

CITY OF SAN MATEO
City Council Regular Meeting
October 2, 2023
7:00 PM

City Hall Council Chamber
Entrance is on O'Farrell Street



COUNCIL MEMBERS
Amourance Lee, Mayor
Lisa Diaz Nash, Deputy Mayor
Rich Hedges
Adam Loraine
Rob Newsom Jr.

AGENDA

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: [October 2, 2023](#)

To join via telephone: (408) 638-0968

Webinar ID: 870 6778 8053 Passcode: 619036

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

CALL TO ORDER

Pledge of Allegiance

Roll Call

CEREMONIAL

1. Breast Cancer Awareness Month – Proclamation

CONSENT CALENDAR

All matters listed under the Consent Calendar are considered by the Council to be routine and will be enacted by one motion without discussion. If discussion is desired, that item may be removed and considered separately.

2. Grand Jury Report: "Bike Safety in San Mateo County - Making Bicycling Safer in the County" – Response Letter

Approve a letter responding to the July 10, 2023, San Mateo County Civil Grand Jury report entitled, "Bike Safety in San Mateo County - Making Bicycling Safer in the County" and authorize the Mayor to sign and send the letter on behalf of the City Council.

CEQA: Approval of this response letter is not a project subject to CEQA, because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines Section 15378(b)(5).)

3. Bermuda Drive Bridge Replacement Project – Amendment

Approve Amendment No. 2 with Biggs Cardosa Associates, Inc. for professional design and environmental services for the Bermuda Drive Bridge Replacement Project in an amount not to exceed \$381,000 for a total agreement amount of \$1,032,874; increase the contingency reserve by \$120,000 for a total contingency amount of \$150,000; extend the term of the Agreement by one year; and authorize the Public Works Director to execute the amendment in substantially the form presented and issue change orders within the contingency amount.

CEQA: This action of approving Amendment No. 2 with Biggs Cardosa Associate, Inc. is not a project subject to CEQA, because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment (CEQA Guidelines section 15378(b)(5).)

4. Edward Byrne 2023 Justice Assistance Grant Program – Application

Adopt a Resolution to approve the submittal of an application to the United States Department of Justice, Bureau of Justice Assistance, for the Edward Byrne Memorial Justice Assistance Grant Program for the 2023 local solicitation in the amount of \$22,713; and if awarded, appropriate funds to the Police Grants Budget Program and authorize the Chief of Police to execute all required documents.

CEQA: This action is not a project subject to CEQA, because it can be seen with certainty that it will not cause a physical change in the environment. (Public Resources Code Section 21065.)

5. Private Development and Right-of-Way Support Services – Amendment

Approve Amendment No. 1 to the professional consultant services agreement with CSG Consultants, Inc. for private development and right-of-way support services to increase the agreement amount by \$90,000 for a revised total not-to-exceed amount of \$240,000; and authorize the Public Works Director to execute the amendment in substantially the form presented.

CEQA: This item is not a project subject to CEQA, because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines Section 15378(b)(5).)

6. General Plan Update – Supplemental Budget Appropriation and Amendment

Adopt a Resolution to appropriate \$227,600 from the Advance Planning Fund to the General Plan Update project; approve Amendment No. 5 to the agreement with PlaceWorks Inc. for the General Plan Update to modify the scope of work and increase the contract amount by \$227,600 for a total not to exceed amount of \$2,845,010 to complete additional tasks, technical evaluations and community outreach activities to support completion of the General Plan Update; extend the term of the agreement through December 31, 2024; and authorize the City Manager to execute the amendment in substantially the form presented.

CEQA: This amendment is not a project subject to CEQA, because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines Section 15378(b)(5).)

7. Delaware Safe Routes to School Corridor – Grant Funding Acceptance

Adopt a Resolution to approve the acceptance of \$1,661,000 of California Transportation Commission Active Transportation Program Cycle 5 grant funding for the Delaware Safe Routes to School Corridor Project.

CEQA: The acceptance of grant funds is not a project subject to CEQA, because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines Section 15378(b)(5).)

PUBLIC COMMENT

Members of the public wishing to comment on any item not appearing on the agenda may address the City Council at this time. State law prevents Council from taking action on any matter not on the agenda; your comments may be referred to staff for follow up. Public comment is limited to a total of 15 minutes; however, an opportunity for additional public comment may be provided later in the agenda.

OLD BUSINESS

8. Draft General Plan 2040 – Community Design and Historic Resources; Conservation, Open Space, and Recreation; and Noise Elements

Receive an informational overview of the Draft General Plan 2040 and Draft Environmental Impact Report, take public comments, and provide direction on the Community Design and Historic Resources Element; Conservation, Open Space and Recreation Element; and Noise Element.

CEQA: In accordance with Public Resources Code section 21065, the City Council's direction on Draft General Plan 2040 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. The Draft Environmental Impact Report (DEIR) for the General Plan Update was published on August 11, 2023. The DEIR 45-day public comment started on August 11, 2023 and ended on September 25, 2023. A Final EIR will be prepared and presented to the City Council for certification prior to any formal decisions on General Plan 2040.

REPORTS AND ANNOUNCEMENTS

City Manager, City Attorney and Council Members report on their various assignments and liaison roles and Council requests for scheduling future items.

ADJOURNMENT

AGENDAS: Agendas and material are posted on the City's website on the Friday preceding each Council Meeting and can be viewed on the City's website at www.cityofsanmateo.org. Any supplemental material distributed to the Council 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
- 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: clerk@cityofsanmateo.org until 4 p.m. the day of the meeting.

During the meeting

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.

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.

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 City Clerk's Office at (650) 522-7040 or clerk@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

Agenda Report

Agenda Number: 2

Section Name: CONSENT CALENDAR

Account Number: 10-4661

File ID: 23-7893

TO: City Council
FROM: Alex Khojikian, City Manager
PREPARED BY: Public Works Department
MEETING DATE: October 02, 2023

SUBJECT:

Grand Jury Report: "Bike Safety in San Mateo County - Making Bicycling Safer in the County" – Response Letter

RECOMMENDATION:

Approve a letter responding to the July 10, 2023, San Mateo County Civil Grand Jury report entitled, "Bike Safety in San Mateo County - Making Bicycling Safer in the County" and authorize the Mayor to sign and send the letter on behalf of the City Council.

BACKGROUND:

On July 10, 2023, the San Mateo County Civil Grand Jury released a report entitled "Bike Safety in San Mateo County - Making Bicycling Safer in the County" (Attachment 2). The purpose of the report is identified as identifying improvements to bicycling safety in San Mateo County to increase bike ridership. Within the report, the Grand Jury developed nine findings and seven recommendations. The City of San Mateo's responses to each finding and recommendation are due to the Grand Jury no later than October 10, 2023.

The Public Works Department and San Mateo Police Department have worked collectively to prepare a draft response letter, which is attached to this report (Attachment 1). The City's responses to the nine findings and seven recommendations are summarized in Table 1 below.

Table 1: San Mateo Grand Jury Report on Bike Safety – Responses to Findings/Recommendations

Finding	City Response
F1. Bicycle policy and the approach to ensuring/improving bicycle safety is not consistent across San Mateo County due, at least in part, to: a) Topography b) Urban vs. suburban environments c) Types of bicyclists (commuter, recreational) d) Varying levels of enforcement of bicycle laws e) Differing knowledge of bicycle laws and safe practices	The City agrees with this finding, relying on the Grand Jury's representations in their report.
F2. Bicycle ridership as an alternative means of transportation (e.g., commuting to work, school, or transit hubs, running errands) is not increasing due, at least in part, to perceived safety issues.	The City does not agree with the first part of this finding due to the lack of standardized annual data regarding bicycle ridership. The City agrees with the second part of this finding that there are perceived safety issues, relying on the Grand Jury's representations in their report.

F3. Bicycle accidents and incidents (such as near misses) are underreported, if reported at all.	The City agrees with this finding, relying on the Grand Jury's representations in their report.
F4. Only bicycle accidents or incidents that trigger a 911 call are consistently logged in the State (SWITRS) database and law enforcement agencies do not log bicycle accident data consistently.	<p>The City agrees with the first part of this finding, in that only bicycle-related incidents known to the San Mateo Police Department are reported to SWITRS, and the City relies on the Grand Jury's representations in their report in partially agreeing with the finding.</p> <p>The City does not agree with the second part of this finding that law enforcement agencies do not log bicycle accident data consistently. The City, per San Mateo Police Department policy and practices, logs bicycle-related accidents in a consistent and standardized reporting manner through SWITRS.</p>
F5. The amount of enforcement of laws, as they pertain to bicyclists and how motorists and bicyclists interact, is inconsistent due to other priorities (e.g., criminal enforcement and general automobile traffic) and the requirement that a citation can generally only be written if the violation is witnessed by an officer.	The City agrees with this finding, primarily relying on the Grand Jury's representations in their report, and it would add that a contributing factor to this issue is the lack of complete reporting of bicycle-related incidents or problem areas to generate the awareness needed to drive increased enforcement.
F6. There is no official metric in San Mateo County and its cities to evaluate how safe it is to ride a bicycle.	The City agrees with this finding, relying on the Grand Jury's representations in their report.
F7. Bicycle safety education, for the bicyclist, pedestrians and motorists, is not consistently offered across San Mateo County.	The City agrees with this finding, relying on the Grand Jury's representations in their report.
F8. Communication between various entities with responsibility for bicycle safety, including Bicycle and Pedestrian Advisory Committees (BPACs), Law Enforcement, City Transportation Planning, and Public Works departments, is not formalized, resulting in inefficiencies, and missed opportunities (e.g., funding for improvements, shared bike safety education, or improving signage).	The City agrees with this finding, relying on the Grand Jury's representations in their report.
F9. City Bicycle and Pedestrian Master Plans or Active Transportation Plans, have not been adopted/created by all SMC cities.	The City agrees with this finding, relying on the Grand Jury's representations in their report.
Recommendation	City Response
R1. By December 2023, all law enforcement agencies and the County Sheriff should submit bicycle related data to SWITRS monthly, and regularly post and update their websites with all reported bicycle accident data.	The recommendation has been implemented. The City reports data to SWITRS with regular updates to the City website.
R2. By December 2023, all law enforcement agencies should begin sending warning letters to motorists for violations of the 3 ft. law.	The recommendation has not yet been implemented, but it will be implemented by the end of 2023.
R3. By June 3, 2024, all law enforcement agencies should provide a means for citizens to report bicycle-related incidents	The recommendation has not yet been implemented, but it will be implemented by the end of 2023.

that are not currently reported to law enforcement, similar to the SMC Sheriff's Department Online Crime Reporting portal.	
R4. By June 3, 2024 each city, town, and unincorporated SMC should offer a bike safety education program for riders and motorists about the laws and safety facts related to bicycles on the road.	The recommendation requires further analysis. Staff will evaluate funding and staffing needed to implement such a program and make a recommendation to City Council regarding implementation within the time period specified.
R5. By June 3, 2024, each city, town, and unincorporated SMC should update or generate a new Bicycle and Pedestrian Master Plan (or Active Transportation Plan) if their current plan is older than five years; consistent with the 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan.	<p>The recommendation has been implemented. The City of San Mateo adopted the current Bicycle Master Plan in April 2020; it will be less than five years old in June 2024. Further, the City is currently developing the Citywide Complete Streets Plan, a multimodal transportation plan focused on increasing safety for all modes on the City's roadways.</p> <p>City staff participated in the development of the C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan to ensure consistency with the City's current adopted transportation plans.</p>
R6. By June 3, 2024, each city, town, and the county should apply (or reapply) online to generate the Bicycle Friendly Community Report Card.	The recommendation has not yet been implemented, but it will be implemented by the specified date.
R7. By February 1, 2024, the County should meet with cities within the County that are willing to participate, to consider establishing a regional effort that integrates the cities' bicycle plans and to discuss how the cities and County could work together to apply for grant opportunities as a region.	The recommendation requires further analysis. The City will be open to meeting with the County by this deadline to consider such an effort.

