 1, 2030.

Localities could take it further by:

- Applying protections on day 1 of a tenancy (instead of day 365)
- Requiring landlords to have a permit in hand before evicting tenants using the "substantial remodel" provision
- Passing a local ordinance that is permanent
- Expanding just cause eviction policies to cover new construction, single-family homes and condominiums

Localities could also dedicate funding and resources toward education and enforcement.



## EXAMPLES

Berkeley, East Palo Alto and Oakland are some Bay Area jurisdictions that have existing permanent Just Cause evictions ordinances.

Most rental units in Oakland and Richmond are subject to their just cause eviction ordinances.

# Support the formation and operation of community land trusts (CLTs)

Explore the following policies and programs:

- **Eligibility:** Ensure CLTs are eligible for local housing funding.
- **Opportunity to Purchase:** Establish a right of first offer/refusal that gives nonprofits/CLTs enhanced ability to buy property
- **CLT Incubation:** Establish an initiative to support the incubation or creation of a new community land trust. Provide financial support to CLTs in the early stages of organizational development.
- **CLT Pipeline Development:** Study the feasibility of requiring new inclusionary ownership units to be stewarded by a CLT.
- **Extra Flexibility:** Give CLTs extra flexibility to develop/steward ADUs, allowing CLTs to sell ADUs to low-income buyers and giving CLTs more flexibility with development standards (multiple ADUs, 2-story ADUs, etc.). See *affordable ADU slide*



## EXAMPLES

In 2018, New York City funded a [citywide CLT initiative](#) to support the incubation/expansion of 10 CLTs

Cities like [Irvine](#) and [Chicago](#) have city sponsored/chartered CLTs that manage the affordable ownership stock.

# Create or review/update inclusionary housing and commercial linkage fee requirements

Explore the following policies and programs:

- **Establish New Inclusionary Requirements:** Require the provision of affordable housing by the private sector through an [inclusionary requirement](#) for market-rate housing (including in-lieu fee options) and a commercial linkage fee paid by new commercial development.
- **Regularly Update Inclusionary Requirements:** Conduct an [inclusionary housing feasibility](#) study in [20XX] and develop policy recommendations on inclusionary zoning in [20XX].



## EXAMPLES

[Inclusionary housing requirements](#) have been widely, but not universally, adopted by jurisdictions across the Bay Area.

[San Mateo](#) (city) and [Boulder, CO](#) are two examples of small to mid-sized cities that have set up strong inclusionary programs that deliver affordable units and maintain affordability over time.



# Ensure that land is equitably zoned for multifamily housing, especially in high-opportunity areas

Explore the following policies and programs:

- **Zoning:** Rezone sites for multi-unit housing in high resource areas.
- **Public Land:** Set-aside publicly owned land in high opportunity areas for housing development.
- **Affordable Housing Siting Policy:** Develop an affordable housing siting policy to provide affordable housing equitably across a jurisdiction.
- **Tax Credit Competitiveness:** Conduct an analysis of a jurisdiction's geography for tax credit amenity scoring.
  - Zone more land for multi-family in amenity-rich areas, and do land assembly/acquisition in places that score highly for tax credits
  - Address gaps in communities that do not score highly for tax credit amenities, especially if they are high resource areas



## EXAMPLES

Los Angeles's 6th Cycle housing element includes an objective to "Increase the utilization of public land for affordable housing with particular emphasis in high resource and gentrifying areas."

Seattle has a development siting policy that seeks to provide housing opportunities for the lowest-income and the most vulnerable populations across the city, including amenity-rich neighborhoods.

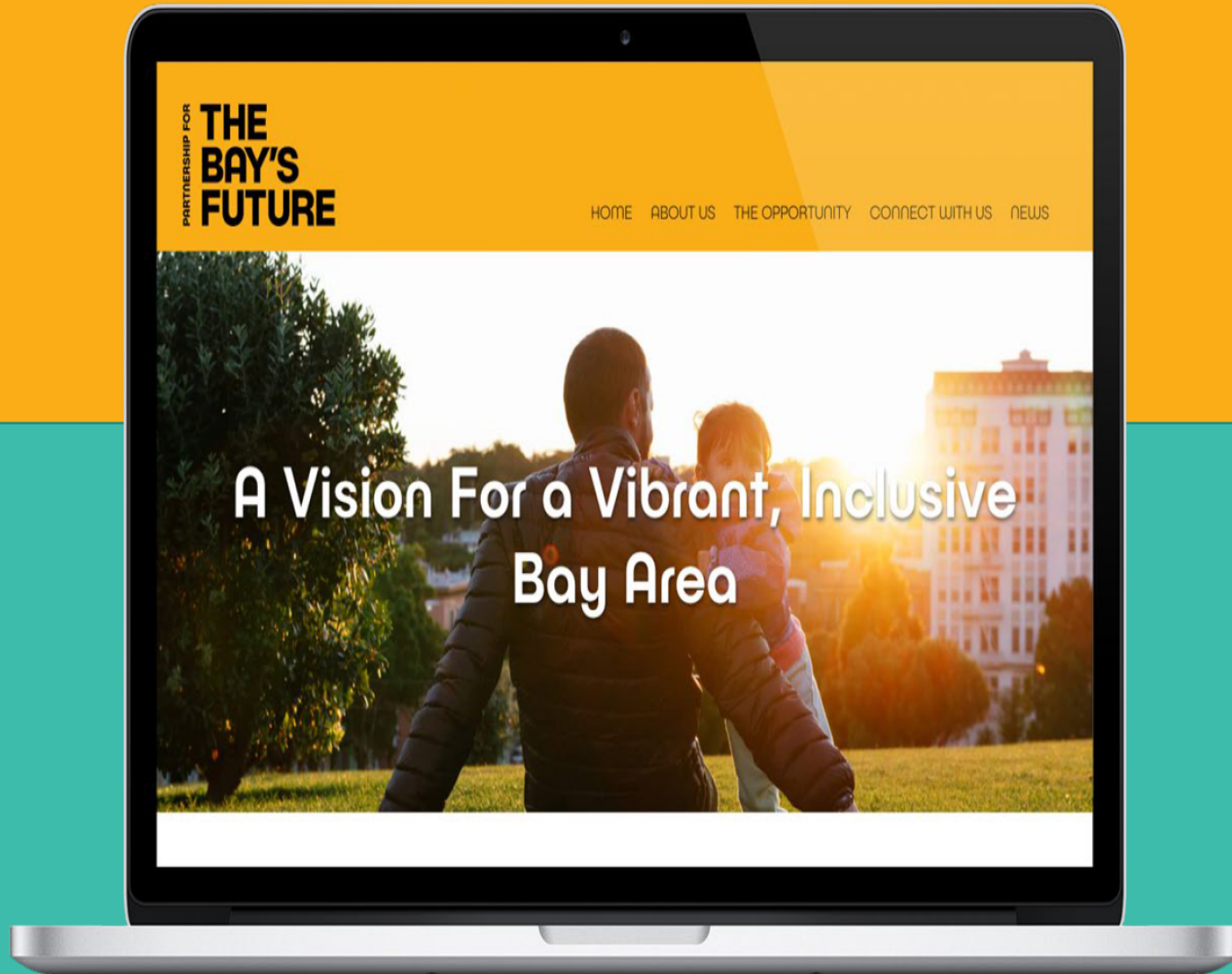
San Jose has begun a process to develop an affordable housing siting process to ensure the city meets its fair housing and affordable housing goals, including providing affordable housing in higher-opportunity neighborhoods.

# Other equitable housing policies for further exploration

Explore the following policies and programs:

- **Anti-tenant harassment policies (Oakland and Concord)**
- **Preservation policies including acquisition/rehab models**
- **Transit Oriented Communities (TOC) policies**

# baysfuture.org



**From:** Raayan Zarandian Mohtashemi [REDACTED]  
**Sent:** Tuesday, August 30, 2022 2:47 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Cc:** Clerk <clerk@cityofsanmateo.org>  
**Subject:** August 30th Subcommittee Meeting Comments

Dear General Plan Subcommittee,  
Attached are my comments regarding the draft circulation element, along with one comment regarding the draft land use element. I have reviewed the draft circulation element, and proposed revised language and additional policies and actions throughout the document. Thank you for your review.

Raayan Mohtashemi  
Team Lead, Move San Mateo (Silicon Valley Bicycle Coalition San Mateo Local Team)

Dear General Plan Subcommittee,

Below is my preliminary review of the circulation element (with one comment regarding the land use element). One broad comment I would make is that while it is good to recognize the importance of multimodal streets, we should, in the general plan, clarify that active transportation modes are to be prioritized.

When reviewing the circulation plan, I encourage you to ask: does the policy/program focus on one or more of the following?

1. Increasing active transportation (walking, biking, other micromobility) mode share
2. Increasing transit mode share
3. Reducing driving
4. Making biking or walking safer
5. Making transit faster/more convenient

Further, some elements that should be included in the plan, in my opinion:

6. El Camino Road diet, and/or El Camino HOV/bus-only lanes/BRT improvements
7. Higher standards for bicycle boulevards (not just pavement markings and signage)
8. Cost of parking better reflecting the negative impacts that cars have on safety and livability of cities
9. A reexamination of the capital program's alignment with the general plan goals, policies, and actions, and alignment with the state climate action plan for transportation infrastructure and other climate goals
10. Fully funding the re-evaluated capital program
11. Connecting divided neighborhoods
  - a. Put a cap on Highway 101, to replace the freeway with a mixed-use neighborhood with abundant housing and open space.
  - b. Grade separations, El Camino Real Improvements, and Hwy 92 Improvements
12. Move away from LOS analysis to determine "feasibility" of certain active transportation improvements
13. Invest more staff time/bandwidth and funds in active transportation and transit improvements as opposed to roadway improvements

Below, please see my specific proposed revision to the goals, policies, and actions listed in the draft circulation element. I have bolded/highlighted where I am proposing a revision, and I have listed each draft statement as it appears in the draft plan for comparison.

Thank you,  
Raayan Mohtashemi

## Goal C-1: Multimodal Transportation

Design and implement a multimodal transportation system that is sustainable, safe, and accessible for all users and that connects the community utilizing all modes of transportation.

**Revised language:** “Design and implement a multimodal transportation system that **prioritizes transit and active transportation modes**, is sustainable, safe, and accessible for all users, and connects the community.”

### Policies:

1. C-P1.1 - Sustainable Transportation: Reduce GHG emissions from transportation by increasing mode shares for sustainable travel modes such as walking, bicycling, and transit.
  - a. **Revised language:** “**Reduce VMT and** GHG emissions from transportation by increasing mode shares for sustainable travel modes such as **active transportation and transit modes**.”
2. C-P1.2 - Complete Streets: Apply complete streets design standards to future projects both in the public right-of-way and on private property. Complete streets are streets designed to facilitate safe, comfortable, and efficient travel for all users regardless of age or ability or whether they are walking, bicycling, taking transit, or driving.
  - a. **Revised language:** “Apply complete streets design standards to future projects both in the public right-of-way and on private property. Complete streets are streets designed to facilitate safe, comfortable, and efficient travel for all users regardless of age or ability or whether they are walking, bicycling, taking transit, or driving. **Complete streets standards should clarify that active transportation and transit mobility should be prioritized over driving convenience**.”
3. C-P1.3 - Vision Zero: Work towards eliminating traffic fatalities and serious injuries. Use a safe systems approach for transportation planning, street design, operations, emergency response, and maintenance that proactively identifies opportunities to improve safety where conflicts between users exist.
4. C-P1.4 - Prioritize Pedestrian and Bicycle Mobility Needs: Prioritize pedestrian and bicycle mobility, connectivity, and safety when designing roadway and intersection improvements.
  - a. **Revised language:** Prioritize **Active Transportation and Transit** Mobility Needs (Active transportation and transit first policy): “Prioritize **active transportation and transit** mobility, connectivity, and safety when designing roadway and intersection improvements.”
5. C-P1.5 - El Camino Real: Prioritize high-capacity travel along El Camino Real
  - a. **Revised language:** “Prioritize high-capacity travel **and safety for active transportation and transit modes** along El Camino Real”
6. C-P1.6 - Transit-Oriented Development: Increase access to transit and sustainable transportation options by encouraging high density mixed-use transit-oriented development near the City’s Caltrain stations and transit corridors



- a. **Revised language:** “Increase access to transit and **active** transportation options by encouraging high density **housing-heavy** mixed-use transit-oriented development near the City’s Caltrain stations and transit corridors.”
- 7. C-P1.7 - Equitable Multimodal Network: Prioritize new amenities, programs and multimodal projects, developed based on community input and data analysis, in San Mateo’s disadvantaged neighborhoods
- 8. C-P1.8 - New Development Fair Share: Require new developments to pay a transportation impact fee to mitigate cumulative transportation impacts
- 9. C-P1.9 - Dedication of Right-of-Way for Transportation Improvements: Require dedication of needed right-of-way for transportation improvements identified in adopted City plans, including pedestrian facilities, bikeways, and trails.
- 10. C-P1.10 - Inclusive Outreach: Involve the community in the City’s efforts to design and implement a multimodal transportation system that is sustainable, safe, and accessible for all users. Use outreach and engagement methods that encourage broad representation and are culturally sensitive, particularly for historically underserved communities.