BUDGET IMPACT:

There is no budget impact associated with this action.

ENVIRONMENTAL DETERMINATION:

Approval of this response letter is not a project subject to CEQA, because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines Section 15378(b)(5).)

NOTICE PROVIDED

All meeting noticing requirements were met.

ATTACHMENTS

Att 1 - Draft Response Letter

Att 2 - Grand Jury Report

STAFF CONTACT

Sue-Ellen Atkinson, Principal Transportation Planner
seatkinson@cityofsanmateo.org
(650) 522-7288

Matthew Lethin, Captain
mlethin@cityofsanmateo.org
(650) 522-7663



CITY OF SAN MATEO
OFFICE OF THE MAYOR

330 W. 20th Avenue
San Mateo, CA 94403
www.cityofsanmateo.org
(650) 522-7000

October 3, 2023

Hon. Nancy L. Fineman
Judge of the Superior Court
c/o Bianca Fasuescu
Hall of Justice
400 County Center; 2nd Floor
Redwood City, CA 94063-1655

RESPONSE TO CIVIL GRAND JURY REPORT: “BIKE SAFETY IN SAN MATEO COUNTY – MAKING BICYCLING SAFER IN THE COUNTY”

Honorable Judge Fineman,

Thank you for the opportunity to review and comment on the above referenced Grand Jury Report filed on July 10, 2023. The City of San Mateo’s response to both the findings and recommendations are listed below.

Response to Grand Jury Findings:

F1. Bicycle policy and the approach to ensuring/improving bicycle safety is not consistent across San Mateo County due, at least in part, to:

- a) Topography
- b) Urban vs. suburban environments
- c) Types of bicyclists (commuter, recreational)
- d) Varying levels of enforcement of bicycle laws
- e) Differing knowledge of bicycle laws and safe practices

Response to F1: The City agrees with this finding, relying on the Grand Jury’s representations in their report.

F2. Bicycle ridership as an alternative means of transportation (e.g., commuting to work, school, or transit hubs, running errands) is not increasing due, at least in part, to perceived safety issues.

Response to F2: The City does not agree with the first part of this finding due to the lack of standardized annual data regarding bicycle ridership.

The City agrees with the second part of this finding that there are perceived safety issues, relying on the Grand Jury's representations in their report.

F3. Bicycle accidents and incidents (such as near misses) are underreported, if reported at all.

Response to F3: The City agrees with this finding, relying on the Grand Jury's representations in their report.

F4. Only bicycle accidents or incidents that trigger a 911 call are consistently logged in the State (SWITRS) database and law enforcement agencies do not log bicycle accident data consistently.

Response to F4: The City agrees with the first part of this finding, in that only bicycle-related incidents known to the San Mateo Police Department are reported to SWITRS, and the City relies on the Grand Jury's representations in their report in partially agreeing with the finding.

The City does not agree with the second part of this finding that law enforcement agencies do not log bicycle accident data consistently. The City, per San Mateo Police Department policy and practices, logs bicycle-related accidents in a consistent and standardized reporting manner through SWITRS.

F5. The amount of enforcement of laws, as they pertain to bicyclists and how motorists and bicyclists interact, is inconsistent due to other priorities (e.g., criminal enforcement and general automobile traffic) and the requirement that a citation can generally only be written if the violation is witnessed by an officer.

Response to F5: The City agrees with this finding, primarily relying on the Grand Jury's representations in their report, and it would add that a contributing factor to this issue is the lack of complete reporting of bicycle-related incidents or problem areas to generate the awareness needed to drive increased enforcement.

F6. There is no official metric in San Mateo County and its cities to evaluate how safe it is to ride a bicycle.

Response to F6: The City agrees with this finding, relying on the Grand Jury's representations in their report.

F7. Bicycle safety education, for the bicyclist, pedestrians and motorists, is not consistently offered across San Mateo County.

Response to F7: The City agrees with this finding, relying on the Grand Jury's representations in their report.

F8. Communication between various entities with responsibility for bicycle safety, including Bicycle and Pedestrian Advisory Committees (BPACs), Law Enforcement, City Transportation Planning, and Public Works departments, is not formalized, resulting in inefficiencies, and missed opportunities (e.g., funding for improvements, shared bike safety education, or improving signage).

Response to F8: The City agrees with this finding, relying on the Grand Jury's representations in their report.

F9. City Bicycle and Pedestrian Master Plans or Active Transportation Plans, have not been adopted/created by all SMC cities.

Response to F9: The City agrees with this finding, relying on the Grand Jury's representations in their report.

Response to Grand Jury Recommendations:

R1. By December 2023, all law enforcement agencies and the County Sheriff should submit bicycle related data to SWITRS monthly, and regularly post and update their websites with all reported bicycle accident data.

Response to R1: The recommendation has been implemented. The City reports data to SWITRS with regular updates to the City website.

R2. By December 2023, all law enforcement agencies should begin sending warning letters to motorists for violations of the 3 ft. law.

Response to R2: The recommendation has not yet been implemented, but it will be implemented by the end of 2023.

R3. By June 3, 2024, all law enforcement agencies should provide a means for citizens to report bicycle-related incidents that are not currently reported to law enforcement, similar to the SMC Sheriff's Department Online Crime Reporting portal.

Response to R3: The recommendation has not yet been implemented, but it will be implemented by the end of 2023.

R4. By June 3, 2024 each city, town, and unincorporated SMC should offer a bike safety education program for riders and motorists about the laws and safety facts related to bicycles on the road.

Response to R4: The recommendation requires further analysis. Staff will evaluate funding and staffing needed to implement such a program and make a recommendation to City Council regarding implementation within the time period specified.

R5. By June 3, 2024, each city, town, and unincorporated SMC should update or generate a new Bicycle and Pedestrian Master Plan (or Active Transportation Plan) if their current plan is older than five years; consistent with the 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan.

Response to R5: The recommendation has been implemented. The City of San Mateo adopted the current Bicycle Master Plan in April 2020; it will be less than five years old in June 2024. Further, the City is currently developing the Citywide Complete Streets Plan, a multimodal transportation plan focused on increasing safety for all modes on the City's roadways.

City staff participated in the development of the C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan to ensure consistency with the City's current adopted transportation plans.

R6. By June 3, 2024, each city, town, and the county should apply (or reapply) online to generate the Bicycle Friendly Community Report Card.

Response to R6: The recommendation has not yet been implemented, but it will be implemented by the specified date.

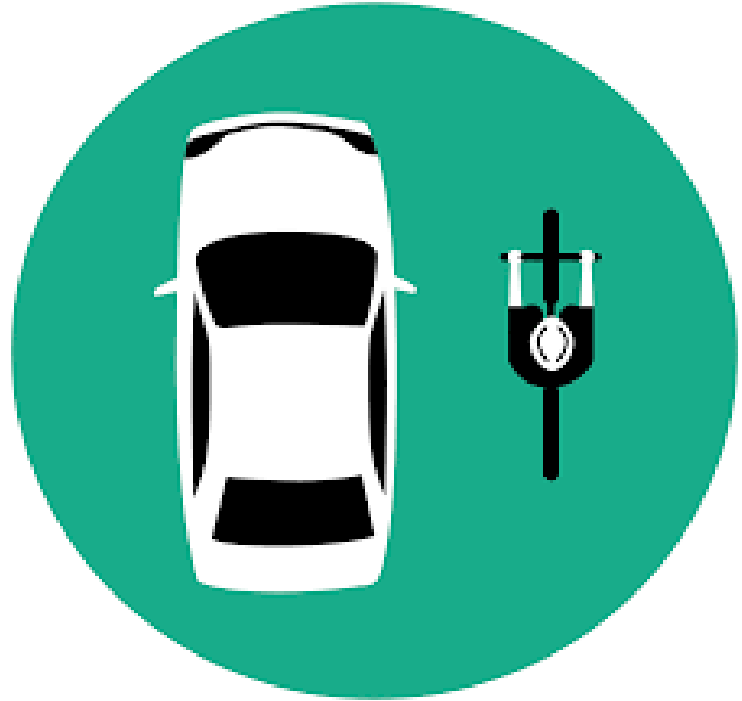
R7. By February 1, 2024, the County should meet with cities within the County that are willing to participate, to consider establishing a regional effort that integrates the cities' bicycle plans and to discuss how the cities and County could work together to apply for grant opportunities as a region.

Response to R7: The recommendation requires further analysis. The City will be open to meeting with the County by this deadline to consider such an effort.

This response to the Grand Jury was approved at a public meeting of the San Mateo City Council on October 2, 2023.

Sincerely,

Amourence Lee
Mayor



Bike Safety in San Mateo County

Making Bicycling Safer in the County

Release Date: July 10, 2023
2022-23 San Mateo County Civil Grand Jury

“Biking is one of the few activities that checks all the boxes at once — it’s active, practical, social, sustainable, stress-relieving, fun, and is a great family activity. Biking has the unique ability to elevate the mundane — it turns errands into adventures. More people on bikes keeps our streets safer, our air cleaner and our communities better connected.” Sonia Elkes, 2021 Bike Champion of the Year for San Mateo County Bay Area Bike to Work Website

“I often drive up Alpine Road near the Stanford golf course and I believe I would have a head-on crash with oncoming cars if I left a 3-foot margin between my car and the thoughtless bikers who ride out partially in the road. What is the best advice for that situation?” Comment on Bicyclists Can Now Report 3’ Rule Violations Online in The Almanac 5/12/2023.

“On the afternoon of Monday, April 10, bicyclist Lester Legarda was fatally struck by a driver on Cañada Road, a rural route popular among walkers, equestrians, and bicyclists. Details of the crash scene suggest that the collision speed was high. One solution to prevent future tragedies along Cañada is tantalizingly simple — reduce the 50-mph speed limit. Sure, drivers will likely continue to exceed the speed limit. But just like the paint on the road that defines where drivers are supposed to drive, posted speed limits set expectations for acceptable driver behavior.” Reduce the speed limit on Canada Road San Mateo Daily Journal 04/20/23.

Bike Safety in San Mateo County: *Making Bicycling Safer in the County*

ISSUE

As bicycle riding has become an ever more meaningful form of transportation, especially with the popularization of eBikes, the demand by County residents for safe micro-mobility solutions has soared. Are San Mateo County and its municipalities positioned to respond to safety concerns and meet those demands?

SUMMARY

Whether for commuting or recreational purposes, residents in every jurisdiction of San Mateo County (SMC), as well as from the surrounding Bay Area counties, use bicycles. Because bicycles are widely available, for some the only mode of getting to and from work and jobs, and ridden in every jurisdiction, bicycle safety has become an increasingly important issue for SMC and its cities and towns. Without greater focus on bike safety, the number of riders will remain low, because people will avoid bicycling when they don't feel safe. The benefits of increasing bicycle riding are important to all residents of San Mateo County: reducing motor vehicles, healthy lifestyle and an inexpensive form of transportation. Accordingly, San Mateo County, and its cities and towns have a responsibility to make it safe for drivers and pedestrians, as well as bicyclists.

Due to differences in terrain, population density, and existing infrastructure, the 20 different municipalities and the unincorporated portions of the County have differing bicycle safety needs and requirements. Some cities are very hilly, making commuting to work, school, or transit stations nearly impossible. Others are more urban and accommodate many more commuting bicyclists. The County also has some areas that are primarily recreational biking destinations and areas that accommodate both commuting bicyclists and recreational bicyclists. As a result, each community also assigns a different level of importance to bicycle safety relative to other issues, such as crime, motor vehicle safety and public works improvement projects. And education and enforcement about bicycle laws varies from one jurisdiction to another.