## Actions

- 1. C-A1.1 - Complete Streets Plan: Complete and implement the Complete Streets Plan to improve the City’s circulation network to accommodate the needs of street users of all ages and abilities.
  - a. **Revised language:** “Complete and implement the Complete Streets Plan to improve the City’s circulation network to accommodate the needs of street users of all ages and abilities **and prioritize active transportation and transit modes.**”
- 2. C-A1.2 - Vision Zero Plan: Complete and regularly update a Plan that uses a safe systems approach to work towards Vision Zero and identifies specific citywide changes to policies, practices, funding, and other action items that will reduce speeding, collisions, and collision severity.
- 3. C-A1.3 - El Camino Real Plan: Collaborate with Caltrans, SamTrans, and other partners to prepare and implement a plan to accommodate higher capacity and frequency travel along El Camino Real, exploring Bus Rapid Transit and other modes of alternative transportation.
  - a. **Revised language:** “Collaborate with Caltrans, SamTrans, and other partners to prepare and implement a plan to accommodate **safer, higher capacity, and higher** frequency travel along El Camino Real, **such as Bus Rapid Transit, bicycle facilities, and other modes of alternative transportation.**”
- 4. C-A1.4 - Safe Routes for Seniors: Develop a “safe routes for seniors” program to promote active transportation connections for seniors in collaboration with seniors’ organizations. Prioritize improvements for seniors in disadvantaged communities.
- 5. C-A1.5 - Data Driven Approach to Project Design and Prioritization: Inform the prioritization of improvement projects through the consistent collection and analysis of modal activity data which reveals where the highest concentration of pedestrian, bicycle, and transit trips occur.

6. C-A1.6 - Safety Education: Pursue safety education to increase awareness for all street users
7. C-A1.7 - Transportation Funding: Regularly update adopted City master plans to secure reliable funding for transportation infrastructure projects identified in these plans.
  - a. **Revised language:** Regularly update adopted City master plans to secure reliable, **dedicated** funding for transportation infrastructure projects identified in these plans.
8. C-A1.8 - Transportation Fees: Adopt and maintain fees and fiscal policies to fund circulation improvements and programs equitably and achieve operational goals.
9. C-A1.9 - Performance and Monitoring: Monitor the City's mode split progress on reducing VMT and reducing GHG emissions from VMT, as data is available.
10. **Proposed action:** Review projects in the city's capital improvement plan based on their alignment with the State Climate Action Plan for Transportation Infrastructure and other climate goals. Modify projects and/or project list based on recommendations from this review.
11. **Proposed action:** Establish a realistic, ambitious, time-based goal to fully complete all infrastructure projects outlined in the city's revised capital improvement program and improvements outlined in other plans. Identify increases in staffing levels needed in order to meet that goal.

## Goal C-2: Transportation Demand Management

Use transportation demand management (TDM) to reduce the number and length of single-occupancy vehicle trips and encourage sustainable travel behaviors through policy, zoning strategies, and targeted context-appropriate programs and incentives.

### Policies

1. C-P2.1 - TDM Requirements: Require new or existing developments that meet specific size, capacity, and/or context conditions to implement TDM strategies.

### Actions

1. C-A2.1 - Implement TDM Ordinance: Develop and implement a citywide TDM ordinance for new developments with tiered trip reduction and VMT reduction targets and monitoring that are consistent with the targets in their relevant area plans. Consider parking requirement reductions for projects that include TDM measures.
  - a. **Revised language:** "Develop and implement a citywide TDM ordinance for new developments with tiered trip reduction and VMT reduction targets and monitoring that are consistent with the targets in their relevant area plans. **Reduce parking requirements** for projects that include TDM measures.

2. C-A2.2 - TDM Education and Outreach: Pursue education for developers and employees about programs and strategies to reduce VMT, parking demand, and the resulting benefits.
3. C-A2.3 - Leverage TDM Partnership Opportunities: Work with regional partners to identify and fund TDM strategies that can be implemented at new and existing developments.
4. C-A2.4 - Facilitate TDM Services: Facilitate the provision of TDM services to employees and residents through development agreements, TMAs, and coordination with regional partners.
5. C-A2.5 - Travel to Schools: Reduce private automobile school trips and support student health by collaborating with private and public partners to increase the number of students walking or bicycling to school through expanded implementation of Safe Routes to School. Prioritize school travel safety improvements in disadvantaged communities.
  - a. **Revised language:** "Reduce private automobile school trips and support student health by collaborating with private and public partners to increase the number of students **getting to school with active transportation or transit** through expanded implementation of Safe Routes to School. Prioritize school travel safety improvements in disadvantaged communities."
6. Action C-A2.6 - New Development Shuttle Services: As an option to fulfill TDM requirements, encourage new developments to provide shuttle services to and from activity centers such as the College of San Mateo, Caltrain stations, Downtown, or the Hillsdale Shopping Center. Shuttle service should accommodate the needs and schedules of all riders, including service workers.
  - a. **Revised language:** New Development Shuttle Services **and/or Transit Supplement:** "As an option to fulfill TDM requirements, encourage new developments to provide shuttle services to and from activity centers such as the College of San Mateo, Caltrain stations, Downtown, or the Hillsdale Shopping Center. Shuttle service should accommodate the needs and schedules of all riders, including service workers. **Alternatively, encourage new developments to fund SamTrans transit service in an equal or greater amount as to the cost of running shuttle service.**"
7. C-A2.7 - Unbundled Parking: Encourage residential developments to unbundle the costs of providing dedicated parking spaces. Encourage additional parking capacity created by unbundling to be reallocated as shared or public parking spaces.
  - a. **Require** all residential developments to unbundle the costs of providing dedicated parking spaces. Encourage additional parking capacity created by unbundling to be reallocated as shared or public parking spaces in areas with high parking demand."
8. **Proposed Action:** Parking cashout and post-tax transit/active transportation benefits: **"Require all new developments that do not unbundle parking to offer a parking cash-out program and to provide a post-tax transit or active transportation equal in value to the cost of providing vehicle parking."**

## Goal C-3: Pedestrians

Build and maintain a safe, connected, and equitable pedestrian network that provides access to community destinations such as employment centers, transit, schools, shopping and recreation.

### Policies

1. C-P3.1 - Pedestrian Network: Create and maintain a safe, walkable environment in San Mateo to increase the number of people who choose to walk. Maintain an updated recommended pedestrian network for implementation.
2. C-P3.2 - Pedestrian Enhancements with New Development: Require new development projects to provide sidewalks and pedestrian ramps and to repair or replace damaged sidewalks, in addition to right-of-way improvements identified in adopted City master plans. Encourage new developments to include pedestrian-oriented design to facilitate pedestrian path of travel.
3. C-P3.3 - Right-of-Way Improvements: Require new developments to construct or contribute to improvements that enhance the pedestrian experience including human-scale lighting, streetscaping, and accessible sidewalks.
4. C-P3.4 - Utility Undergrounding: Require new private development to underground utilities adjacent to the site.
5. **Proposed policy:** Guarantee safe access to recreational spaces, including but not limited to open spaces and car-free streets, for all modes of transportation.

### Actions

1. C-A3.1 - Implement Pedestrian Improvements: Implement goals, programs, and projects in the City's adopted plans that improve the comfort, safety, and connectivity of the pedestrian network.
2. C-A3.2 - Utility Underground Requirements: Amend the San Mateo Municipal Code to require new private development to underground utilities on and adjacent to the site and to install and maintain signs, streetlights, and street landscaping adjacent to sidewalks.
3. C-A3.3 - Pedestrian Trails and Routes Awareness: Increase awareness of existing trails and routes by working with outside agencies and developers to promote these amenities to residents. Continue collaborating with the County on development of the trail network.
4. C-A3.4 - Access for Users of All Ages and Abilities: Implement the ADA Transition Plan and maintain accessible streets and sidewalks. Use industry standards for guidance when implementing design standards.
5. C-A3.5 - Pedestrian Connectivity: Incorporate design for pedestrian connectivity across intersections in transportation projects to provide safe interaction with other modes.
6. C-A3.6 - Safe Routes to School: Fund and implement continuous Safe Routes to School engagement with San Mateo elementary, middle, and high schools, and provide support to increase number of students walking to school.
  - a. **Revised language:** "Fund and implement continuous Safe Routes to School engagement with San Mateo elementary, middle, and high schools, and provide

support to increase the number of students using active transportation or transit to get to school.”

7. C-A3.7 - Downtown Pedestrian Mall: Complete design and fund improvements to fully transition B Street between 1st Street and 3rd Street into a pedestrian mall.
  - a. **Revised language:** “Complete design and fund improvements to fully transition B Street between 1st Avenue and 3rd Avenue into a pedestrian mall. Extend the pedestrian mall to B Street between Baldwin Avenue and 1st Avenue.
8. **Proposed action:** Require the safety and quality of sidewalks fronting all properties to be assessed at point of sale. Require the existing or new owner to repair the sidewalk if minimum safety/quality conditions are not met. Provide exemptions for low income individuals from this requirement. Prioritize sidewalk repair program funding for historically marginalized/equity priority communities and/or for low income individuals.
9. **Proposed action:** Implement bulbouts and daylighting at all intersections to reduce crossing distances and improve line of sight, taking into account conflicts with bicycle facilities.
10. **Proposed action:** Implement lead pedestrian intervals and automatic actuation pedestrian signals at all signalized intersections.

## Goal C-4: Bicycles and Micromobility

Build and maintain a safe, connected, and equitable bicycle and micromobility network that provides access to community destinations such as employment centers, transit, schools, shopping, and recreation.

**Revised language:** “Build and maintain a safe, connected, and equitable bicycle and micromobility network that provides access to community destinations such as employment centers, transit, schools, shopping, and recreation. Ensure that every street ensures a minimum level of safety and falls below a maximum level of traffic stress for bicyclists and other micromobility users, depending on roadway characteristics.”

### Policies

1. C-P4.1 - Bicycle Network: Create and maintain a bike-friendly environment in San Mateo and increase the number of people who choose to bike.
2. C-P4.2 - Bicycle Master Plan: Maintain an updated recommended bicycle network for implementation in the adopted Bicycle Master Plan and related City plans.
3. C-P4.3 - First- and Last-Mile Connections: Encourage and facilitate provision of bicycle safety and connectivity.
4. C-P4.4 - Bicycle Related Technology: Explore ways to use technology to improve bicycle safety and connectivity.
5. C-P4.5 Bicycle Improvements: Require new developments to construct or contribute to improvements that enhance the cyclist experience including bike lanes.
6. C-P4.6 - Coordination with other City Projects: Maximize opportunities to implement bicycle facilities through other City of San Mateo projects.

7. C-P4.7 - Interjurisdiction Coordination: Continue to coordinate with adjacent jurisdictions and regional partners in the development of connected bicycle and pedestrian facilities and regional trails as identified in adopted City plans.
8. **Proposed policy:** Ensure that every street maintains a basic level of safety and falls below a maximum level of traffic stress for bicyclists and other micromobility users, depending on roadway characteristics.
9. **Proposed policy:** Switch parking and bike lanes so that bike lanes are closest to the curb, and parking provides a buffer between the vehicle travel lane and the bike lane.

## Actions

1. C-A4.1 - Bicycle Master Plan Implementation: Implement the Bicycle Master Plan's recommended programs and projects to create and maintain a fully connected, safe, and logical bikeway network and coordinate with the countywide system. Update the Bicycle Master Plan and related adopted City plans to reflect future bicycle and micromobility facility needs to support the City's circulation network. Provide an adequate supply of short- and long-term bicycle parking to support increased ridership.
  - a. **Revised language:** "Implement the Bicycle Master Plan's recommended programs and projects to create and maintain a fully connected, safe, and logical bikeway network and coordinate with the countywide system. Update the Bicycle Master Plan and related adopted City plans to reflect future bicycle and micromobility facility needs to support the City's circulation network. Provide an adequate supply of short- and long-term bicycle parking, including publicly accessible secure and covered bicycle parking, to support increased ridership."
2. C-A4.2 - Paving Coordination: Coordinate and fund the implementation of bicycle facilities identified in the Bicycle Master Plan with the City's paving program.
3. C-A4.3 - Connectivity Across Freeway Barriers: Conduct feasibility studies and design alternatives for overcrossings at US 101 and SR 92 to facilitate connectivity across major barriers.
4. C-A4.4 - Bay Trail: Identify State and County programs to continue pursuing safe pedestrian and bicycle access to and extension of the San Francisco Bay Trail through coordination with neighboring jurisdictions.
5. C-A4.5 - Crystal Springs: Pursue safe pedestrian and bicycle access to San Francisco Water District lands via Crystal Springs Road through coordination with the Town of Hillsborough and with State and County assistance.
6. C-A4.6 - Bicycle Detection Devices: Install innovative signal modifications on existing and planned bikeways to detect bicyclists and micromobility users' presence at intersections and facilitate their safe movement through the intersection.
7. C-A4.7 - Increased Bicycle Capacity on Caltrain and SamTrans: Coordinate with Caltrain and SamTrans to support increased bicycle capacity on transit vehicles and to provide an adequate supply of secure covered bicycle and micromobility parking at Caltrain stations, transit centers, and major bus stops.
8. **Proposed action:** Identify and implement dedicated funding sources for bicycle master plan implementation



9. **Proposed action:** Reconnecting communities: Unite the North Central and Shoreview communities by capping hwy 101 from Peninsula Avenue to Highway 92 interchange, creating a new neighborhood and safe east-west multimodal connections.
10. **Proposed action:** Adopt minimum traffic calming standards for all streets including but not limited to modal filters and speed cushions.
11. **Proposed action:** Create a modal filter program to restrict cut-through traffic on residential streets.
12. **Proposed action:** More aggressively pursue a shared micromobility operator, and work with the County and region to attract a multi-jurisdictional operator already operating in major cities in the region.
13. **Proposed action:** Prioritize quick-build projects to more quickly implement infrastructure plans.

## Goal C-5: Transit and Mobility Services

Make transit a viable transportation option for the community by supporting frequent, reliable, cost-efficient, and connected service.

**Revised language:** “Make transit a viable and prioritized transportation option for the community by supporting frequent, reliable, cost-efficient, and connected service.”

### Policies:

1. C-P5.1 - Increase Transit Ridership: Work with SamTrans and Caltrain to increase transit ridership.
2. C-P5.2 - Caltrain: Support Caltrain as a critical transit service in the City and Peninsula
3. C-P5.3 - California High Speed Rail: Support and facilitate local and regional efforts to implement High Speed Rail. Work to provide multimodal connections between San Mateo and planned High Speed Rail stations.
4. C-P5.4 - Safety at At-Grade Rail Crossings: Eliminate existing at-grade rail crossings to improve safety and local multimodal circulation.
5. C-P5.5 - Transit Safety: Prioritize improvements to increase safety, access, comfort, and educate the public about the benefits of transit use at transit centers and bus stops in disadvantaged communities, along commercial corridors, and in dense, mixed-use neighborhoods.
6. C-P5.6 - Transit Access in New Developments: Require new development projects to incorporate design elements that facilitate or improve access to public transit.
7. **Proposed Policy:** Prioritize transit and active transportation mode travel at intersections and on congested roadways.

### Actions

1. C-A5.1 - Grade Separation Study: Conduct a grade separation feasibility study for all at-grade rail crossings in San Mateo. Identify funding to complete these grade crossing improvements.

2. C-A5.2 - Transit Experience Improvements: Prioritize installing new transit shelters and benches or other seating and an energy-efficient street lighting program at transit stops in disadvantaged communities and areas that improve transit access, safety and experience.
3. C-A5.3 - Transit Ridership: Coordinate with SamTrans, Caltrain, and Joint Powers Board (JPB) to support implementation of transit improvements, including the following:
  - a. Transit priority treatments, such as signal priority, on high frequency transit corridors
  - b. Extended hours to provide service for shift workers
  - c. Bus rapid transit (BRT) in San Mateo
  - d. Caltrain modernization, electrification, transit experience improvements, and increased service frequency
  - e. Support implementation of Caltrain's business plan, including increased service to San Mateo's three stations.
  - f. Improve Caltrain station access by ensuring sidewalks and bikeways near each station are designed to provide safe and convenient access to and from transit
  - g. Support regional transit integration and expansion efforts to improve seamless access to BART, High Speed Rail, and other regional transit systems
4. C-A5.4 - Shuttle Programs: Continue to support public shuttle programs connecting to Caltrain stations. Work to expand public awareness and access to shuttles and expand shuttle service. Support the implementation of publicly accessible private shuttles.
5. **Proposed action:** Microtransit: Evaluate cost-benefit ratio of cost to ridership demand for microtransit service in lower density portions or equity priority communities in the City.

## Goal C-6: Roadway Improvements

Achieve a transportation system that accommodates future growth, reduces vehicle miles traveled (VMT) per capita, and maintains efficient operations for all modes.

**Revised language:** "Achieve a transportation system that improves user safety, reduces vehicle miles traveled (VMT) per capita, and maintains efficient operations for all modes, with safety and reduced vehicle speeds prioritized over efficient operations."

### Policies

1. C-P6.1 - Roadway Operations: Maintain acceptable roadway operations for all intersections and all modes within the City.
  - a. **Revised language:** "Maintain acceptable roadway operations for all intersections and all modes within the City without adding additional automobile capacity, including turn pockets, to the roadway, in alignment with state climate goals." (One more lane won't fix it)

2. C-P6.2 - Circulation Improvement Plan: Maintain a transportation network that will accommodate future growth, reduce VMT per capita, and equitably implement complete streets.
3. C-P6.3 - Local Transportation Analysis: Require site-specific transportation impact analysis following the City's adopted Transportation Impact Analysis (TIA) Policy for development projects where there may be an adverse condition or effect on the roadway system.
4. C-P6.4 - Neighborhood Traffic: Implement traffic calming measures on residential streets to reduce the volume of passthrough traffic and vehicular speeds.
  - a. **Revised language:** Implement traffic calming measures on residential streets to reduce the volume of passthrough traffic and vehicular speeds. **Such traffic calming measures should include, but not be limited to, modal filters, turn restrictions, traffic diverters, and speed cushions.**
5. C-P6.5 - Truck Routes: Maintain and update the truck route network to utilize roadways that are adequately designed for truck usage and minimize potential conflicts with other transportation modes.
6. C-P6.6 - Capital Improvement Program: Prioritize improvements that increase person throughput in project prioritization in order to reduce VMT.
  - a. **Revised language:** "Prioritize improvements that increase person throughput **without adding automobile capacity to the system** in project prioritization in order to reduce VMT, **in alignment with state climate goals.**"
7. C-P6.7 - Traffic Signal Installation: A warrant analysis may be used to determine the need for signalization and shall include consideration of both existing and projected traffic and pedestrian volumes, traffic delays and interruptions, collision history, and proximity of sensitive land uses, such as schools. A development project may be required to fund signalization and maintenance of off-site unsignalized intersections if warranted as determined by the appropriate transportation analysis.
8. Policy C-P6.8 - Emergency Signal Preemption - Require new and upgraded signals to include pre-emption for emergency vehicles to maintain and enhance emergency response times.
9. **Proposed policy:** **Take actions to physically reduce the speeds of vehicles on most streets in the City to below 25 mph.**
10. **Proposed policy:** **Realign capital improvement program with the state climate action plan for transportation infrastructure**
11. **Proposed policy:** **Incentivize the adoption of speed governors.**

## Actions

1. C-A6.1 - Multimodal Level of Service Standard - Evaluate and adopt an operational metric for all roadway users that accounts for the safe, equitable, and efficient roadway access.
2. C-A6.2 - Prioritization and Timing of Roadway Improvements: Revise the Capital Improvement Program (CIP) prioritization system to include additional criteria such as: potential to reduce vehicle miles traveled (VMT) per capita; proximity to high-injury

locations identified in the Local Roads Safety Plan; eligibility and availability of grant or other funding source; benefit or harm to disadvantaged communities; and correlation with the distribution and pace of development, reflecting the degree of need for mitigation.

3. C-A6.3 - Congestion Management: Work with neighboring agencies and regional partners, such as the City/County Association of Governments of San Mateo County (C/CAG) to implement traffic management strategies and technologies, such as signal coordination, to manage local traffic congestion.
4. **Proposed action:** Implement speed governors on the entire non-emergency city fleet so that all vehicles in the fleet operate at safer, slower speeds.
5. **Proposed action:** Provide a tax break/rebate to owners of vehicles registered to residents or employees in San Mateo that use speed governors to incentivize the adoption of speed governors.

## Goal C-7: Parking Management

Use parking, enforcement and curb management strategies to effectively administer parking supply and maximize utilization of public assets.

### Policies

1. C-P7.1 - Parking Management: Manage parking through appropriate pricing, enforcement, and other strategies to support economic growth and vitality, transportation equity, and environmental sustainability. Ensure that the available parking supply is utilized at levels that meet ongoing needs without inducing additional demand or hindering future development.
2. C-P7.2 - Shared parking: Encourage new and existing developments, especially those in mixed-use districts, to share parking between uses to maximize the existing parking supply, minimize the amount of new parking construction, and encourage “park once” behavior in commercial areas.
  - a. **Revised language:** “Require new and existing developments, especially those in mixed-use districts, to share parking between uses to maximize the existing parking supply, minimize the amount of new parking construction, and encourage “park once” behavior in commercial areas.”
3. C-P7.3 - Public Parking: Maximize opportunities to expand the availability of existing parking by supporting the use of public/shared parking at private developments, discouraging reserved parking at new developments, providing incentives for developments to include shared/public parking, and allowing developers to fund public parking in-lieu of meeting parking demand/requirements on site.
4. C-P7.4 - Bicycle Parking: Require the provision of bicycle parking as part of new private developments.
5. C-P7.5 Curbside Management: Manage the supply and utilization of the curb to maintain an optimal balance between mobility, storage, placemaking, and loading uses allowing

for flexibility for adaptive re-use, safety improvements, and activation of curb space whenever possible.

6. C-P7.6 - Loading Areas in New Developments: Require adequate off-street loading in new development. Consider shared loading where feasible.