Despite the differences among the jurisdictions, there are several commonalities. One is that cities and law enforcement do not consistently maintain records about bicycle near misses, accidents, or complaints; data is neither broadly available nor consistently maintained. Another commonality is that government entities focused on bicycling and/or improving bicycle safety do not communicate and collaborate with each other often enough, if at all. This makes it difficult to get accurate information on the number and severity of incidents and gauge how safe it is to bicycle in San Mateo County. Without data, and communication among the municipalities, San Mateo County and its cities and towns lose out on available state and local funding to improve bicycle safety through physical improvement projects.

To improve bicycle safety and thereby increase ridership, San Mateo County and its cities and towns need to:

1. Create effective ways to educate bicycle riders and motorists about bicycle rules of the road to enhance predictability.
2. Develop consistent communications among government organizations responsible for bike safety (e.g., between law enforcement and public works).
3. Conduct enforcement details in each jurisdiction to ensure enforcement leads to education.
4. Collect accurate data about accidents and incidents that is crucial to supporting and justifying grant applications and funding from State and local agencies for physical improvements to infrastructure for bicyclists (e.g., connectivity of bicycle routes from one city to another), needed signage, and other engineering improvements.

BACKGROUND

Why is bike safety an important topic?

Statistically, the safer a person feels riding a bike, the more likely they will use it as regular transportation; both as a commuter and a recreational user.

Fifty-three percent of Americans worry about being hit by a motor vehicle when riding a bicycle; 47% say they would be more likely to ride a bike if pathways were physically separated from motor vehicles.¹

However, bicycle accident statistics, though better than in 1998, averaged 231 fatalities and injuries over the last ten years. The average was 203 fatalities the last three years, but the drop includes the pandemic shutdown and more people working from home. The source of the recent data is the California Statewide Integrated Traffic Records System (SWITRS²) database, managed by the California Highway Patrol. All law enforcement agencies are required to submit accident data to the database on a regular basis.

A 2002-2003 SMC Civil Grand Jury titled, *Bike Safety in San Mateo County*³, questioned whether San Mateo County and the cities adequately consider and support safe bicycle travel? At that time, it was estimated that 46% of Americans bicycle for pleasure and 300,000 County residents bicycle at least occasionally. Commuting by bicycle was less than 1% in the County.

That year's Grand Jury found that bicycle infrastructure for safe travel needed improvement, but funding was an issue. It also found that communication and planning between the county and the cities on bicycle projects and safety could be improved. And that throughout SMC, bicycle safety was not a high priority. The primary recommendation of the report was the county, and all cities should develop a long-term strategic bicycle and safety plan.

¹ People for Bikes: <https://www.peopleforbikes.org/news/building-for-tomorrow>

² <https://iswitr.chp.ca.gov/Reports/jsp/logout.do>

³ https://www.sanmateocourt.org/court_divisions/grand_jury/2002reports.php?page=02SMC-Bicycle.html

A few things have changed since then.

Over the years, the focus of cities and the county on improving bike and pedestrian forms of transportation has increased:

- Bicycle maps and routes are now generally available online.
- The City/County Association of Governments (C/CAG) updated their San Mateo County Comprehensive Bicycle and Pedestrian Plan in 2011⁴ and 2021⁵.
- California enacted Assembly Bill 1358, **California Complete Streets Act of 2008**⁶, requiring all cities and counties to include complete streets policies as part of any substantial revision to the circulation element of their general plans; and cities and the County have adopted these complete streets policies, noting these policies in their Bicycle and Pedestrian Master Plans, or Active Transportation Plans.
- SMC and most of its municipalities have created and consistently upgraded their Bicycle and Pedestrian Master Plans.
- Unincorporated San Mateo County has created an Active Transportation Plan⁷ (Active Transportation is a term often used to cover walking, bicycling, and other motorized devices as a primary mode of transportation).
- C/CAG, Unincorporated SMC and some cities have created Bike and Pedestrian Advisory Committees to address active transportation improvements, safety issues, and other citizen related requests.

Meanwhile, the number of bicyclists in San Mateo County has not increased since 2002, according to the California Household Travel Survey, which is regularly used for data on the number of bicyclists in a community, but is restricted to commuting.

The 2002 and 2012 surveys showed only 1% of SMC's population rides bicycles as a form of transportation. Looking at the various municipalities' Bicycle and Pedestrian Master Plans, and the surveys and counts discussed in the plans, bicycle commute ridership still hovers at approximately 1% within SMC.

It is important to note that the number of people in SMC using bicycles in lieu of a car has not increased in 20 years. This is in contrast to the estimated number of recreational bicyclists (46%) in SMC, who also use streets and bicycle paths and expect a safe ride⁸.

⁴ https://ccag.ca.gov/wp-content/uploads/2014/07/CBPP_Main-Report_Sept2011_FINAL.pdf

⁵ https://ccag.ca.gov/wp-content/uploads/2021/05/6_A1_San-Mateo-County-Comprehensive-Bicycle-and-Pedestrian-Plan-Update-Final-Plan.pdf

⁶ http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.pdf

⁷ <https://www.smcsustainability.org/livable-communities/active-transportation/unincorporated-smc-active-transportation-plan/>

⁸ https://ccag.ca.gov/wp-content/uploads/2021/05/6_A1_San-Mateo-County-Comprehensive-Bicycle-and-Pedestrian-Plan-Update-Final-Plan.pdf

However, even with roadway and signage improvements over the past 20 years, there is much San Mateo cities and the county can do to improve bicycle safety.

DISCUSSION

The merits of bicycle riding may seem self-evident, but a wide range of research reveals often surprising benefits to local economies, personal health, the environment, traffic congestion, and pedestrian safety that are unique to bicycle friendly communities.

Health Benefits

Bicycle riding contributes to both physical and mental health. Regular exercise such as cycling can help prevent heart issues⁹ such as stroke, heart attack, high blood pressure, and may also help prevent and manage type 2 diabetes.¹⁰ Riding a bicycle is good for cognitive health and emotional well-being and can ease feelings of stress, depression, or anxiety.¹¹

All in all, bicycling for only 30 minutes a day reduces a person's chances of diabetes, dementia, depression, colon cancer, cardiovascular disease, anxiety and high blood pressure by 40 percent or more.¹²

The World Health Organization has found that "If every adult EU citizen walked or cycled for 15 extra minutes per day, we'd have 100,000 fewer people dying prematurely, each year."¹³

Environmental Benefits

Among the most obvious benefits of cycling is its benign effects on the environment. A solo driver in an average car releases about 1.1 pounds of CO₂ per mile.¹⁴ A standard compact to midsize car that travels 12,000 miles will emit 11,000 pounds of CO₂.¹⁵ The average car produces about 1.3 billion cubic yards of polluted air over the course of its lifespan plus worn tire particles, brake wear, and the emissions from other materials in the car also contribute to air pollution.¹⁶ Recent research in Europe found that traveling by bicycle instead of by car once a day decreases your transportation carbon footprint by 67%.¹⁷

⁹ <https://www.hopkinsmedicine.org/health/wellness-and-prevention/exercise-and-the-heart>

¹⁰ <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4942105/>

¹¹ <https://www.psychologytoday.com/us/blog/minding-the-body/201505/bicycling-can-sharpen-your-thinking-and-improve-your-mood>

¹² https://www.exerciseismedicine.org/assets/page_documents/EIMFactSheet_2014.pdf

¹³ <https://ecf.com/news-and-events/news/walking-and-cycling-reduce-congestion>

¹⁴ <https://www.sharetheroad.ca/what-are-the-environmental-traffic-congestion-benefits-of-cycling--s16223>

¹⁵ <https://www.treehugger.com/cars-are-causing-air-pollution-we-breathe-new-study-finds-4856825>

¹⁶ <https://www.scholaradvisor.com/essay-examples-for-college/bicycle-helps-reduce-air-pollution/>

¹⁷ <https://www.sciencedirect.com/science/article/pii/S1361920921000687>

Traffic

As active transportation choices like walking and bicycling gain attention and popularity, researchers are beginning to investigate the role these travel modes can play in reducing traffic congestion.¹⁸ Studies show that measures taken to promote bicycling and walking have a positive effect on congestion.

Research in Washington, DC identified a causal effect of the presence of a bike-share station on traffic congestion. The result is a 2-to-3% reduction in traffic congestion that can be attributed to the bike-share station within the sample.¹⁹

Economic Benefits

Among the more surprising findings is the positive economic impact from an increase in bicycle usage but studies show that the bicycle-related economy creates jobs, economic activity, and cost savings.²⁰

Bicycle trails and facilities have a positive, statistically significant impact on home values; a 2006 study in Minneapolis found that the median home values rose \$510 for every quarter mile they were located closer to an off-street bikeway.²¹

Indianapolis' Cultural Trail, an 8-mile network of separated bike and pedestrian lanes, has reinvigorated a number of struggling business districts and sparked a whopping \$1 billion in increased property values.²²

And in an era when streets and sidewalks across the county are in various states of disrepair, bicycle projects can significantly reduce the cost of maintaining and expanding our transportation systems.²³ Even protected bicycle lanes are "dirt cheap to build compared to road projects," says Gabe Klein, a partner at Fontinalis, a venture capitalist firm founded by Ford Motor Co. Chairman Bill Ford. Cities everywhere need to be more efficient about the money they spend to move people. "We need to get more use from the streets we already have."

Research indicates that investments in cycling infrastructure generate more jobs per dollar spent than investments in road-only infrastructure; cycling projects create a total of 11.4 local jobs for each \$1 million spent while road-only projects create 9.6 jobs per \$1 million.²⁴

¹⁸ <https://kawarthanow.com/2019/01/17/reduce-traffic-congestion-bikes-can-do-that>

¹⁹ <https://www.resources.org/archives/commentary-does-bicycle-infrastructure-reduce-traffic-congestion/>

²⁰ <https://railyards.com/blog/7-benefits-of-bike-friendly-communities>

²¹ <https://smartcity.press/bicycle-infrastructure-in-smart-city/>

²² <https://indyculturaltrail.org/2015/07/23/economic-impact-figures-released/>

²³ <https://www.aarp.org/livable-communities/getting-around/info-2016/why-bicycling-infrastructure-is-good-for-people-who-dont-ride-bikes.html>

²⁴ <https://www.sharetheroad.ca/what-are-the-environmental-traffic-congestion-benefits-of-cycling--s16223>

Bicycle friendly communities are important to millennial job seekers and functional bicycle infrastructures help companies attract talent. “States and cities are competing for the most mobile generation ever and so the job creators and the innovators are really pushing for these amenities.”²⁵

Safety

The most comprehensive study of bicycle and road safety to date finds that building safe facilities for cyclists is one of the biggest factors in road safety for everyone. Bicycling infrastructure -- specifically, separated and protected bike lanes -- leads to fewer fatalities and better road-safety outcomes for all road users.²⁶

Davis, CA was the first city to gain “platinum” status by the League of American Bicyclists and is often referred to as the “bicycle capital of America.” From 1996 to 2007, Davis only had nine fatal road crashes. Despite having the largest percentage of bike commuters in the United States, none of these accidents involved a bicyclist. With a fatal crash rate of less than 1.5 per 100,000 residents, far fewer people are killed on Davis’ roads than in the U.S. as a whole, which averaged 14.5 fatalities per 100,000 residents.

Portland, OR, another platinum bicycling city, saw a nearly 50% decrease in road fatalities as it increased its bicycle mode share from 1.2% in 1990 to 5.8% in 2000. Bike friendly communities are safer for all road users, no matter what type of transportation is being used.

Social Benefits

Finally, bicycle riding as an alternative to car travel is associated with a number of social benefits, including increased social interaction, social networks, and social capital.²⁷ A bicycle rider has a completely different relationship with their environment than those who are cocooned in their cars.

When communities invest in bicycle infrastructure, everyone benefits. Overall, bicycle commuters are healthier and bicycle-friendly streets are safer for everyone on the road. Bicycle friendly communities reap economic benefits including more retail activity and increased home values. The evidence is clear: bicycling brings big benefits to communities who embrace it.

Status Today

Twenty years after the first San Mateo Grand Jury report, significant gaps remain in jurisdictions’ approach to bicycle safety:

²⁵ <https://railyards.com/blog/7-benefits-of-bike-friendly-communities>

²⁶ https://www.cnu.org/sites/default/files/marshallw_cnu18.pdf

²⁷ <https://www.peoplepoweredmovement.org/benefits-of-biking-walking/>

- San Mateo County and its municipalities’ characteristics make it difficult to create a consistent approach to bicycle safety.
- The use of bicycle safety education as a tool to increase safety for bicyclists and motorists is underutilized Countywide.
- Communication and coordinated planning across city lines is the exception, rather than the norm. Reporting of bicycle-related incidents is inconsistent throughout the county.
- Enforcement of bicycle laws, for motorists and bicyclists, is inconsistent and not prioritized.

Bicycle Safety in San Mateo County Cities

Each city and town in San Mateo County is unique and has a different relationship with bicycle use and safety. These variations include:

- Topography
- Objectives and priorities re bicycles and ridership
- Safety Perception
- Infrastructure
- Impact of eBikes
- Role of enforcement in bicycle safety.

For example:

Woodside and Portola Valley: Woodside and Portola Valley are hill communities with narrow roads. Woodside has a very active Circulation Committee which keeps a close eye on large bicycling events in the community and Portola Valley is focused on managing bicyclists on the weekend. But in both cases, the communities concentrate on ensuring quality of life for residents. They both see mostly recreational bicyclists. Woodside has invested as much as \$1 million to ensure a “safe route to school” for the children. However, the communities don’t make a strong effort to track riders or accidents. In both communities the Sheriff’s Office, which is their policing arm, enforces rules at some problem locations, but not regularly.

Hillsborough: Hillsborough is a relatively insular community by nature of its location and topography. It has no commercial districts and is, to a large degree, rather hilly. The view on bicyclists is very much a neighborhood view: meaning the expectation is that if there are problems with bicyclists they are brought up by members of the neighborhoods. The primary focus on any kind of organized bicycling safety activity is efforts to teach children bicycle safety and safe routes to school at the beginning of the school year.

Belmont: Until quite recently, the City has been completely focused on ensuring that the community is comfortable for single family dwellings. However, areas close to El Camino Real are more commercial and have denser housing. The community now has both recreational and commuting bicyclists using the roads. While Belmont does have a bicycle master plan and holds an annual bike safety program for children and teenagers,

more needs to be done. The City needs to obtain funding from external Federal, State and County sources to do more.

Half Moon Bay: Possibly more than any other community in San Mateo County, Half Moon Bay has a sophisticated, complex relationship with bicyclists. On the one hand, Half Moon Bay attracts many visitors -- both vacationers and visitors from other Bay Area communities; and on the other hand, it has a robust population of residents who use their bicycles to get to work, school, and stores. Moreover, while Half Moon Bay has many surface streets, it is dominated by Highways 1 and 92 which have many challenging safety issues. As a result, the community has a bicycle master plan that focuses on bicycle safety and traffic planning. Despite this very proactive approach, the City deals with sometimes devastating safety issues. However, it appears that concern for bicycle safety is shared by many of the participants in the community.

San Mateo: The City of San Mateo updated its bicycle master plan in 2020. As a result, the City has focused on a variety of contemporaneous issues. These include working to develop a roadway network which could accommodate both bicycles and other types of active transportation. The City believes that it still skews toward recreational bicycling but is finding that more people want to use bicycles as a way of getting around. The master plan covers some education issues such as safe routes to school and safe bicycling for seniors. The plan does not talk about safety per se but addresses it from the vantage point of education. Though the City is focused on these matters it still recognizes that there's more education to be done about the rules of the road for bicyclists.

Unincorporated San Mateo County: Large areas of San Mateo County are small towns, private land, and open space, bisected, primarily, by two lane roads and highways. To address bicycle safety in these areas, the county created the Unincorporated San Mateo County Bicycle and Pedestrian Committee. Though there is no explicit Bicycle and Pedestrian Master Plan, they do contribute to the SMC Active Transportation plan. The Committee makes recommendations regarding bicycle and pedestrian related grants, but expressed frustration with money not being shared equitably. Additionally, the Committee inputs bicyclist's feedback. They are concerned with the number of incidents between motorists and bicyclists that are not addressed by law enforcement. The Committee has been working with the County Sheriff to address the problem.

These are just a few examples of San Mateo County and its municipalities' approach to bicycle safety. But because the communities are so diverse, thinking about bicycle safety needs to be broad-minded.

Bicycle Safety Education in SMC: Not just for cyclists

Since bicycle safety is crucial to encouraging bicycle usage, it follows that bicycle safety education is an essential component of the bicycle safety equation.

According to the US Department of Transportation: “Educating people about safe bicycling and walking, enforcing laws that make it easier and safer for people to bicycle and walk, and encouraging people to bicycle and walk, may help increase walking and bicycling activity, especially when combined with infrastructure improvements.”²⁸

Moreover, as noted on the National Highway Traffic Safety Administration’s Bicycle Safety web page, “A large percentage of crashes can be avoided if motorists and cyclists follow the rules of the road and watch out for each other.”²⁹

In San Mateo County, much of the focus on bicycle safety and bicycle safety education is focused on ensuring safe routes to schools for children. Several communities, as detailed below, have much more comprehensive approaches to bicycle safety education in their Bicycle and Pedestrian Master Plans. Here are some examples:

- **Burlingame (Excerpt from the Bicycle and Pedestrian Master Plan)**

Policy 11: Educate people walking, bicycling, and driving, and the general public about roadway safety and the benefits of bicycling and walking.

11.1: Support the continuation and expansion of bicycle safety education programs such as those taught by Silicon Valley Bicycle Coalition and the San Mateo County Office of Education.

Policy 12: Encourage Burlingame public schools to participate in the Safe Routes to School program organized by the San Mateo County Office of Education.

- **Brisbane’s Master Bicycle and Pedestrian Plan examples:**

“Policy 4.A.5: Provide support for programs that educate drivers, bicyclists and pedestrians about their rights and responsibilities, as well as traffic education and safety programs for adults and youth.”

“Programs support bicycling and walking by providing encouragement to those considering bicycling and walking, education for motorists, bicyclists, and pedestrians about safe and appropriate sharing of streets and roads, and enforcement of traffic laws that help ensure the safety of vulnerable road users.”

- **County Sheriff:**

The San Mateo County Sheriff’s office publishes a pamphlet, *Bicycle Safety*³⁰, on the California Vehicle Code sections related to bicycle safety. One City, Woodside, references this document, which could be used by all cities, schools and police

²⁸ https://safety.fhwa.dot.gov/ped_bike/ped_focus/docs/fhwasa17050.pdf

²⁹ <https://www.nhtsa.gov/road-safety/bicycle-safety>

³⁰ https://www.woodsidetown.org/sites/default/files/fileattachments/community/page/33495/bicycle_safety.pdf

departments to improve bicycle safety education. However, the document is not available on the SMC Sheriff website.

- **City of San Mateo:**

San Mateo has some support for bicycle use and safety on its City website. The pages are listed in the table below.

EXISTING		
Support Program	Description	Webpage
Bicycle Webpage	There is brief text about bike routes and using a bike with public transport on the City's webpage	http://www.cityofsanmateo.org/2125/Parking-and-Transportation
Bicycle Education Events	The city's Public Works Department hosts an annual bike rodeo	http://www.cityofsanmateo.org/3736/Bike-Rodeo

Moving to Excellent Bike Safety Education in all SMC Cities

Overall, the approach to bicycle safety education in SMC communities is inconsistent. Several of the master plans recognize that bicycle safety education is about teaching motorists and cyclists of all ages about the guidelines for bicycle safety. Other communities either don't focus much on education or are focused exclusively on "Safe Routes to School".

Nonetheless, there are a handful of programs identified in the table below that creatively address bicycle safety, which San Mateo County and its municipalities should consider adopting.

RECOMMENDED FOR ALL SMC CITIES		
Support Program	Description	Webpage
Establish child and adult education programs	Identify and implement education programs for children and adults that build bicyclists' confidence, done in coordination with the Parks and Recreation Department, Police or Local Schools.	https://www.portlandoregon.gov/transportation/article/565224 http://www.cityofsanmateo.org/2125/Parking-and-Transportation
Establish Safe Routes to School Funding	Establish a stable funding source for Safe Routes to School programming	https://www.metro.net/projects/sr_ts/fund-your-program
Implement and promote demonstration projects	Implement short-term, high-visibility bicycle demonstration or 'pop-up' projects to serve as models that can be applied throughout the city. Market bicycle safety.	https://transportation.bellevuewa.gov/UserFiles/Servers/Server_4779004/File/Transportation/Publications/PBII_Demo%20Bikeway%20Brochure_20180205.pdf
Provide safety education program for users of all modes	Provide safety education programs or communications campaigns for people driving, bicycling, walking, and using micro mobility devices that encourage safe travel behaviors.	http://www.pedbikeinfo.org/
Create a robust bicycling webpage	Develop and maintain a content rich mobility webpage(s) on the County/City website and communicate how to reach city destinations by bike, on foot or on micro-mobility devices. Include information on these transportation options.	https://www.metro.net/riding/go-bike http://www.cityofsanmateo.org/2125/Parking-and-Transportation

Bicycle & Pedestrian Master Plans and Advisory Committees: Planning Across the County

The 2002 SMC Grand Jury Report recommended that all municipalities create Bicycle and Pedestrian Master Plans. As a best practice, the municipalities were encouraged to form Bicycle and Pedestrian Advisory Committees.

To date, almost all San Mateo County jurisdictions or cities have Bicycle and Pedestrian Master Plans, or Active Transportation Plans. Most, if not all of these plans, align with recommendations from the 2011 C/CAG's San Mateo County Comprehensive Bicycle and Pedestrian Plan. The 2021 update of C/CAG's plan enhances and adds to the 2011 C/CAG San Mateo County plan, but most of the cities and towns have not updated their plans to be consistent with the 2021 plan. (See Appendix D for a complete list of San Mateo County's Bicycle & Pedestrian Master Plans.)

The cities' bicycle and pedestrian master plans help each city by identifying strategies to improve bicycle and pedestrian safety. The plans recommend improvements for roadway connectivity for bicyclists and pedestrians, within each city as well as with neighboring cities. Numerous plans reference the Silicon Valley Bicycle Coalition and the League of American Bicyclists (LAB) as organizations that have certified instructors for bicycle safety education. At least several of the plans also discuss the LAB Bicycle Friendly Community Report Card to which five SMC cities and San Mateo County belong. The plans list potential State and Federal funding for projects that improve safety and roadway connectivity and make clear the importance of annually evaluating and tracking progress against objectives.

However, in SMC, County committees and municipalities do not always work together to generate consistent plans that meet C/CAG's goal for a Countywide bicycle backbone. Though C/CAG does have an advisory committee which includes representatives from municipalities, it does not have control over what individual municipalities decide to do regarding grant applications, infrastructure projects for better bicycle and pedestrian safety and education initiatives. If the municipalities endeavored to work together to prioritize projects and programs that are consistent with C/CAG's priorities, it would benefit all of San Mateo County, especially with respect to providing north-south connectivity between municipalities.

Metrics: If you don't measure it, you can't improve it.

One important measure of bicycle safety is arriving safely at a destination. This is usually reflected in the negative; that is, the number of fatalities and injuries during a calendar year versus the number of successful bicycle trips.

In San Mateo County, the cities and county rely heavily on data supplied to the California Highway Patrol (CHP) to state the number of fatalities and injuries. The CHP then maintains a database, SWITRS (California Statewide Integrated Traffic Records System), which is accessible

to the public. And, UC Berkeley maintains a website, TIMS³¹ (Transportation Injury Mapping System), which can further refine the raw data from SWITRS.