## Actions

1. C-A7.1 Parking Maximums: Amend the zoning ordinance to replace parking minimums with parking maximums to allow developers and the City the flexibility to provide parking at levels that encourage desired development and are appropriate to the conditions of the development and its context.
2. C-A7.2 - Parking Management Strategies: Deploy enhanced parking management strategies, parking enforcement, and evaluate dynamic parking pricing strategies that fluctuate based on peak parking and/or district level parking demands.
  - a. **Revised language:** “Deploy enhanced parking management strategies, parking enforcement, and **implement** dynamic parking pricing strategies that fluctuate based on peak parking and/or district level parking demands.”
3. C-A7.3 - Curbside Management Strategies: Evaluate and implement curb management strategies such as incentivizing or discouraging certain types of trips, mode choices, and behaviors in favor of broader mobility goals.
4. C-A7.4 - Emerging Technology for Curbside Management: Evaluate and implement performance monitoring and evaluation systems, such as digitization of curbside assets, to dynamically manage evolving curbside demands.
5. C-A7.5 - Truck Loading: Evaluate and implement ways to reduce conflicts between truck loading and pedestrian, bicycle, and transit networks.
6. C-A7.6 - Public Bicycle Parking: Install safe, useful, and convenient short and long-term bicycle parking facilities in the public right-of-way or near key destinations, City facilities, and transit facilities.
  - a. **Revised language:** “Install safe, useful, and convenient short and long-term bicycle parking facilities in the public right-of-way or near key destinations, City facilities, and transit facilities. **Also install secure, covered, bicycle parking near key destinations, City facilities, and transit facilities.**”
7. C-A7.7 - Mechanical Parking Lift: Adopt and maintain an updated mechanical parking lift code or policy

## Goal C-8: Future Mobility and Technology

Build a values-driven regulatory, management, and partnership framework that flexibly encourages emerging transportation technologies in service of City and community goals.

#### Policies:

1. C-P8.1 - Emerging Technologies: Monitor, evaluate, test, and implement new technologies that expand options for safe and efficient trip making.
2. C-P8.2 - Equitable Mobility Options: Prioritize the needs and perspectives of residents of disadvantaged communities, those who speak limited English, and low-income, senior, and disabled travelers in the design, deployment, and management of new mobility services and technologies.
3. C-P8.3 - Mobility Data: Leverage mobility data to support new policies, investments, and programmatic actions in service of City goals.

#### Actions:

1. C-A8.1 - Umbrella Regulations for Modern Mobility: Develop comprehensive regulations and infrastructure standards that are not exclusive to specific service providers and that support a spectrum of digital information, micromobility services, and connected and autonomous vehicles.
2. C-A8.2 - Strategic Partnerships and Pilots: Create strategic partnerships and pilots with the mobility industry and community organizations that increase mobility options for San Mateans.
3. C-A8.3 - Future-Ready Infrastructure: Establish public realm policies and tools that reflect San Mateo's goals and priorities in the design and management of streets, curbs, sidewalks, and parking facilities to account for emerging mobility trends and changes in demand over time.
4. C-A8.4 - Equitable Mobility Technology: Develop an equitable mobility policy and data sharing requirements for vendors to ensure equitable deployment of emerging mobility options with consideration of residents who may be digitally challenged.
5. C-A8.5 - Intelligent Transportation Systems: Evaluate and deploy Intelligent Transportation Systems (ITS) measures to efficiently manage traffic operations and incident response, enhance transit service efficiency, and better detect and prioritize the travel and safety of people walking and biking.

#### One point about land use:

Action LU-A8.5 - North Central Plan: Prepare a plan for North Central that addresses the community's health and safety needs and improves circulation patterns in the neighborhood based on community direction. Balance safety improvements with preserving the existing parking supply.

Proposed revision: "Prepare a plan for North Central that addresses the community's health and safety needs and improves circulation patterns in the neighborhood based on community direction. **Improve safety while optimizing existing parking supply.**"



**From:** Strive San Mateo <email@strivesanmateo.org>  
**Sent:** Tuesday, August 30, 2022 8:32 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** New message on Strive San Mateo

**Name:** Sean Lacson

**Email:** [REDACTED]

**Message:** Hello, I am a member of Move San Mateo, a sub branch of Silicon Valley Bicycle Coalition. I am also a member of Peninsula For All. My comments are my own.

I recently attended the General Plan Subcommittee Meeting #12 held on 8/30 at 6pm. One of the subcommittee member's comments was about policy Policy C-P5.1. They asked why it was necessary to have this goal in the General Plan, as the city cannot do much to increase ridership.

I argue that there are ways the city can create policies in the general plan to help increase ridership and reduce single occupancy vehicle trips. One way is to create a policy within goal LU-3 to actively find ways to rezone single family zones in underserved neighborhoods to mixed use zoning. Underserved communities are often food/service deserts because the nature of single family zoning excludes retail and services businesses from operating in those areas. By creating diverse zoning in food deserts, the city can encourage active transportation over vehicle use, and work with transit agencies to expand bus routes into these neighborhoods.

Additionally, the city can use Policy LU-P14.1 Inter-Agency Cooperation as an example for increasing transit ridership. The city should create a policy to find ways for Caltrans and Samtrans to cooperate with other transit agencies to coordinate schedules and create synergistic transit routes. One example would be for Caltrans and BART to cooperate more on seamless transfers between stops at the Millbrae station. Seamless transfers create a positive and realistic alternative to vehicle trips. Another would be for SamTrans and AC Transit to bring back the Hayward-Hillsdale bus line, but with more frequent trips to encourage service workers and shoppers alike to use the bus over vehicles for trips across the San Mateo bridge.

Thank you for your time and consideration.

Best,  
Sean Lacson

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**Date:** August 31, 2022

**Time:** 3:31 am

**Page URL:** <https://strivesanmateo.org/participate-online/>

**User Agent:** Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)

**Chrome/104.0.5112.102 Safari/537.36**

**Remote IP:** 24.7.20.159

**Powered by:** Elementor

**From:** Levaggi, Scott [REDACTED]  
**Sent:** Friday, September 2, 2022 9:59 AM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** Downtown SM

Team

Closing down B street is step in right direction. Now we need to make it look desirable.

I suggest

1. Get rid of plastic road blocks and get professional. That can be raised or lowered below ground if needed to have emergency vehicles drive down



2.

The City needs to build “CONSISTENT” permanent structures that would still allow for emergency vehicles to drive down middle of b street if needed.

You need to make consistent and classy. Not fold down table and chairs. Make it enjoyable to walk the street. Even string Lights from one side of the Street to the other (attach to buildings) to create ambiance.



Pass cost on to landlords as you are giving them increased footage that they did not have before....  
Finally level the street and make it presentable...



Thanks for listening

Scott Levaggi

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**From:** Ken A red [REDACTED]  
**Sent:** Monday, September 5, 2022 2:26 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Cc:** Gita Dev [REDACTED]; Gladwyn d'Souza [REDACTED]  
**Subject:** Fwd: Council Meeting Sept 6, 2022: Sierra Club Comments on Draft General Plan Goals, Policies, and Actions, July 2022

Sent from my iPad

Begin forwarded message:

**From:** Gita Dev <[REDACTED]>  
**Date:** September 5, 2022 at 1:29:22 PM PDT  
**To:** [citycouncil@cityofsanmateo.org](mailto:citycouncil@cityofsanmateo.org)  
**Cc:** Sierra Club Chair Conservation Comm Gladwyn d'Souza [REDACTED], Ken A red [REDACTED]  
**Subject:** Council Meeting Sept 6, 2022: Sierra Club Comments on Draft General Plan Goals, Policies, and Actions, July 2022

*Mayor Bonilla and Members of the City Council  
City of San Mateo  
Via email: [citycouncil@cityofsanmateo.org](mailto:citycouncil@cityofsanmateo.org)*

**Subject: Comments on Draft General Plan Goals, Policies, and Actions, July 2022**

Dear Mayor Bonilla and Members of the San Mateo City Council and Planning Commission,

The Sustainable Land Use Committee of the Loma Prieta Chapter of the Sierra Club (SLU) advocates on land use issues in San Mateo and Santa Clara Counties. Thank you for providing the opportunity for SLU to provide input on the Draft General Plan Goals, Policies, and Actions, July 2022.

The overall draft is a good start, but there is still opportunity for improvement. SLU has previously commented on the evolving General Plan (GP) in three major letters (May 13, 2021, February 16, 2022 and April 26, 2022). We ask that you review those letters as they all make significant comments on the GP. In this letter we will highlight the most important themes from our earlier letters, with comments on five chapters (2, 3, 4, 6 and 8). The attachment to this letter will comment specifically on the certain goals, policies and actions in the draft.

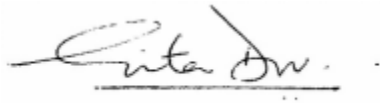
Major Themes:

1. The lack of housing, particularly affordable housing, is a major crisis and needs to be strongly addressed. Much higher housing density is needed, particularly within ½ mile of transit. See our Guideline for Downtown and Station Area plans (<https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u4142/D-SAP%20Guidelines%20Rev%2010-14-19.pdf>)
2. The changes envisioned by the GP need to use this opportunity to green the city. The GP needs to pursue Green Streets, more parks/open space, and more pedestrian and bike paths. See our Guidelines on Green Streets (<https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u4142/Green%20Streets%20Presentation%20-%20201-20-21%20DC.pdf>)
3. The GP needs to more clearly advance concepts to make more neighbors compact and walkable. This includes the 15-minute neighborhood and Barcelona “superblocks” concepts.
4. Resilience and Sea Level Rise need to be fully planned for and should emphasize nature -based approaches for adaptation to rising sea levels and flooding.

In the following, we provide specific comments to the Goals, Policies and Actions.

We ask that you consider these comments as you refine and finalize the GP.

Respectfully Yours,



Gita Dev, FAIA, Co-Chair

*Sustainable Land Use Committee  
Sierra Club Loma Prieta Chapter*

Cc: James Eggers, Executive Director, Sierra Club Loma Prieta Chapter

Gladwyn d'Souza, Conservation Chair, Sierra Club Loma Prieta Chapter

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## **SIERRA CLUB specific Comments on Draft General Plan Goals, Policies, and Actions - July 2022**

Below are specific comments on Chapters 2, 3, 4, 6 and 8:

1. Suggested additions are in ***italics and bold***, suggested deletions are ~~strike through~~.
2. We also list those Policies that we feel are particularly important to include.

### **Chapter 2 Land Use**

1. Make Goal LU-1 much stronger and focused on addressing the housing crisis, Suggested rewording;

Plan carefully for orderly growth that, ***with a high degree of certainty, fully*** provides ample for the housing and job opportunities for all citizens, maximizes efficient use of infrastructure, limits adverse impacts to the environment and improves social, economic, and health equity.

2. Modify Policy LU-P1.3 to emphasize housing in mixed use development. Suggested rewording:

Policy LU-P1.3 Mixed-Use. Encourage mixed-use developments to include a strong residential component provide greater proximity between jobs and housing, promote pedestrian activity, and reduce traffic congestion. ***Any office space in Mixed Use should be for local uses, by people in San Mateo County and not for corporate offices.***

3. Policy LU-P2.3. Building Height and Density;

This item was left open for suggestions. Increased density is a way to help assure the needed housing gets built and will allow for more walkable communities with amenities nearby. Allowing more height is a way to create more open space for green streets, parks, etc.

Suggested wording: ***Utilize higher density (e.g., up to 50-200 units per acre) in areas near the train stations and along El Camino Real (ECR). Also allow increased height (6-10 stories) in the areas near train stations and along ECR.***

4. Policy LU-P2.4. Building Intensity;

This item was also left open for suggestions. But it is not clear what Building Intensity means. Perhaps the suggestion above on density and height addresses intensity.

5. Policy LU-P4.1 Downtown Land Uses.

This is an important Policy to retain as proposed below:

Allow and encourage a wide range of residential, office, medical, dining, entertainment, and retail uses downtown, at high intensities and densities, with strong connectivity to the San Mateo Caltrain station and other transit.