However, relying on this data to evaluate Bicycle Safety is problematic.

Law enforcement agencies in the County submit their bicycle accident data to SWITRS based on incidents that result in fatality or injury. However, there are bicycle accidents resulting in injury which don't make it into SWITRS because law enforcement is not called. Some examples are bicyclists being forced off the road by motor vehicles, collision near misses and, of course, bicyclist error. Consequently, the actual number of bicycle accidents is underreported and, more importantly, the list of accident locations is not complete. Cyclists that have an incident that does not involve either the police or the fire department do not have a consistent means to log their experience. That data goes unreported. And this goes both ways; there is no means for a motorist to complain about bicycle riders' unsafe behavior.

Countywide there is no uniform metric to measure Bicycle Safety. Without such a measure, it's impossible to assess progress while building infrastructure, enforcing laws, and educating everyone in safety principles.

An obvious metric is bicycle accidents as recorded by SWITRS and online reports, but there is another metric which evaluates the complex equation that results in safe bicycling: ***Bicycle Friendly America Certification***³².

The League of American Cyclists is a national organization dedicated to creating "safer roads, stronger communities and a Bicycle Friendly America for everyone." This is a grassroots organization dedicated since 1880 to protecting the right to safe and enjoyable bicycling. A valuable achievement of this organization is establishing the Bicycle Friendly America (BFA) certification for cities and counties. This consists of a very detailed application³³ that a city or county official fills out to get a comprehensive rating of bicycle safety. BFA defines bicycle safety using 5 E's:

- Equity and Accessibility: A bicycle-friendly America for everyone
- Engineering: Creating safe and creative places to ride and park
- Education: Giving people of all ages and abilities the skills and confidence to ride
- Encouragement: Creating a strong bike culture that welcomes and celebrates bicycling
- Evaluation and Planning: Planning for bicycling as a safe and viable transportation option [Note that Enforcement, a common element in the 5 E's of safety, is not included in the BFA definition.]

³¹ <https://tims.berkeley.edu/summary.php?showArea=city&expandTables=false&injury=3&yearRange=3&showMap=crashes>

³² <https://bikeleague.org/bfa/>

³³ <https://bicyclingfriendly.secure-platform.com/a/organizations/main/home>

The application covers the BFA 5 E's and investigates what it calls the 10 building blocks of a Bicycle Friendly Community (BFC). Finally, the rating includes steps to reaching the next level of excellence. Oakland in 2022, for example, received a GOLD rating Report Card³⁴ having been BRONZE in 2010 and SILVER in 2014. The following cities and SMC have received the following ratings:

- Menlo Park³⁵: GOLD: 2017
- Redwood City³⁶: BRONZE: 2016
- San Carlos³⁷: BRONZE: 2016
- San Mateo³⁸: BRONZE: 2016
- South San Francisco³⁹: BRONZE: 2018
- San Mateo County⁴⁰: BRONZE: 2016

The BFC Report Card is a valuable metric that all cities and the County should make use of. If SMC cities develop the information necessary to answer objective and comprehensive questions about bicycle safety, each jurisdiction would have a consistent metric that can be used to measure bicycle safety progress across the County.

Law Enforcement and Bicycle Safety

Laws regarding the operation of bicycles are in the California Vehicle Code (CVC), but in general, bicycles are governed by the same rules of the road as motor vehicles.

SMC law enforcement organizations are concerned that there is currently no way for them to track bicycle, pedestrian, and vehicle accidents, from near misses to actual contact, that did not require police involvement. And, even if an incident or infraction is reported, an officer may or may not go out to speak with the complainant.

Other than the initial report, there is no single repository in SMC to store and retrieve information regarding bicycle-related citations or enforcement of bicycle law so it can be used in the future.

And perhaps most importantly, the enforcement of laws, regarding motorists and bicyclists, is inconsistent due to competing priorities and the requirement that a citation requires an incident be witnessed by an officer.

³⁴ https://bikeleague.org/sites/default/files/bfareportcards/BFC_Fall_2022_ReportCard_Oakland_CA.pdf

³⁵ https://bikeleague.org/sites/default/files/bfareportcards/BFC_Fall_2017_ReportCard_Menlo_Park_CA.pdf

³⁶ https://bikeleague.org/sites/default/files/bfareportcards/BFC_Spring_2016_ReportCard_Redwood_City_CA.pdf

³⁷ https://bikeleague.org/sites/default/files/bfareportcards/BFC_Fall_2016_ReportCard_San_Carlos_CA.pdf

³⁸ https://bikeleague.org/sites/default/files/bfareportcards/BFC_Fall_2016_ReportCard_San_Mateo_CA.pdf

³⁹ https://bikeleague.org/sites/default/files/bfareportcards/BFC_Fall_2018_ReportCard_South_San_Francisco_CA.pdf

⁴⁰ https://bikeleague.org/sites/default/files/bfareportcards/BFC_Spring_2016_ReportCard_San_Mateo_County_CA.pdf

Conflicting Priorities

Law enforcement prioritizes assets based on the needs of the community, as well as their operating budget, when it comes to providing services. While public and political prioritization of bicycle safety issues may come up from time to time, calls for service are always prioritized. This results in minimal officer resources dedicated to bicycle safety.

Police forces will:

- Focus resources or staff on bicycle safety, if there is an uptick in accidents at a particular location, citizen requests/calls, or requests from a jurisdiction's public works or traffic departments to focus on certain locations; or
- Provide teams to schools and special events for bicycle safety education
- Much less often, assign their police officers to bicycle safety duty exclusively (some police departments do have officers that patrol on bicycles).

In addition, law enforcement agencies do not always enforce eBike laws, but this is mostly due to the popularity of eBikes being ahead of law enforcement policies.

Because of these conflicting priorities, and limited staff, enforcement of bicycle laws pertaining to motorists as well as bicyclists appears to be underreported.

Policing Bicycles and eBikes

Law enforcement departments in the county are very aware of the importance of bicycle safety. Common sense says people generally want the streets to be safe for motor vehicles which translates to most officer resources going to motor vehicle enforcement.

It's possible that safer bicycle riding could lead to fewer cars and free up police resources for more pressing issues.

The New 3' Law for Motorists and Bicycles

In January 2023, California amended the California Vehicle Code (CVC). The new law (AB. 1909) requires all motorists to give a bicyclist three feet of clearance when passing on the left-hand side of the bicyclist or (depending on the width of the road) reduce speed appropriately, when passing. (See CVC: 21750 (b) (c) (d)). This is particularly crucial on narrow two-lane roads where there are many reports of bicyclists being forced off the road or hit by motor vehicles.

Hampering the situation is the requirement that a citation can only be written if the incident is witnessed by the officer. With the advent of helmet-worn cameras, cyclists have attempted to record these incidents with the hope that the recording can be used as "visual evidence". But this evidence, post incident, cannot be used to issue a citation.

The San Mateo County Sheriff's Department recently announced it will allow the public to submit these incidents on the Sheriff's website.⁴¹ These reports have since resulted in the

⁴¹<https://www.almanacnews.com/news/2023/05/12/bicyclists-can-now-report-3-foot-rule-violations-online-in-san-mateo-county>

department sending a violation letter to the offending motorist; this is not a citation. However, only incidents that occur in unincorporated San Mateo County, Woodside, Portola Valley, San Carlos, Half Moon Bay, and Millbrae can use this online resource.

Citations vs. Reprimands for Education Purposes:

It is at the officer's discretion, when addressing a law infraction, to issue a citation or give a reprimand. One advantage of a reprimand is that it creates an opportunity to educate. With officers focusing on education, these brief encounters, cumulatively, can do a lot to improve bicycle safety, for bicyclists and motorists. But only if these reprimand stops are recorded officially can an accurate picture of bicycle safety be established.

FINDINGS

F1. Bicycle policy and the approach to ensuring/improving bicycle safety is not consistent across San Mateo County due, at least in part, to:

- a. Topography
- b. Urban vs. suburban environments
- c. Types of bicyclists (commuter, recreational)
- d. Varying levels of enforcement of bicycle laws
- e. Differing knowledge of bicycle laws and safe practices.

F2. Bicycle ridership as an alternative means of transportation (e.g., commuting to work, school, or transit hubs, running errands) is not increasing due, at least in part, to perceived safety issues.

F3. Bicycle accidents and incidents (such as near misses) are underreported, if reported at all.

F4. Only bicycle accidents or incidents that trigger a 911 call are consistently logged in the State (SWITRS) database and law enforcement agencies do not log bicycle accident data consistently.

F5. The amount of enforcement of laws, as they pertain to bicyclists and how motorists and bicyclists interact, is inconsistent due to other priorities (e.g., criminal enforcement and general automobile traffic) and the requirement that a citation can generally only be written if the violation is witnessed by an officer.

F6. There is no official metric in San Mateo County and its cities to evaluate how safe it is to ride a bicycle.

F7. Bicycle safety education, for the bicyclist, pedestrians and motorists, is not consistently offered across San Mateo County.

F8. Communication between various entities with responsibility for bicycle safety, including Bicycle and Pedestrian Advisory Committees (BPACs), Law Enforcement, City Transportation Planning, and Public Works departments, is not formalized, resulting in inefficiencies, and missed opportunities (e.g., funding for improvements, shared bike safety education, or improving signage).

F9. City Bicycle and Pedestrian Master Plans or Active Transportation Plans, have not been adopted/created by all SMC cities.

RECOMMENDATIONS

R1. By December 2023, all law enforcement agencies and the County Sheriff should submit bicycle related data to SWITRS monthly, and regularly post and update their websites with all reported bicycle accident data.

R2. By December 2023, all law enforcement agencies should begin sending warning letters to motorists for violations of the 3 ft. law.

R3. By June 3, 2024, all law enforcement agencies should provide a means for citizens to report bicycle-related incidents that are not currently reported to law enforcement, similar to the SMC Sheriff's Department Online Crime Reporting portal.

R4. By June 3, 2024 each city, town, and unincorporated SMC should offer a bike safety education program for riders and motorists about the laws and safety facts related to bicycles on the road.

R5. By June 3, 2024, each city, town, and unincorporated SMC should update or generate a new Bicycle and Pedestrian Master Plan (or Active Transportation Plan) if their current plan is older than five years; consistent with the 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan.

R6. By June 3, 2024, each city, town, and the county should apply (or reapply) online to generate the Bicycle Friendly Community Report Card.

R7. By February 1, 2024, the County should meet with cities within the County that are willing to participate, to consider establishing a regional effort that integrates the cities' bicycle plans and to discuss how the cities and County could work together to apply for grant opportunities as a region.

REQUEST FOR RESPONSES

Pursuant to Penal Code Section 933.05, the Civil Grand Jury requests responses from the San Mateo County Board of Supervisors, County Sheriff and all 20 cities and towns' governing bodies for each Finding and Recommendation.

The governing bodies should be aware that their comments or responses must be conducted subject to the Brown Act's notice, agenda, and open meeting requirements.

RESPONSE REQUIREMENTS

California Penal Code Section 933.05, provides (emphasis added):

(a) For purposes of subdivision (b) of Section 933, as to each grand jury finding, the responding person or entity shall report one of the following:

- (1) The respondent **agrees** with the finding.
- (2) The respondent **disagrees** wholly or partially with the finding; in which case the response **shall specify the portion of the finding that is disputed and shall include an explanation of the reasons, therefore.**
- (b) For purposes of subdivision (b) of Section 933, as to each grand jury recommendation, the responding person or entity shall report one of the following actions:
 - (1) The recommendation has been implemented, **with a summary regarding the implemented action.**
 - (2) The recommendation has not been implemented, but will be implemented in the future, **with a timeframe for implementation.**
 - (3) The recommendation requires further analysis, **with an explanation and the scope and parameters of an analysis or study, and a timeframe for the matter to be prepared for discussion by the officer or head of the agency or department being investigated or reviewed, including the governing body of the public agency when applicable. This timeframe shall not exceed six months from the date of publication of the grand jury report.**
 - (4) The recommendation will not be implemented because it is not warranted or is not reasonable, **with an explanation, therefore.**

METHODOLOGY

The Grand Jury used a variety of tools to obtain information regarding bicycle riding and safety in San Mateo County:

- **Documents:** The Bike and Pedestrian Master Plans that cities use to explain approaches to planning, prioritizing projects, and re-engineering their communities to make riding and walking easier and safer. These documents came with a variety of titles:
 - Bike and Pedestrian Master Plans
 - Active Transportation Plans
 - Micro-Mobility Plans
 - Transportation Plans
- **Internet:** Almost all the historical and current information (including the availability of documents) regarding bicycle safety came from internet searches. Information from those searches was verified.
- **Survey:** The Grand Jury sent a survey in December 2022 using Google Forms to understand whether the cities believe eBikes were an issue in their communities. The results helped in defining the broader issue of bicycle safety.
 - The survey questions and results are in Appendix A.
 - Participants: The survey was sent to all the cities in SMC and, specifically, the City Managers. Many chose to have the chief of police of their city fill out the survey. Two cities did not respond to the survey.
- **Interviews:** The survey helped the Grand Jury develop a list of individuals for interviews. The questions for the interview came as a result of the investigation's pivot to the state of bicycle safety in San Mateo County as a general topic.
 - Participants:
 - Cities: Belmont, Daly City, Half Moon Bay, Hillsborough, Pacifica, Portola Valley, San Mateo, Woodside
 - Unincorporated San Mateo County
 - Police Departments: Burlingame, Foster City, Hillsborough, Redwood City, South San Francisco
 - Sheriff of SMC
 - BPACs: CCAG, Unincorporated SMC
 - CyclistVideoEvidence.com: Craig Davis

GLOSSARY

3 ft. Rule – Motorists must yield at least 3 feet between their vehicle and a bicyclist on all roadways. This rule was amended by State legislation through Assembly Bill 1909, approved by the Governor in 2022, and commencing January 2024. Additionally, this bill requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic, as specified, if one is available, before passing or overtaking the bicycle.

Active Transportation - A means of getting around that is powered by human energy, primarily walking and bicycling.

BFA – Bike Friendly America. A program sponsored by the League of American Bicyclists to evaluate communities with respect to their support for bicycling. As of December 2022, 501 communities are certified.

BFC – Bike Friendly Community. A Bike Friendly Awards Report Card that is given to a community that applies for a ranking (i.e., Bronze, Silver, Gold, Platinum).

BPAC – Bicycle and Pedestrian Advisory Committee

CATSIP – California Active Transportation Safety Information Pages. An online resource for improving pedestrian and bicycle safety in California. This site is administered by UC Berkeley Safe Transportation Research and Education Center (SafeTREC)⁴². Funding for this program was provided by a grant from the California Office of Traffic Safety⁴³, through the National Highway Traffic Safety Administration (NHTSA).

C/CAG – City County Association of Governments of San Mateo County

Bicycle Roadways

- Bike paths (Class I): also termed shared-use or multi-use paths, are paved rights-of-way for exclusive use by bicyclists, pedestrians and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway rights-of-way or exclusive rights-of-way. Bike paths provide critical connections in the city where roadways are absent or are not conducive to bicycle travel.
- Bike lanes (Class II): are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Whenever possible, bike lanes should be enhanced with treatments that improve safety and connectivity by addressing site-specific issues, such as additional warning or wayfinding signage.
- Bike routes (Class III): provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. Whenever possible, bike

⁴² <http://safetrec.berkeley.edu/>

⁴³ <http://www.ots.ca.gov/>

routes should be enhanced with treatments that improve safety and connectivity, such as the use of "Sharrows" or shared lane markings to delineate the road as a shared-use facility.

- Cycle tracks (Class IV): Also referred to as protected bikeways, are exclusive bike facilities that combine the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk. The separation may be in the form of posts, parked cars or a combination of both.

eBike – motorized bicycle that comes in three different classes:

- Class I: Bicycle equipped with a motor that aids only when pedaling and ceases when 20 mph is reached.
- Class II: Same capability as a Class 1 eBike with a throttle-actuated motor. No pedaling required when operated with the throttle.
- Class III: Bicycle equipped with a motor that aids only when pedaling and ceases when 28 mph is reached.

GJ – Grand Jury

MTC – Metropolitan Transportation Commission is the transportation planning, financing, and coordinating agency for the nine-county San Francisco Bay Area.

SHARROW – Sharrows are pavement markings that have been installed on city streets to provide guidance for both bicyclists and vehicles on roadways when sharing the road.

SMC ATP: San Mateo County Active Transportation Plan is a comprehensive framework to guide the development of active transportation projects and programs for walking, bicycling, and other forms of human powered movement for people of all ages and abilities throughout unincorporated County communities.

SWITRS – California Statewide Integrated Traffic Records System.

TIMS – Transportation Injury Mapping System developed by the Safe Transportation Research & Education Center at the University of California, Berkeley.

TR-INST Form – Notice to Appear form used by law enforcement for law infractions.

APPENDIX A: Bicycle Safety Best Practices

Bicycle Education Best Practices

There are two excellent examples of California communities that are investing in Bike Safety education: Davis and San Diego.

San Diego Bike Coalition:

This is an excellent reference tool to see all the kinds of bicycle safety education that can be offered and the resources that can be used to teach those courses. Again, the classes range from those for a variety of ages of bicyclists, basic bicycling, bicycle friendly motorist safety, and others.

<https://sdbikecoalition.org/our-work/education/>

Davis, California:

The City of Davis, CA, which is one of the leading bicycle communities in the US, has several pages of information about bike safety education on its website.

<https://www.cityofdavis.org/city-hall/public-works-engineering-and-transportation/bike-pedestrian-program>

Two Cities Committed to Bicycling: Portland, Oregon and Davis, California

Portland and Davis have become famous for their commitment to supporting bicycling, not only as recreational, but also as a true commuter alternative to motor vehicles and public transportation. Both have received the Platinum rating for a Bicycle Friendly Community from The League of American Bicyclists, while being quite different communities.

Portland is a large city of 622,000 residents with similar topography to the linked San Mateo County cities along El Camino Real: hilly and flat lands, urban centers, urban neighborhoods, suburbia, and major freeways. Portland advertises itself as “Bicycle Friendly” and claimed the highest percentage of bike commuters in US large cities in 2019 at 6% (Portland does annual bike ride census counts). Portland started investing in bicycle infrastructure with the acceptance of the 1973 Portland Bike Plan and the formation of a Bicycle Advisory Committee within the City Transportation Department. Since then, it has created:

- 385 miles of bikeways
- 36 miles of protected bike lanes
- A pedestrian and bicycle only bridge over the Willamette River and protected bike lanes on other bridges
- Intersections with bicycle specific traffic signals

- Bicycle boxes⁴⁴ at intersections to raise the visibility for motorists turning right
- A Safe Routes for Schools serving 100 schools
- 6500 bike racks to meet increased demand for safe stow of bicycles
- 3 bicycle plans over 40 years that establish policy, goals and a bikeway network
- \$60 M spent to 2008 on bicycle infrastructure (one mile of installed freeway costs \$60M)

Portland's safety record is very good for a large city: 4.3% of all traffic injury accidents from 2015-2019 are bicycle related. In comparison, San Francisco's number is 14% for the same period. Portland also does better than San Mateo County (8%) and a representative city, Redwood City (10%).

Davis in California is a small city between San Francisco and Sacramento with a population of 66,800. It has earned a nationwide reputation for supporting bicycles in its community (there is a bicycle on the city logo). The topography of Davis could not be flatter and more conducive to bicycle riding. The current statistics indicate that 20% of Davis's population commutes on bicycles. In 1967, Davis was the first community in the US to develop dedicated bicycle lanes (a total of 4!). The origins of this project were a couple that had visited the Netherlands, often cited as the most bicycle friendly nation in the world. They were so impressed with the bicycle infrastructure that they started a grassroots movement in Davis to promote safe bicycle riding. The group had to overcome CA law that did not support bike lanes on city streets, but once the law was revised, Davis proceeded to create bicycle infrastructure throughout the City:

- 63 miles of pathways
- 102 miles of bike lanes
- 75% of roads have a posted speed limit of 25 mph
- Of the 169 miles in the road network, 140 miles of roads are posted at 25 mph or less., 21 miles of roads are posted at between 25 mph and 35 mph, and 8 miles of roads posted over 35 mph
- 1 mile of bicycle boulevards
- 1 mile of cycle track
- 4 miles of buffered bike lanes
- 4,300 bike racks within the City and over 2,000 bike racks downtown
- 25 grade separated crossings. Four overpasses and 21 underpass crossings. Grade-separated crossings are used to move people on bikes and pedestrians over and under barriers like railroad tracks, busy roads, and the freeway.

Davis's bicycle accidents with injury (and fatalities) are high for a city of its size. However, the number of total accidents with injury is also very low compared to cities of comparable size. For

⁴⁴ <https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/bike-boxes/>

example: in 2019 there were 60 bicycle accidents with injury and 221 total vehicle injury accidents resulting in 27% of all vehicular accidents involving a bicycle. Redwood City's number is 4.8%, but their number of bicycle commuters is less than 1%. If you look at the percentage of accidents with respect to the biking population for 2019, Davis's percentage is .4% and Redwood City's percentage is 2.4%. Davis's safety statistics are very good, given the number of bicycle riders.

Both Portland and Davis are renowned environments for bicycle riders because they committed early to bicycle infrastructure and consistently improved it over the years. The city government and the school systems actively support bicycle education. Both cities conduct counts to determine bicycle use. They are both advocates of the Vision Zero policy to reduce accidents and fatalities. They use the Bicycle Friendly Community evaluation process to assess their progress towards their bicycle plans and goals.

Disclosure: Portland, beginning in 2020, noted a decline in bicycle commuter percentages. Thinking it was an aberration of the pandemic shutdown, it continued to do annual bike counts. As of 2022, its percentage had gone down to 3.1%. The current theory of why there has been a decline is assumed to be the increase of work from home. Regardless, Portland continues to make improvements to its bicycle infrastructure and safety.