6. Action LU-A4.1 Downtown Area Plan.

This is an important Policy to retain as proposed below:

Update the Downtown Area Plan to support and strengthen the Downtown as a vibrant and active commercial, cultural and social district. The updated Downtown Area Plan shall align with the General Plan, integrate recommendations from other concurrent City efforts, focus growth and intensity in proximity to the Caltrain station, update parking standards and parking management strategies, allow for increased housing units and density, and support high quality pedestrian-oriented design and architecture.

7. Goal LU-6 is very important, as are the Policies and Actions below it. All should be retained as listed below.

Goal LU-6: Promote transit -oriented development around Hillsdale Caltrain station

Policy LU-P6.1 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 Caltrain station area, while maintaining and improving the quality of life for those who already live and work in the area.

Policy LU-P6.2 Hillsdale Shopping Center. Allow redevelopment of the Hillsdale Shopping Center for a mix of uses, including commercial, retail, office, hotel, and residential uses. Require preparation of a Master Development Plan to ensure the site is developed comprehensively and provides appropriate transitions to the adjacent neighborhoods.

Action LU-A6.1 Hillsdale Station Area Plan. Update the Hillsdale Station Area Plan to foster higher density residential and mixed-use, transit-oriented development that connects to neighborhoods to the east and west, improves bicycle and pedestrian circulation and adds park and open space areas.

8. Modify Goal LU-13 to include seeking to reduce the costs and time to develop affordable housing. Suggested changes below:

Goal LU-13: Maintain Development Review and Building Permit processes that are comprehensive and efficient **and seek ways to responsibly reduce the costs and time to develop affordable housing.**

### Chapter 3: Circulation

1. Make Policy C-P1.2 to be broader and include Green Streets. Modified below:

Policy C-P1.2 Complete Streets. Apply complete streets design standards to future projects both in the public right-of-way and on private property. Complete streets are streets designed to facilitate safe, comfortable, and efficient travel for all users regardless of age or ability or whether they are walking, bicycling, taking transit, or driving. ***Complete streets should include a network of “slow and safe streets” with priority for the safety of pedestrians, bicycles and micromobility, where auto***

***traffic is slowed, and which includes green landscaping and shade trees as well as green street stormwater infrastructure to reduce runoff and pollution.***

2. Policy C-P1.4, Policy c-P1.6 and Action C-A2.7 are important to implement

Policy C-P1.4 Prioritize Pedestrian and Bicycle Mobility Needs. Prioritize pedestrian and bicycle mobility, connectivity, and safety when designing roadway and intersection improvements. ***Include “Vision-Zero” as a goal to reduce fatalities and accidents with pedestrians and bicyclists.***

Policy C-P1.6 Transit-Oriented Development. Increase access to transit and sustainable transportation options by encouraging high density mixed-use transit-oriented development near the City’s Caltrain stations and transit corridors.

Action C-A2.7 Unbundled Parking. Encourage residential developments to unbundle the costs of providing dedicated parking spaces. Encourage additional parking capacity created by unbundling to be reallocated as shared or public parking spaces.

3. Goals C-3, C-4, C-5 and C-8 as well as Action C-A3.1 are particularly important to implement.

Goal C-3: Build and maintain a safe, ***shaded (with street trees)***, connected, and equitable pedestrian network that provides access to community destinations such as employment centers, transit, schools, shopping and recreation.

Goal C-4: Build and maintain a safe, connected, and equitable bicycle and micromobility network that provides access to community destinations such as employment centers, transit, schools, shopping, and recreation.

Goal C-5: Make transit a viable transportation option for the community by supporting frequent, reliable, cost-efficient, and connected service.

Goal C-8: Build a values-driven regulatory, management, and partnership framework that flexibly encourages emerging transportation technologies in service of City and community goals.

Action C-A3.1: Implement Pedestrian Improvements. Implement goals, programs, and projects in the City’s adopted plans that improve the comfort, safety, and connectivity of the pedestrian network.

**Chapter 4: Housing- see end of this letter.**

**Chapter 6: Conservation, Open Space, Parks and Recreation**

1. Several Goals are particularly important implement: COS-1, COS-2, COS-3, COS-8, COS-9

COS-1: Protect and enhance the City's natural resource areas that provide plant and animal habitat and benefit human and ecological health and resilience.

COS-2: Ensure that current and future generations will enjoy the environmental, social, health, and economic benefits derived from access to our urban forest, parks and open spaces.

COS-3: Protect and improve San Mateo's creeks as valuable habitat, green infrastructure, and components of human and environmental health. ***Provide adequate creek setbacks given greater anticipated storm events as well as sea level rise.***

COS-8: Provide equitable and convenient access to parks, recreational programs, and facilities so that all residents experience the benefits of parks and open space on their physical and mental health.

COS-9: Provide the appropriate mix of parks and facilities that balances the needs of active and passive facilities, allows formal and informal uses, is accessible for all residents, and meets existing and future recreation needs.

2. Modify Policy COS-P3.5 and COS-P3.6 to strongly encourage the improvement of the creek habitats for San Mateo Creek and for Laurel Creek.

San Mateo Creek is in an area that is targeted for redevelopment in both the Downtown and Shoreview area. Laurel Creek is in the Hilldale redevelopment area. Both are now mostly concrete lined ditches. Any development will provide the opportunity to get the creeks back to a natural setting and provide the opportunity for plants, fish, insects and animals in the creek and restored riparian areas. This would provide new valuable open space and parks for people as well. And this will be an educational opportunity for children of San Mateo to see the creek environment in a natural setting. See suggested modifications below:

Policy COS-P3.5 Hydrologic Impacts. Ensure that improvements to creeks and other waterways do not cause adverse hydrologic impacts or significantly increase the volume or velocity of flow of the subject creek. ***The priority will be to use nature-based improvements to reduce hydrologic impacts.***

Policy COS-P3.6 New Creekside Development Requirements. Require that new creekside development protect and improve setbacks, banks, and waterways adjacent to the development project in order to increase flood protection and enhance riparian vegetation and water quality. ***This will be a particular focus for Laurel Creek near Hilldale Mall and San Mateo Creek in Shoreview and Downtown.***

3. Policy COS-P9.2 and COS-P9.3 are particularly important to implement. And allowing higher building height will make implementation more likely since more open space will be available.

Policy COS-P9.2 Acreage Standards. Acquire or accept for dedication two acres of neighborhood and community parks per 1,000 residents.

Policy COS-P9.3 Walkable Parks and Amenities. Provide accessible public park or other recreational opportunities that are within approximately 1/3 of a mile of residents without travel over significant barriers. Ideally, one or more of the following amenities should be available: multi-purpose turf

area, children's play area with pre-school and youth apparatus, seating areas, picnic areas, a multiuse court, and an opportunity for passive enjoyment of an aesthetic landscaped space.

## Chapter 8: Safety

1. Goal S-4 is particularly important implement as are Actions S-A4.5 and S-A4.6. These actions fit with the earlier comments to use the redevelopment around Laurel Creek and San Mateo Creek to restore natural features that will help protect against sea level rise.

Goal S-4: Develop regionally coordinated sea level rise adaptation measures and programs.

Action S-A4.5 Natural Infrastructure. Use or restore natural features and ecosystem processes where feasible and appropriate as a preferred approach to the placement of hard shoreline protection when implementing sea level rise adaptation strategies.

Action S-A4.6 Removal of Hard Infrastructure. Remove existing shoreline or creek bank protective devices when the structure(s) requiring protection are redeveloped, removed, or no longer require a protective device.

## Chapter 4: Housing: Our letter of April 26<sup>th</sup> 2022 commented on the draft Housing Element and so our comments are still as noted in that letter.

However, we would like to make some **additional suggestions here** on possible mechanisms that the city could utilize to better assure that more affordable housing will be built:

1. Do not upzone and give away any aspects of any revisions to the zoning code by right; but instead trade increased zoning density and benefits for significant community benefits - the topmost which should be affordable housing. This can be done by establishing a base density below what is generally desired while instituting a local density bonus scheme which encourages zoning increases, and benefits above State density bonus law in exchange for substantial community benefits. This was an effective approach in Millbrae during Millbrae's review of the BART Station Area Plan.

Upzoning by right without any off-setting limitations will only increase the cost of land for both for-profit and non-profit developers which will translate into even more expensive housing in residential-zoned areas.

2. Do not establish specific maximum density limits for any multi-family residential project, but instead let the density of each project be determined by objective design standards using a form-based code and vetting and approval of all community benefits proposed by the developer. This allows for a wider variety of unit types from micro-units and SROs to family and luxury units. It also allows for greater flexibility in determining the most valuable community benefits.

3. Require all new office building and R&D developers to present a plan to the city indicating how the developer will aid the city in supporting the amount of new housing construction needed to house any net increase in new employees. This could be in the form of **substantial** financial set asides for new

housing, or actually building enough new housing on or off-site, but the goal must be to strive for a reasonable jobs / housing balance within the city. It's important to link commercial development to the jobs/housing balance because, too often, cities accept in lieu fees or on or off-site new housing off-sets that are far too small to meet the anticipated need.

4. 4. Add Transfer of Development Rights to the toolkit: Climate change is accelerating the displacement of people due to sea level rise flooding, wildfires, water availability, and extreme heat. Consider using Transfer Of Development Rights similar to the Syufi Theater site, East of 101, in Redwood City to increase density in safer receiving locations like downtown and reclaim land from sending areas for creating restored ecosystem to buffer the force of flooding with landward migrating wetlands and to reduce the risk of wildfire with rehydrated landscapes. Though FEMA picks up all liability from continuing to flood and burn out residents, planning for impacts, can return positive economic benefits to the city from resilient development, safety, and reduced disaster mitigation.
5. 5Consider micro grids as a resilient Community Benefit: Climate change is increasing health impacts to vulnerable populations with smoke intensity, power safety shutdowns, and extreme heat and water cutbacks requiring alternative power and water. Consider encouraging housing that incorporates energy, waste, and water microgrids, that can provide resilient shared resources in the face of increasing health impacts and function within local distributed grids.

END



**From:** Catherine Marreiro [REDACTED] >  
**Sent:** Thursday, September 8, 2022 10:25 AM  
**To:** General Plan <generalplan@cityofsanmateo.org>; Zachary Dahl <zdahl@cityofsanmateo.org>  
**Cc:** adam.william.nugent@gmail.com; Amourence Lee <alee@cityofsanmateo.org>  
**Subject:** Letter to the Planning Commission for Sept. 13 General Plan goals discussion (amended)

Dear members of the planning commission and planning staff,

My apologies for a second letter, we realized we had mistakenly listed a couple of people on Claremont who actually are on Delaware.

The Land Use Alternatives maps were a tremendous undertaking and we appreciate staff's efforts in creating them. With hundreds of tiny squares on these maps, there may be some missing elements and this is where we would like to take the opportunity to address a potential concern with the designation for the block at 545 First Ave., the current site of Hassett Hardware.

This site, at the corner of Delaware Street, is where the commercial uses of downtown transition to the residential area of North Central San Mateo. The immediate residential uses are mainly single-story houses with a few two-story houses. There is also a three-story condominium building on the block. The Hassett site, along with the Andrews Building immediately to the north, is currently zoned commercial, with a 50-foot cap.

The Land Use Alternatives map designates the section of this block as both mixed-use medium 4-7 stories next to residential low 1-3 stories on the same block. On paper, the transition may make sense since the highest use for residential is 3 levels and lowest use for mixed-use is 4 levels. In reality, however, the current conditions are different. The potential jump up to 7 stories, and possibly up to 9 with state density bonuses from SB 35, means there is a very real possibility that there could be a 9-story commercial building immediately next to a single-story residence. While that is a worst-case scenario, we worry establishing such zoning could make the possibility real as the new property owner for the Hassett site has a history of commercial development. If the adjoining Andrews building is purchased by this developer, the potential for this rises.

As part of the goals section of the General Plan discussion, we ask that consideration be provided to current uses in residential areas and that zoning reflect the need to transition heights into these areas. We also ask that zoning on the same block be compatible.

We enjoy having Hassett here and appreciate its convenience and ability to provide jobs for neighborhood youth, and would love for it to stay. We could envision a new development with the current store returning on the ground floor and up to 3 levels of housing under the current 50-foot cap. We also could see a 3-4 level condominium building with limited parking to address this area's need for "missing middle" housing that transitions from commercial to residential areas. We also understand that a 5-level housing development could be built under the current cap. We are absolutely fine with these scenarios to varying degrees. As is typically the case with new development with a significant shift in land use, we would hope that there would be some accommodations when possible when it comes to setbacks, stepbacks and, when possible, retention of daylight planes.

We understand one of the main goals of the General Plan was to provide areas in which new housing could be built to address this area's growing need. We recognize this site's potential for new housing

and welcome it as high as 50 feet, if done well and with some accommodations, and would prefer it to be slightly lower to transition better to the existing North Central neighborhood, which includes the city's oldest house directly across the street and a number of unique and interesting single-family homes in a traditionally low-income area of the city.

However, we would also like to be treated the same as other areas of the city and other blocks, which had accommodations for transitions to neighborhoods. Nowhere else in the city is there the potential for a current single-story residential use immediately next to a potential 9-story commercial building in any of the Land Use Alternatives map.

To summarize, we would like a goal established that any new zoning remain compatible within the same block so that heights stay within 2-3 floors of the current average after any density bonuses, that future development transition into established neighborhoods, and that the height for any future development on the commercial portion of this block be limited to allow for these two requests.

We are submitting this request as part of the goals section of the General Plan discussion but can also submit it during the Land Use Alternatives section when the draft General Plan is discussed next year. If there is another time for us to submit this request, or any other action we must take, please let us know.

Thanks again for the effort in creating this plan, receiving our concerns, and making the necessary modifications.

Catherine and David Marreiro  
31 S. Claremont St.

Woodrow Andrews  
501 First Ave. (Owner of The Andrews Building)

Yan Li  
26 S. Delaware St.

Jessica Huang  
30 S. Delaware St.

Val Lucero  
34 S. Delaware St.

Jon Mays and Dayna Alpine  
38 S. Delaware St.

John Aikin  
45 S. Delaware St.

George and Olga Derby  
105 Delaware St.

Citania Tam  
619 First Ave.

Gary and Olivia Edwards  
615 First Ave.

Susan and Wayne Purdom  
61 North Claremont St.

-----Original Message-----

From: Rick Ballard [REDACTED]  
Sent: Tuesday, September 13, 2022 4:00 PM  
To: General Plan <generalplan@cityofsanmateo.org>  
Subject: General Plan feedback for September 13th meeting

Regarding the draft circulation goals and policies, I am strongly in favor of circulation measures which put us on a trajectory to reduce car use in San Mateo over time, improve public transit, and ensure safe and welcoming urban design for pedestrian and bicycles. Reducing car use is critical for climate, public safety, and public health; the electric transition is required but not sufficient for climate goals and does not address the public safety impact of cars.

Regarding policies around historic preservation, I encourage the commission to be mindful to employ balanced historic preservation requirements so as not to block much-needed housing and transit-oriented development. Some neighborhood character (specifically with regard to community density) may need to change in order to appropriately add housing throughout the city. Additionally, as the owner of a historic house myself which needs work including a foundation replacement, I find the current regulations around carefully protecting the facade and public character of the house appropriate and not burdensome; but adding new regulations should be done carefully so as not to prevent these kinds of important projects.

Regarding noise policies, while community noise levels are important to protect, I would encourage the commission to be mindful to structure policy requirements so as to avoid placing an undue burden of planning process on housing and transit development, and to avoid providing more avenues for a minority of community members to hold up development projects unfairly. But noise levels are an important part of community health and should be controlled appropriately.

Regarding the water supply policies PS-A2.1 and PS-A2.2, specific promotion of greywater initiatives might be warranted.

Thank you,  
- Rick Ballard  
North-Central San Mateo resident

**From:** Nancy Cussary [REDACTED]  
**Sent:** Tuesday, September 13, 2022 5:15 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** general plan comments

September 13, 2022

Hello,

I have concerns about this statement that appears several times in the general plan document: *"Use outreach and engagement methods that encourage broad representation and are culturally sensitive, particularly for historically underserved communities"*.

I think this language needs to be more robust, more resolute, more current, more inclusive. As the statement is currently, it almost seems like an afterthought. Outreach and engagement methods need to not only encourage broad representation, they need to include broad representation and hopefully be developed by a broad representation. Further, outreach and engagement methods should be more than just culturally sensitive, they should be culturally reflective, culturally representative.

Thank you for your Consideration.  
Respectfully,

Nancy Cussary  
Shoreview resident

**From:** Paul Dagnelie [REDACTED]  
**Sent:** Tuesday, September 13, 2022 3:23 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** General Plan

I would like to advocate the return of increased outdoor seating at restaurants in downtown San Mateo. A loss of parking spaces is a small price to pay for a more welcoming and friendly downtown space. Combined with investments in transit, and walk- and bikeability of areas around the downtown, the reduced parking spaces will not be missed, especially since there is almost always garage space open.

In addition, electric vehicle charging should be a priority. The lack of charging points in existing apartment buildings will be a blocker to adoption by renters, and homeowners using street parking are also challenged. These issues can be mitigated with ample facilities charging reasonable rates available in publicly accessible spaces. Even with improvements to mobility in San Mateo, cars will still be a fact of life for many residents for some time to come, and reducing the number of fossil fuel vehicles on the road is a priority.

Paul Dagnelie



September 6, 2022

Zachary Dahl  
Deputy Director  
City of San Mateo Community Development  
330 W. 20th Avenue  
San Mateo, CA 94403  
zdahl@cityofsanmateo.org

**RE: Housing Element Sites Inventory: 424 No. San Mateo Drive**

Dear Mr. Dahl,

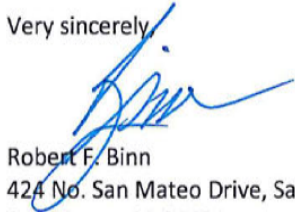
As the property owner of 424 No. San Mateo Drive (APN 032-181-370) and business owner in San Mateo, I am writing to formally request that the City of San Mateo adjust the currently proposed land use Designation of Mixed-Use Medium to that of Mixed-Use High as identified in Study Area 5 of the recent City Council Preferred Scenarios.

This property and the others that make up the intersection of north San Mateo Drive and Poplar Avenue are ideally situated for the future growth the City wishes to see. Proximity to San Mateo's growing Downtown to South, easy access to 101 to the East, and connection to Burlingame to the North, have and will continue to make this site an ideal location.

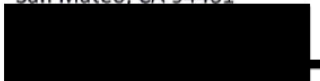
My property is currently developed with a medical/office building with underground parking. This site, and those around it, have the potential to create more commercial space and much needed additional housing through this adjustment to the proposed land use designation. To provide further context, only a half block away, the Residential High designation has been identified for several blocks of North San Mateo Drive. The adjustment of the 424 No. San Mateo Drive parcel to Mixed-Use High would be in keeping with that same intent.

I thank you in advance for your time reviewing this matter and consideration of this request. I very much appreciate all the effort that has gone into the General Plan Update process thus far and look forward to the final steps of environmental review, adoption, and implementation.

Very sincerely,



Robert F. Binn  
424 No. San Mateo Drive, San Mateo CA, Suite 200  
San Mateo, CA 94401



**From:** Keith Weber [REDACTED]  
**Sent:** Thursday, September 15, 2022 3:13 PM  
**To:** Zachary Dahl <zdahl@cityofsanmateo.org>  
**Cc:** General Plan <generalplan@cityofsanmateo.org>; Margaret Williams <mwilliams@cityofsanmateo.org>  
**Subject:** Planning Commission Meeting 9/27/22

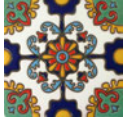
Hi Zach,

Attached please find a pdf of San Mateo Heritage Alliance's ***Recommended Alternative Historic Resources Element***, General Plan 2040. It has been revised since it was submitted to the GP Subcommittee.

Please forward to the Planning Commission and include it in the 9/27/22 Planning Commission agenda packet.

**San Mateo Heritage Alliance** was formed in 2022 in response to community concerns about losing irreplaceable historic resources and the resulting erosion of neighborhood character and sense of place that makes San Mateo the special community we call home. **San Mateo Heritage Alliance** believes that economic growth and resource protection are not mutually exclusive, but partners in a more prosperous future. We believe it is important to protect our heritage as it adds character and distinctiveness to our community and provides a sense of identity. We also believe the only way to ensure that San Mateo lives up to its General Plan 2040 vision of being a healthy, resilient, vibrant and diverse community, is to grow stronger by identifying, protecting and preserving its irreplaceable historic resources.

Thank you,  
Keith Weber for  
**San Mateo Heritage Alliance**



# **SAN MATEO HERITAGE ALLIANCE**

## **RECOMMENDED ALTERNATIVE HISTORIC RESOURCES ELEMENT GENERAL PLAN 2040**

### **HISTORIC RESOURCES**

The Historic Resources component of the General Plan confirms the City's commitment to the protection, enhancement, perpetuation, and use of historic resources as economic, cultural, and aesthetic benefits to the City of San Mateo.

### **PRESERVATION PRINCIPLES**

The goal of historic preservation is to keep properties and places of historic and cultural value in active use, accommodating appropriate improvements to sustain their viability while maintaining the key character-defining features which contribute to their significance as cultural resources. Preservation also seeks to keep cultural resources intact for the benefit of future generations. It is an integral component of other community initiatives in neighborhood livability, sustainability, economic development, and cultural appreciation.

### **GOALS**

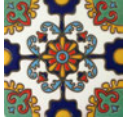
**GOAL CD-3.2** Use historic preservation principles as an equal component in the planning and development process. Fully integrate the consideration of historic, architectural and cultural resources as a major aspect of the City's planning, permitting and development activities.

**GOAL CD-3.1** Identify and preserve historic, architectural and cultural resources, including individual properties, districts and sites, to maintain San Mateo's sense of place and special identity, and to enrich our understanding of the city's history and continuity with the past.

**GOAL CD-3.3** Ensure compatibility between new development and existing historic, architectural and cultural resources.

### **DEFINITIONS**

Definitions and interpretations used herein shall be consistent with the California Environmental Quality Act (CEQA), the State Historical Building Code, the California Register of Historical Resources, the National Register of Historic Places, and the Secretary of the Interior's Standards.



# SAN MATEO HERITAGE ALLIANCE

## POLICIES

**Policy CD-A3.1 Historic Preservation.** Incorporate historic preservation as an integral part the general plan, specific plans, environmental processes, planning, permitting, and development activities.

**Policy CD-P3.2 Historic Preservation Surveys and Context Statements.** Identify and preserve historic buildings, districts and sites. Actively identify and protect concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity when they meet national, state or local criteria.

**Policy CD-P3.3 Downtown Historic District.** Maintain the identified historic district along portions of 3rd Avenue and B Street, and continue to implement regulations to protect the overall historic and architectural character and integrity of the area.

**Policy CD-P3.4 Scale, Character and Compatibility.** Promote an architecturally sensitive approach to new construction in, and adjacent to identified and potentially eligible historic districts to ensure compatibility of new and old. Ensure design compatibility that maintains the historic character and integrity of the area.

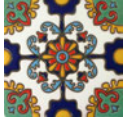
**Policy CD-A3.5 Consider effects on historic resources.** The California Environmental Quality Act (CEQA) requires public agencies to consider the effects of actions on historic resources. Under CEQA, a historic resource is any resource that is listed in or determined to be eligible for listing in the California Register of Historical Resources. Any resource that is eligible for listing in the California Register is considered significant for the purposes of CEQA. The California Register of Historical Resources also includes resources listed in or eligible for listing in the National Register of Historic Places. Properties that are designated significant in an adopted local survey are also presumed to be eligible for the California Register, and are considered significant.