APPENDIX B: San Mateo County Bicycle and Pedestrian Master Plan List

Jurisdiction	Year	Name of Report	Link to Report
Atherton	Jul 2014	Town of Atherton Bicycle and Pedestrian Master Plan	https://www.ci.atherton.ca.us/DocumentCenter/View/1381/Atherton-BPMP_Proposed-Final-July-2014?bidId=
Belmont	Nov 2016	City of Belmont Comprehensive Pedestrian & Bicycle Plan	https://www.belmont.gov/home/showpublisheddocument/14951/636179086799900000
Brisbane	Feb 2017	Brisbane Pedestrian and Bicycle Master Plan	https://www.brisbaneca.org/sites/default/files/fileattachments/public_works/page/149/bikepedmasterplanappendices.pdf
Burlingame	Dec 2020	City of Burlingame Bicycle and Pedestrian Master Plan	https://www.burlingame.org/business_detail_T54_R154.php
Colma	Feb 2021	Colma El Camino Real Bicycle and Pedestrian Improvement Plan	https://www.colma.ca.gov/documents/ecr-improvement-plan/

Jurisdiction	Year	Name of Report	Link to Report
Daly City	Feb 2020	Walk Bike Daly City; City of Daly City Pedestrian and Bicycle Master Plan 2020	https://dalycity.org/1106/Daly-City-Pedestrian-and-Bicycle-Master-
East Palo Alto	Oct 2017	2017 East Palo Alto Bicycle Transportation Plan	https://www.cityofepa.org/sites/default/files/fileattachments/planning/page/2801/reso_4905_adopting_2017_bicycle_transportation_plan.pdf
Half Moon Bay	Sep 2019	City of Half Moon Bay Bicycle and Pedestrian Master Plan	https://www.half-moon-bay.ca.us/DocumentCenter/View/2243/Bicycle-and-Pedestrian-Master-Plan-Final?bidId=
Menlo Park	Nov 2020	City of Menlo Park Transportation Master Plan	https://beta.menlopark.org/Government/Departments/Public-Works/Transportation-Division/Bicycling
Millbrae	2021/2022	City of Millbrae Active Transportation Plan	https://www.ci.millbrae.ca.us/home/showpublisheddocument/25807/637787902014030000

Jurisdiction	Year	Name of Report	Link to Report
Pacifica	Feb 2020	City of Pacifica Bicycle & Pedestrian Master Plan	https://www.cityofpacifica.org/departments/public-works/engineering/bicycle-pedestrian-master-plan
Redwood City	July 2018	Redwood City Moves, A Comprehensive Assessment of Transportation with Redwood City	
San Bruno	Jul 2016	City of San Bruno Walk 'n Bike Plan	https://sanbruno.ca.gov/DocumentCenter/View/1733/Adopted-San-Bruno-Walk-n-Bike-Plan-PDF
San Carlos	Jun 2020	City of San Carlos Bicycle and Pedestrian Master Plan Final	https://www.cityofsancarlos.org/home/showpublisheddocument/8139/638155282314370000
San Mateo	Apr 2020	San Mateo Bicycle Master Plan April 2020 Final	https://www.cityofsanmateo.org/DocumentCenter/View/85445/2020-Bike-Master-Plan_Final_Updated-62021?bidId=

Jurisdiction	Year	Name of Report	Link to Report
South San Francisco	Mar 2022	Active South City: South San Francisco's Bicycle and Pedestrian Master Plan Draft	https://activesouthcity.com/wp-content/uploads/2022/03/SSF-ActiveSouthCity_PublicDraft_31March2022_plan_only.pdf
San Mateo County	2021	2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan	https://ccag.ca.gov/wp-content/uploads/2021/06/San-Mateo-County-Comprehensive-Bicycle-and-Pedestrian-Plan-Update-Final-Plan.pdf

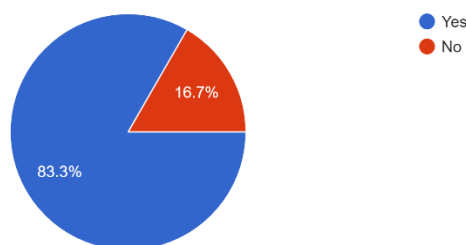
APPENDIX C: Survey Questions and Results

This is a summary of the responses:

1. Cities and law enforcement do not track bicycle and eBike accident statistics separately; in fact, most respondents did not track eBike specific data at all (94%).
2. Complaints on Class I Bicycle Roadways include speeding and not yielding to pedestrians.
3. Complaints on Class II and III Bicycle Roadways include speeding, improper signaling, mixed use of bikes/eBikes and violation of the 3 ft. Rule.
4. Of 361 citations issued, only 11 were specifically for eBikes. It is impossible to know if there were more eBikes in violation as there is no requirement to ID the type of bicycle when filling out the form.
5. Class 3 eBikes are more powerful machines and have specific laws regarding usage. Only 50% of the respondents were enforcing the Class 3 eBike laws.
6. Complaints and incidents regarding bicycles (from riders or others) come mostly through police reports, but also from input to City Halls, Redwood City's "app", city planning, parks and recreation.
7. 1/3 respondents said there has been an increase in complaints regarding bicycles in the last three years (speeding, underage use, reckless behavior, vehicular code).
8. 2/3 of respondents said there had not been an increase in complaints regarding eBikes and 25% said they didn't know.
9. Civilian bicycle complaints are generally not available to the public (over 50% of respondents).
10. 44% of respondents said they don't provide bicycle safety education.
11. Enforcement of bicycle-related law is done where appropriate, with discretionary authority. Effort is made to educate at the time of the infraction. Additional enforcement is budget driven.
12. Future planning for the regulation of bicycles and eBikes varies greatly in the responses (see Question II-16 in Appendix A).

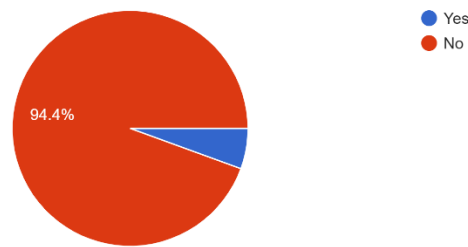
List of responses to questions (on the next page):

I-1: Do you track Bicycle accident statistics?
18 responses



I-2: Do you maintain eBike specific statistics with regard to accidents?

18 responses

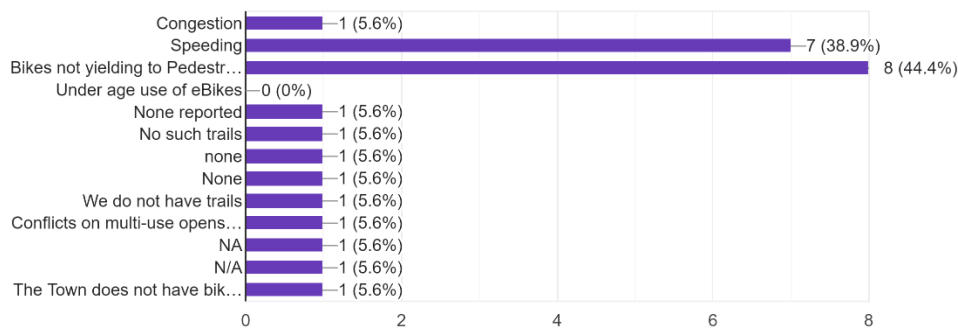


Number of bicycle accidents in 2022? 212

Number of bicycle accidents in 2020 to the end of 2021? 307

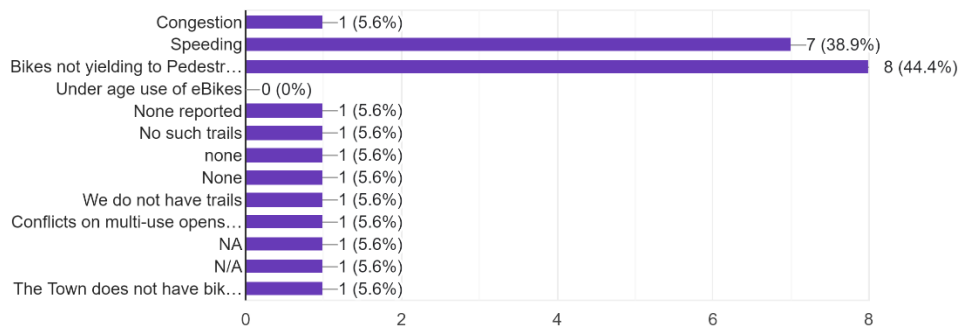
I-5: What are the safety issues on Bike/Ped Only Trails? Pick all that apply.

18 responses

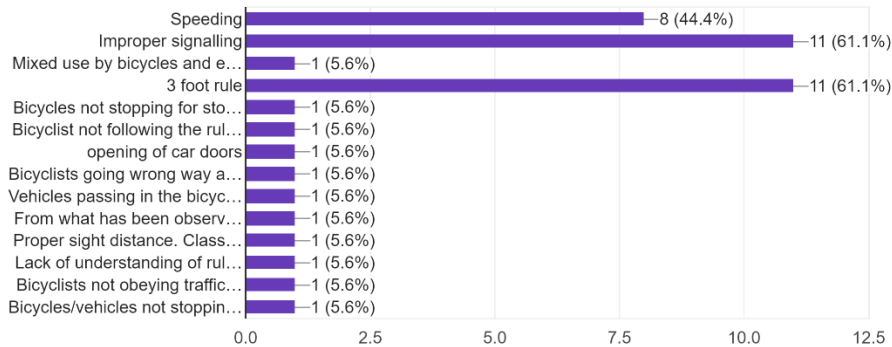


I-5: What are the safety issues on Bike/Ped Only Trails? Pick all that apply.

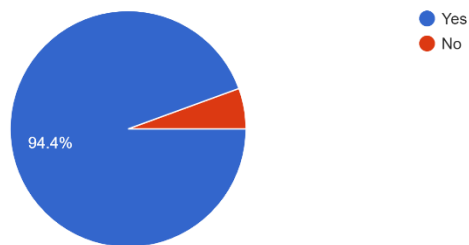
18 responses



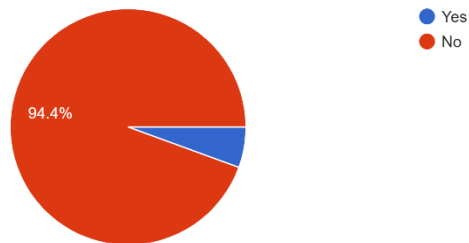
I-6: What are the safety issues for Bicycle Lanes shared with Vehicular Traffic? Pick all that apply.
18 responses



II-1: Are you aware of the laws governing Bicycles and eBikes?
18 responses



II-2: Do you have city codes governing eBikes only?
18 responses

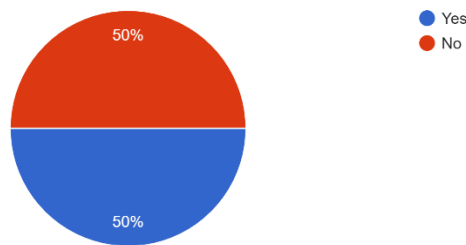


How many Bicycle citations were issued in the last year? 361

How many eBike Citations were issued in the last year? 0 [Comments: this information is not tracked]

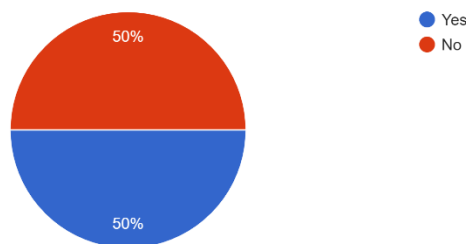
II-5: Currently, Class 3 eBikes are not allowed on Ped/Bike trails. Are you enforcing this law?

18 responses



II-6: Are you enforcing the age limit on Class 3 eBike usage (age 16 or older)?

18 responses



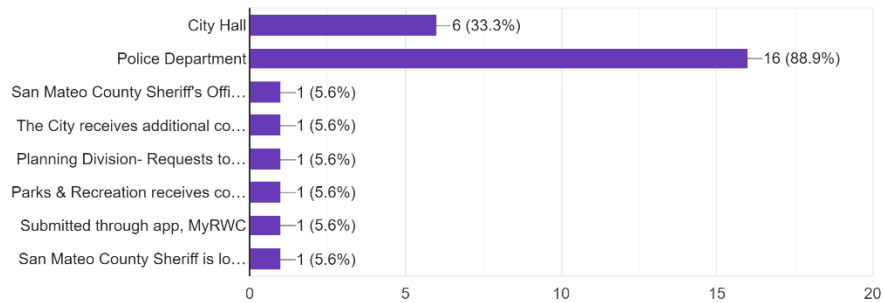
If you are enforcing bicycle/eBike law, how is it accomplished?

- Nothing too specific. Enforcement during routine patrol if violations are witnessed. The PD has done a few details and targeted patrols in our downtown area specifically looking for bicycle violations (riding on sidewalks, helmet violations, reckless behavior, etc.).
- The Police Department enforces all laws as appropriate and with necessary and legal discretionary authority.
- Education and Enforcement
- All officers are trained to enforce Vehicle Code and Municipal Code law on bicycles and eBikes.
- On view and by complaint.
- On view and calls for service which result in Education or Enforcement.
- Traffic enforcement resulting in citations and/or verbal warnings/ education to the public.
- Through proactive patrols, directed enforcement and calls for service.
- Most bicycle stops are made for violations occurring on roadways, not on trails or sidewalks. Most bike stops result in education and not citations as evidenced by our low citation numbers.
- Primarily through education and warnings.
- We have not enforced the Bicycle/eBike law because we have not received any comments to date that have triggered the Police Department to enforce.