**Policy CD-P3.6 Demolition.** The City shall consider demolition of historic resources as a last resort, to be permitted only if rehabilitation of the resource is not feasible, demolition is necessary to protect the health, safety, and welfare of its residents, or the public benefits outweigh the loss of the historic resource.

## ACTIONS

**Action CD-A3.1 Historic Context.** Structures over 45 years old proposed for substantial alteration or demolition shall be evaluated for both individual significance and as contributors to an identified or potential historic district.

**Action CD-A3.2 Coordinate and align** the general plan, specific plans, zoning code, environmental processes, planning, permitting, and development activities to incorporate preservation as an integral component in accordance with the principles, goals and policies herein.



## SAN MATEO HERITAGE ALLIANCE

**Action CD-A3.3 Public Awareness.** Foster public awareness and appreciation of the City's historic, architectural, cultural and archaeological resources and educate the community about how to preserve and improve these resources. Increase public appreciation through neighborhood workshops, public presentations, interpretive signage, and walking tours.

**Action CD-A3.4 Historic Resources Survey.** The City shall establish and maintain an inventory of architecturally, culturally, and historically significant structures, districts and sites. Proactively update and maintain an up-to-date historic resources inventory. For areas that have not been surveyed, the City shall seek funding to prepare new historic context surveys to identify structures, districts and sights potentially eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or local register.

**Action CD-A3.5 Design Standards.** The City shall use the Secretary of the Interior's Standards as the basis for objective design standards for alterations to historic resources and new development within and adjacent to commercial and residential historic districts. Design standards shall ensure that proposed new construction projects have a contextual relationship with land uses and patterns, spatial organization, visual relationships, cultural and historic values, and relationships in height, massing, modulation, and materials

**Action CD-A3.6 Demolition Alternatives.** Require an applicant to submit alternatives to full demolition on how to preserve a historic building as part of any planning application and implement methods of preservation unless health and safety requirements cannot be met.

**From:** Bill Williams [REDACTED]  
**Sent:** Wednesday, September 14, 2022 12:29 PM  
**To:** General Plan <generalplan@cityofsanmateo.org>  
**Subject:** General Plan

**The City of San Mateo has been paying fines for untreated storm runoff entering the Bay. The proposed storm storage system has not been completed. The new sewage plant has not been completed.**

**According to Baykeeper, recent red tides and fish kills were exacerbated by treated sewage discharges.**

**Are we setting the stage for an ecological disaster by planning for 55,000 new residents?**

**x Bill Williams, San Mateo**



## MEMORANDUM

DATE August 31, 2022  
TO San Mateo Planning Commission  
FROM Joanna Jansen and Carey Stone, PlaceWorks  
SUBJECT Summary of General Plan Subcommittee Input on the Draft Policies and Actions

This memorandum summarizes the General Plan Subcommittee (GPS) input on the draft policies and actions. The GPS met three times on August 11, 18, and 30, 2022 to review and provide feedback on the policies and actions.

### GENERAL COMMENTS

- Overall, the GPS felt that the draft goals, policies, and actions are well written and reflect community input to date.
- Make sure there is deliberate thought given to which policies begin with “continue to” versus which ones do not.
- Climate change should be featured prominently in the General Plan, and the General Plan and the City’s Climate Action Plan should align.
- Highlight climate change and sustainability similar to how environmental justice policies and actions are highlighted, or consider if we should have an Energy and Climate Change element.

### COMMUNITY DESIGN AND HISTORIC PRESERVATION ELEMENT

- Aspire to make El Camino Real a space to spend time, not only a space to rush through.
- Replace “pedestrian-oriented” with “people-oriented.”
- Throughout the design-related policies, shift language to be less subjective and more objective.
- Include objective standards to preserve historic resources
- Add language that emphasizes the importance of keeping architectural details at the human-scale.
- Acknowledge the important architectural features of traditional pre-war architecture that should be carried forward in new development downtown.
- Preserving cherished and beautiful historic buildings is important, but historic preservation should not be weaponized to prevent homeowners from upgrading their own property or to prevent needed new housing.
- Define “character” to clarify that it refers to visual or architectural rather than social characteristics.

- The General Plan should address historic preservation at a general level of detail and not get into the weeds; the Historic Preservation Ordinance and State and federal regulations should provide more detail.
- Goal CD-2 should reference preserving heritage trees “where feasible.” Sometimes old trees are dangerous and need to be removed. Goal CD-2 should also reference median trees.
- Policies and actions under Goal CD-3 should be broadened to refer to historic “assets,” not only buildings, consistent with the wording of the goal. Consider adding policies or actions under Goal CD-3 to adopt incentives for property owners to preserve and/or restore historic assets.
- In response to Goal CD-4 about City Image, some GPS members expressed that San Mateo has lost a sense of a identity that distinguishes it from other Peninsula cities, and that the General Plan could be an opportunity to clarify what makes San Mateo unique. Some ideas were Downtown, dining, Hillsdale Mall, and the San Mateo Bridge. A unique identity should be consistently expressed through signage and other City materials.
- Under Goal CD-5, delete Policy CD-P5.1 regarding building mass and scale. This policy is too vague and is not needed; the desired outcomes are addressed more clearly and explicitly in other policies under this goal.
- Consider adding area-specific design policies for the San Mateo Park and Baywood-Aragon neighborhoods.

## **CONSERVATION, OPEN SPACE, PARKS AND RECREATION ELEMENT**

- Address public accessibility of private open spaces, including signage.
- Address the lack of access to recreational facilities for neighborhoods east of El Camino Real and especially east of 101.
- Add language about public spaces that are age-integrated and offer spaces for teens.
- Strengthen references to local school districts and mutual collaboration in support of recreational access.
- Confirm that the parks figure accurately reflects facilities at Bayside/Joinville (school district property), Dale Avenue, and Station Park Green.
- Add an Action under Goal COS-2 to develop a volunteer stewardship program, especially as the City opens up access to creeks.
- Goal COS-4 should acknowledge the importance of reducing vehicle miles traveled as a way to improve air quality.
- Goal COS-6 could include an action to modernize and make more accessible data that the City has on areas with high archaeological sensitivity.
- Policies under Goal COS-9 should mention wi-fi, water fountains, and restrooms public amenities offered in park and recreational facilities.
- Consider an action under Goal COS-10 to do more frequent surveys of residents to ask about park and recreation amenities.
- Add an Action under Goal COS-11 to identify new funding sources for parks and recreation facilities.

## **PUBLIC SERVICES AND FACILITIES ELEMENT**

- Consider whether we need to add more policies about code enforcement in the General Plan.
- Sewer laterals upgrades should be covered in the General Plan to address leakage. The policy could help encourage sewer laterals maintenance and replacement. Reference the City's program that helps subsidize these type of upgrades.
- Add "as needed" after new fire stations in Policy PS-P1.3. Fire stations are a very expensive investment.
- Add a policy that encourages existing homes to convert to water efficient landscaping under Goal PS-2. Offer incentives, rebates, and education in partnership with Cal Water.
- Mention greywater and potable water in Action PS-A2.1. Also, reference the City's water treatment facility where there are ongoing measures to produce greywater and potable water. Maybe there is more that can be done to encourage greywater systems in residential and commercial buildings.
- Include stronger language about water conservation in Policy PS-P2.2.
- Add the word "coordinate" to action PS-A3.1.
- Add "and bay" after lagoons at the end of Policy PS-P3.3. Simplify and make this policy stronger.
- Mention bicycle and pedestrian projects in Action PS-A3.3.
- Add "consider" at the beginning of Policy PS-P4.3.
- Add language that encourages green space in Policy PS-P4.9.
- Under Goal PS-5, add a policy or action about encouraging the development of licensed preschool facilities. This should be a priority. Also work with school districts to encourage efforts to provide more before and after school programs.
- Agree with Policy PS-P5.2, but rewrite the policy to make it more clear. Explain what "compatible with surrounding land uses" means.
- Emphasize non-residential development in Action PS-A5.2.
- Revise Policy PS-P5.5 to address inadequacies in existing childcare facilities. There are a number of existing facilities under Parks and Recreation that cannot be utilized for child care because they do not meet the square footage requirement to be a licensed facility. We need to go beyond retaining facilities and consider if there are some existing facilities that need to be shutdown or expanded. Also, collect park fees and make it a priority to expand existing childcare facilities.
- Add a policy under Goal PS-6 about distributing health centers throughout the city to make sure they are accessible. Also add a policy about mobile health care, perhaps the City can help support the County's efforts.
- Ensure Policy PS-P6.3 balances the need for social services in each community while also ensuring that services are not concentrated in one area.
- Add nonprofits and community based organizations to Policy PS-P6.4. Revise this policy to say "support vulnerable populations by prioritizing reduction of vulnerabilities" and then list nonprofits and religious groups to help.

## **SAFETY ELEMENT**

- Support efforts to underground utilities.
- Revise the examples in Policy S-P1.7 to include data-driven defensible design examples.
- Consider vulnerable road users, such as pedestrians and bicyclists, in Policy S-P1.8 and Action S-A1.10. Do not support expansion of Highway 101 and other roadways. Focus on designing roads that help prevent traffic fatalities. There should be a reference somewhere in the language that addresses roadway design for vulnerable users.
- Revise Policy S-P5.6 to ensure monitoring of peakload water supply is occurring by the appropriate entity.
- Add policies and actions to reduce per capita energy use, such as “encourage energy use reduction by incentivizing active transportation and reducing single occupant vehicle use”. Another policy could be “encourage the creation of energy efficient homes, businesses, and other buildings”. Possible actions could be “encourage energy use reduction through the creation of safe and comfortable opportunities for active transport modes by implementing the City’s pedestrian and bicycle master plan and focusing new development near major transit nodes”. Another action could be encouraging the installation of energy efficient home insulation, weather sealing and other physical means to reduce heating and cooling needs through greater Title 24 building efficiency.
- Cover energy saving appliances and electric appliances.

## **NOISE ELEMENT**

- Revise Policy N-P1.2 to add a reference about outdoor equipment such as leaf blowers and two-stroke engines. Maybe the policy can be revised to list the known noise irritants. Consider adding a reference about outdoor equipment in Policy N-P2.1.
- Consider whether the roads mentioned in Policy N-P2.4 will actually be widened since Caltrans has been deprioritizing widening of roads.
- City could help reduce traffic speeds in Policy N-P2.4 since they are a noise generator.
- Emphasize or add more about railroad noise.

## **CIRCULATION ELEMENT**

- Support for many of the revisions requested in the letter submitted by Move San Mateo.
- Add a threshold for the size of development when we say “require new developments to” in the policies and actions. Applying requirements for new development makes sense for larger projects.
- Replace walking, bicycling and transit everywhere it appears with “transit and active transportation modes”. A few subcommittee members disagree and believe the General Plan should include commonly known terms.
- Add an action under Goal C-1 that requires implementation of the pedestrian and bicycle infrastructure outlined in the Circulation Map anytime a roadway is resurfaced. This is partially covered by Action C-A4.2, but it only mentions bicycle infrastructure and could be expanded to include pedestrian infrastructure.

- Revise Policy C-P1.3 as follows:
  - Delete “works towards”.
  - Revise policy to say: Use a safe systems approach for transportation planning, street design, operations, emergency response, and maintenance that proactively identifies opportunities to “improve safety where conflicts between users exist in order to eliminate traffic fatalities and serious injuries in our roadways”.
- Revise Policy C-P1.5 to address high capacity travel, facilitate efficient travel, and limit left turns during high traffic hours. However, there may not be much the City can do because El Camino Real is a State road.
- For Action C-A1.5, study not only where people already go, but where they would like to go and build routes around their needs.
- Clarify the word “consider” in the second sentence of Action C-A2.1.
- Be more specific about “safe routes to school” in Action C-A2.5.
- A few subcommittee members would like to revise Action C-A2.7 to say “required” instead of “encourage”, but some believe the General Plan should stay high level.
- Modify Policy C-P3.2 to require the widest sidewalks that are feasible and comfortable.
- Unsure why Policy C-P3.4 is under the pedestrian goal.
- Action C-A3.1 should be revised to clarify that there is an urgent need for implementation of pedestrian improvements.
- Add increasing sight lines and removing conflicts at the cross walks to Action C-A3.5. There should be an action about the visibility at cross walks for pedestrians.
- Change “transit centers” to “community destinations” in Policy C-P4.3.
- Add “undercrossings” in Action C-A4.3.
- Add “at intersections” to Action C-14.6.
- There is a transit operator shortage not ridership shortage. Maybe we need to change the focus to “increasing the service” instead of “increasing ridership” in Policy C-P5.1.
- Break Policy C-P5.5 into two policies. Also, revise the policy to educate the public about all alternative travel modes, not just transit.
- Do not limit Action C-A5.2 to only include disadvantaged communities. There should be a focus on disadvantaged communities, but the action should be expanded to other areas.
- Explain what vehicles miles traveled per capita is in Goal C-6. Say “efficient and safe” operations and also say “residents” instead of “modes”.
- Revise Policy C-P6.4 to include a reference to improving the City’s process to request and receive traffic calming measures on residential streets.
- One subcommittee member would like Action C-A7.2 revised to say “implement” instead of “evaluate”, but another subcommittee member disagreed.
- Revise Action C-A8.4 to address data privacy. Do not limit the action to new technology options, we should require this from public transportation as well.

- Prioritize traffic calming measures in Goal C-6 and focus on areas with the highest vehicle collisions. Add an action under this goal that calls for annual vehicles, pedestrian and bicycle counts at different intersections to measure how the City is doing.
- Add an action that requires new development in Downtown to have shared parking agreements that allows the public to use the parking space in the evenings. One subcommittee member believes we should remove existing public parking spaces if we are adding more public parking opportunities in Downtown.
- Add a new policy or action about education under Transportation Demand Management. There are programs out there where people can trade in their car to get transit and e-bike credits.
- Add a policy or goal about connecting neighborhoods or reducing barriers to help traffic flow, for example there is a wall that separates the Shoreview neighborhood and the new parks on J Hart Clinton Drive.
- Place a stronger emphasis on traffic efficiency, infrastructure, traffic calming, and parking in the Circulation Element. One subcommittee member believes the focus should be on getting people out of their cars, which helps reduce traffic.
- In addition to greenhouse gas emissions, also reference vehicle miles traveled in the goals of this element.
- Consider how some of the emerging technology trends could change the city if they actually came into fruition.
- Add an action about school safety speed zones.
- Make sure we are prioritizing local projects, not only regional projects.
- Concern about scooter safety.

## **LAND USE ELEMENT**

- Revise Goal LU-1 as follows:
  - Change “citizens” to “residents.”
  - Include a reference about affordability. Suggested revision could be “provides ample housing which is affordable at all levels”.
  - Consider using “balanced” instead of “orderly” growth.
- Revise Policy LU-P1.1 to add the word affordability. Would like to see one or two actions that could meaningfully achieve this policy.
- Revise Action LU-A1.1 to be more specific. Would also like to see an action about maintaining a real time list of pipeline projects such as the amount of office, jobs and housing that is planned. There should be a requirement that we report this information on an annual basis.
- Consider using “encourage” instead of “require” in Policy LU-P1.2.
- Unsure why Action LU-A1.2 is titled as surplus land inventory.
- Revise Policy LU-P1.3 to say, “component to provide”.
- Policy LU-P1.6 may be outdated.
- Define what the Sphere of Influence is in Policy LU-P1.7.
- Define the term “equity priority communities” used in Policy LU-P1.8.





- Flush out the community benefits in Policy LU-P2.2. Would recommend building heights above 65 feet only for projects that provide housing as a community benefit. An increase in height should be tied to housing being a major part of that building and also providing a greater amount of below market rate units than what the City's inclusionary ordinance requires. Include high quality materials and context appropriate design as a community benefit for taller buildings. One subcommittee member believes we should be careful about how much we ask for from developers because there are other ways to make a project pencil that may not benefit the community, such as hiring out-of-state labor.
- Add the concept of access to commercial services in Policy LU-P2.5.
- Add the word "recreation" to Goal LU-3.
- Add circulation somewhere in Policy LU-P3.2, but unsure were.
- Policy LU-P3.6 seems to be outdated.
- The following comments were received about Policy LU-P3.9:
  - This policy should not dictate the type of businesses. Delete "to research and development, bio-tech, and life sciences uses, and/or".
  - Clarify what "as far as possible from high-volume roadways" means.
  - California Air Resources Board recommends against siting sensitive uses, like housing, within 500 feet from high-volume roadways which is defined as 100,000 vehicles or more a day. El Camino Real does not meet that criteria, but Highway 101 and State Route 92 East of El Camino does meet the criteria. There seems to be contradiction in the General Plan, we say we have a policy to locate new residential away from high volume roadways, but Study Area 7 and another study area along State Route 92 are designated as high and medium density residential.
- Revise Policy LU-P3.12 to encourage the design of publicly accessible spaces that people can intuitively know the space is for their use.
- Comments received on Policy LU-P3.14:
  - This policy is the same policy as PS-P5.2.
  - Policy is outdated and confusing, it needs wordsmithing.
  - Delete the rest of the policy after the first sentence.
  - The school district and the City have a 55 year lease on Bayside Park. Maybe we can have a separate policy that references Bayside Park because that lease will come up at the end of this General Plan.
- Replace "support" with "prioritize" in Action LU-A4.1.
- Action LU-A5.1 is missing what the alternative transportation is alternative to. Change "alternative transportation" to "active transportation".
- Encourage buffers between people and cars in Policy LU-P5.2. Mention the City's tree planting plan here. There needs to be a discussion about downtown landscaping in this policy.
- Add an action about the pedestrian mall.
- Revise Policy LU-P6.1 to say world class transit-oriented "mixed use" development.
- Concerned about including the term "gentrification" in Policy LU-P8.2.

- Add green space where it says “includes retail, services and housing” in Policy LU-P7.1.
- Add biking and walking facilities to Action LU-A7.2, similar to Bridgepointe.
- Add a separate policy or action for the King Center instead of including it in Policy LU-P8.3. There is a need to enhance the King Center beyond maintaining it. Also, confirm if the park impact fees are only supposed to be for physical park improvements and address this in the action.
- Identify other funding sources in Action LU-A8.3.
- Unsure if we should keep convenience markets in Policy LU-P8.5 since they do not typically provide healthy foods.
- Suggested revisions to Action LU-A8.5:
  - Maybe we can say “balance safety improvements with optimizing the existing parking supply” or “balance the design of the safety improvements.”
  - There was a North Central community based transportation plan that was well received. Reference the plan or maybe we need to complete a new plan, it received a lot of public support at that time.
  - Possible new language “the plan shall seek to make the North Central neighborhood streets a measurably safer place while improving accessibility for residents and visitors. Parking availability and access shall be featured as a factor in assessing the planning and design of projects. Changes shall be developed and enacted with the expressed purposes of improving health, safety, welfare and comfort for members of the community”.
- Add “sanitation” to Action LU-A8.6.
- Comments received on Policy LU-P8.7:
  - Not sure this is within the City’s purview; the County health department has been closely working on healthy food in school efforts.
  - This policy seems outdated.
  - There was a question about whether the school district has a meal program for the summer or if the City can help fill the gap. Historically, the school district does not provide food for the community in the summer only for summer school.
  - One subcommittee member asked if we could add language about “explore or incentivize plant based foods in schools”, but a few subcommittee members disagreed.
  - Maybe this policy should go beyond schools. Having fresh produce in neighborhoods is the key thing people need access to.
- Modify Action LU-A8.7 to go beyond partnering with neighborhood organizations and instead also encourage neighborhood cleanliness and beautification programs that do not rely solely on volunteers and neighborhood organizations.
- Highlight how members of the public can influence development projects through community engagement under Goal LU-9.
- Add child care in Policy LU-P9.1 as a feature of public meetings that will increase attendance.
- Add a policy or action about recycled water under Goal LU-10. Remove the word “boldly” from this goal.

- Change “reduce” to “eliminate” in Policy LU-P10.2 since this is a long term plan.
- Change five years to three years in Action LU-A10.3 since the reach codes and building codes come out every three years.
- Improve the definition of “provide a living wage” in Action LU-A11.1. Maybe we should say “a wage that is indexed to the cost of living”.
- Mention “support remote work options” and “public wifi” in Policy LU-P11.3 about telecommunications.
- Clarify what projects Action LU-A12.1 would apply to. This action is also not clear.
- There is no action for the Shoreview shopping center, only for the Bridgepoint and Bel Mateo shopping centers. Add an action for the Shoreview shopping center.
- Add an action about jobs housing balance. Mountain View’s East Whisman Precise Plan has a requirement of 3 units of housing to be built for every 1,000 feet of commercial. Redwood City’s General plan also specifies a maximum additional residential capacity of 2,500 units, a maximum additional office capacity of 574,667 and a maximum additional retail capacity of 100,000 sq. ft. within their Downtown area. Would like to see a similar action in the General Plan.
- There is an area in the Land Use Map that is designated mixed use low right next to State Route 92, across from The Fish Market, City Council asked for this parcel to be designated as mixed use medium but it was recorded in the notes as mixed use low. Note to staff to go back and watch the recording to double check.
- Add an action to increase the urban tree canopy while maintaining existing trees as much as possible. Identify neighborhoods with less street tree canopy and adopt programs to add climate adapted trees to the right of ways and front yards of adjacent properties.
- Add an action under the Hillsdale Station Area about working with Caltrain to make the station accessible for biking.
- Ensure there are roughly equal heights along contiguous blocks. There are some blocks where it goes from residential to mixed use. Important where it changes to residential and mixed use to have a consistent height between these types of land uses.
- Add mention about having less paved surfaces that reflect heat in our city under climate change and sustainability.
- Add a policy or action about green infrastructure in multi-unit developments under climate change and sustainability.
- Consider how Assembly Bill (AB) 297 would eliminate parking requirements for projects within a certain distance of transit.
- Think about how the City is moving towards reallocating the public space for a wider variety of uses that could be used by small businesses.
- Mixed use should not only include office and residential, but it can also include commercial service type of uses.
- High speed rail is a huge land use issue that should be addressed further. Add a reference to preserving access to Downtown and neighborhoods.

## Representative Heights and Density Handout

*Multi-family housing*

Name	Address	Total Units	Acres	Height	Density	Photo
<a href="#"><u>CityLine Mixed Use Development Project</u></a>	200 South Taaffe Street, Sunnyvale, CA	479 units	3.77 acres	Twelve stories	128 du/ac	
<a href="#"><u>Highwater Mixed Use Project</u></a>	1409 El Camino Real, Redwood City, CA 94603	350 total	1.64 acres	Eight stories	213 du/ac	
<a href="#"><u>The Marston</u></a>	825 Marshall St, Redwood City, CA 94063	196 units	1 acre	Seven stories	196 du/ac	
<a href="#"><u>The Dean Apartments</u></a>	458 San Antonio Rd, Mountain View, CA 94040	583 units	5.7 acre	Five to seven stories	102 du/ac	

<a href="#"><u>The Altan Condominium</u></a>	4880 El Camino Real, Los Altos, CA 94022	21 units	0.45 acres	Five stories	46 du/ac	
<a href="#"><u>Firehouse Square Affordable Housing Project</u></a>	1300 El Camino Real, Belmont, San Mateo County, California 94002	66 units	0.72 acre	Three and four stories	91 du/ac	
<a href="#"><u>The Village Residences</u></a>	555 San Antonio Rd, Mountain View, CA 94040	330 units	16 acres			