- By Sheriff patrol.
- We can't enforce much because of limitations in light of funding and staffing needs

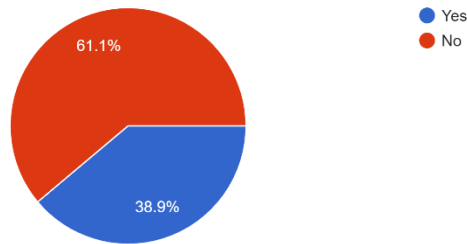
II-8: How are complaints regarding Bicycles/eBikes/eScooters logged in your city/town? Check all that apply.

18 responses



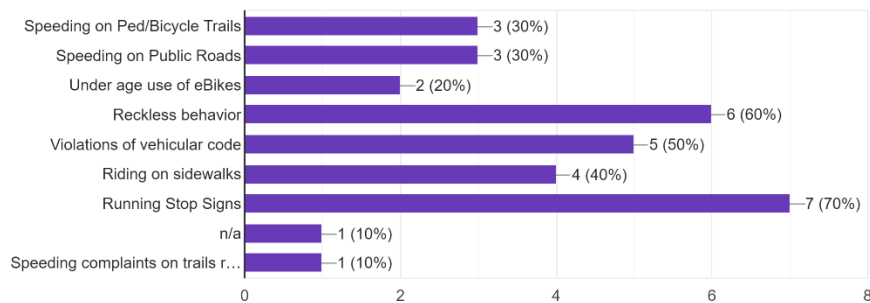
II-9: Has there been an increase in complaints regarding Bicycles in the last three years?

18 responses



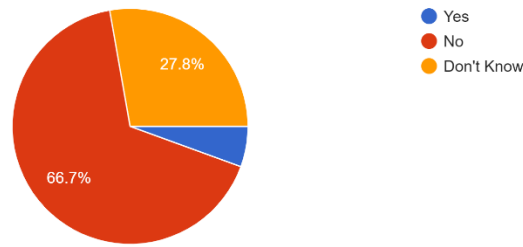
II-10: If yes, what kind of complaints about Bicycles? Check all that apply.

10 responses



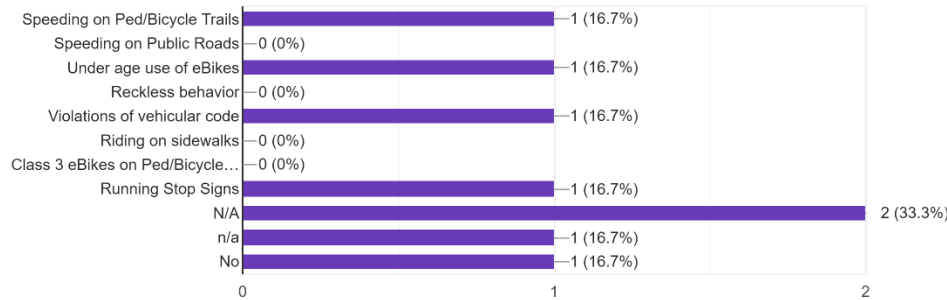
II-11: Has there been an increase in complaints regarding eBikes in the last three years?

18 responses



II-12: If yes, what kind of complaints about eBikes? Check all that apply.

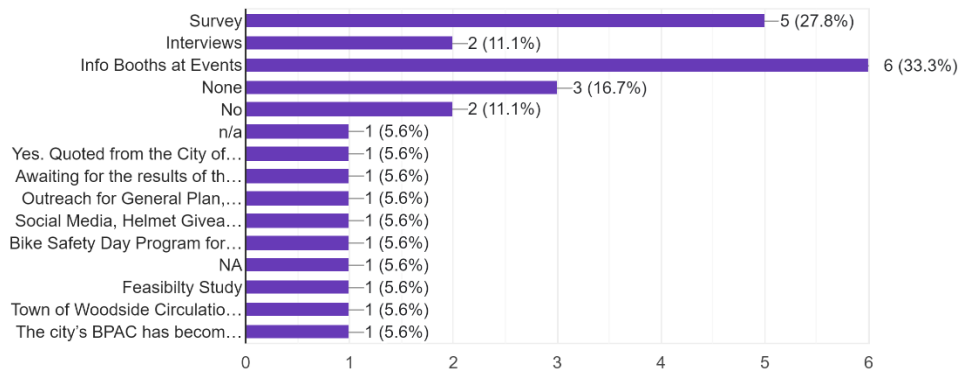
6 responses



II-13: Have you done anything to solicit information from citizens regarding bicycle/eBike safety?

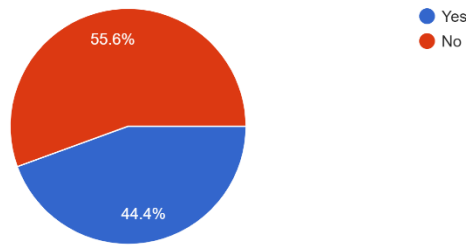
Check all that apply.

18 responses



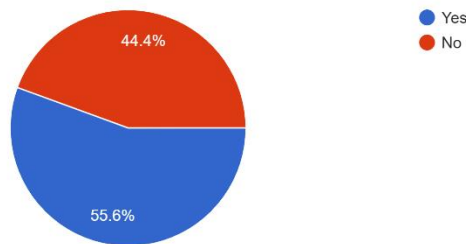
II-14: Is documentation relative to citizen complaints available?

18 responses



II-15: Do you provide Bicycle and eBike Safety Education?

18 responses



Does your city/town have any future plans regarding the regulation of bicycles and eBikes?

- Not at this time.
- Yes. Additional and improved bike lanes.
- Policies in the newly adopted General Plan supporting alternative modes of transportation, including bikes.
- Awaiting the results of the County-wide eBike pilot to determine best practices to implement.
- Not at this time.
- Not at this time. There have not been complaints/concerns regarding eBikes.
- Not at this time.
- Not that I am aware of.
- No, unless we start receiving complaints.
- Yes, The City of South San Francisco's Bicycle and Pedestrian Master Plan.
- No
- As the Town begins to understand various micro-mobility issues going forward, eBikes being part of that growth pattern, we will plan to prepare plans and outreach material to help educate the bike populations on eBike protocols and safety.
- With the growing development, more bike facilities are being provided for the general public. Public outreach and programs to help educate both current/new users are currently

being implemented citywide. Buildout of Bike & Pedestrian master plan is underway. Alameda de Las Pulgas and Ralston 4 designs are underway. Creation of a transportation master plan is also underway. Parks & Recreation Department is developing a Master Plan that also includes implementation of eBikes policies on open space trails.

- Yes
- Nothing specific regulatory changes planned at this time.
- City is currently drafting ordinance language to address the increasing number of electric mobility devices that are present on trails and paths. Many conversations have occurred at BPAC and council (among other committees and commissions) and will continue in 2024.



CITY OF SAN MATEO

City Hall
330 W. 20th Avenue
San Mateo CA 94403
www.cityofsanmateo.org

Agenda Report

Agenda Number: 3

Section Name: CONSENT CALENDAR

Account Number: 10-466

File ID: 23-7914

TO: City Council
FROM: Alex Khojikian, City Manager
PREPARED BY: Public Works Department
MEETING DATE: October 2, 2023
SUBJECT:
Bermuda Drive Bridge Replacement Project – Amendment

RECOMMENDATION:

Approve Amendment No. 2 with Biggs Cardosa Associates, Inc. for professional design and environmental services for the Bermuda Drive Bridge Replacement Project in an amount not to exceed \$381,000 for a total agreement amount of \$1,032,874; increase the contingency reserve by \$120,000 for a total contingency amount of \$150,000; extend the term of the Agreement by one year; and authorize the Public Works Director to execute the amendment in substantially the form presented and issue change orders within the contingency amount.

BACKGROUND:

In 2008, the City applied for preliminary engineering funds through the Highway Bridge Replacement and Rehabilitation Program (HBRRP) to evaluate the condition of the Bermuda Drive Bridge over Borel Creek and address the structural deficiencies identified in a bridge inspection report prepared by the California Department of Transportation (Caltrans). In 2010, Caltrans approved the HBRRP funds and City Council approved a professional services agreement with Biggs Cardosa Associates, Inc. (BCA) to perform the preliminary engineering to structurally retrofit the bridge.

Structural assessments and a detailed seismic analysis were completed in 2011 and 2012 by BCA and included a recommendation for a full replacement of the bridge rather than a structural retrofit. In 2017, Caltrans provided official approval to proceed with a revised scope of work that includes full bridge replacement. On May 21, 2018, City Council approved the award of a design professional services agreement with BCA for design and environmental documentation services for the Bermuda Drive Bridge Replacement Project.

In May 2022, City Council approved Amendment No. 1, which provided additional budget for BCA to include: (1) an expanded alternatives analysis evaluating different construction phasing and construction methods to reduce public impacts from the construction; and (2) public outreach assistance during the design phase.

While completing the Caltrans environmental process, staff began engaging with environmental permitting regulatory agencies (CDFW, RWQCB and USACE). To obtain necessary approval of the environmental permits, the agencies are requiring additional reports and environmental monitoring that were not known when the original environmental scope of work was developed. Proposed Amendment No. 2 includes budget for BCA to complete this additional environmental scope of work.

Amendment No. 2 also provides for budget for BCA to complete additional design support and engineering services during construction (ESDC) for the utility (electrical and communication) relocation phase of the Bermuda Drive Bridge Replacement Project, a subproject called the Bermuda Utility Relocation Project. The additional design support includes incorporation of the additional environmental monitoring requirements and reports into the construction specifications

and assistance in the right-of-way certification process with Caltrans. The ESDC scope for the Bermuda Utility Relocation Project includes bid support, biological monitoring, archaeological monitoring, coordination with the Native American tribes and reporting results of all potential discoveries.

Staff reviewed and negotiated a proposal with BCA for the Amendment No. 2 with a not-to-exceed amount of \$381,000. Staff believes the proposal is reasonable for the scope of work and expertise required and recommends approving Amendment No 2. Staff also recommends increase of contingency to reserve by \$120,000, bringing the total contingency amount to \$150,000. The increase of contingency will cover the ESDC for the Bermuda Drive Bridge Replacement Project.

Staff will submit a future staff report to City Council for the construction phase of the Bermuda Utility Relocation Project in winter 2023. The design of the Bermuda Drive Bridge Replacement Project is currently anticipated to be completed during 2024.

BUDGET IMPACT:

Sufficient funds are available in the Bermuda Drive Bridge Replacement Project (462250) to fund this amendment and contingency reserve.

ENVIRONMENTAL DETERMINATION:

This action of approving Amendment No. 2 with Biggs Cardosa Associate, Inc. is not a project subject to CEQA, because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environmental (CEQA Guidelines section 15378(b)(5).)

The scope of work for the professional services agreement includes preparation of all environmental documents as required by CEQA and NEPA (required for federally funded projects).

NOTICE PROVIDED

All meeting noticing requirements were met.

ATTACHMENTS

Att 1 - Amendment No. 2

STAFF CONTACT

Stephanie Piñon, Senior Engineer
spinon@cityofsanmateo.org
650-522-7315

Leo Chow, Acting Senior Engineer
Lchow@cityofsanmateo.org
(650) 522-7344

**AMENDMENT NO. 2 TO THE AGREEMENT
BETWEEN THE CITY OF SAN MATEO AND
BIGGS CARDOSA ASSOCIATES INC. FOR
PROFESSIONAL DESIGN SERVICES FOR
BERMUDA BRIDGE REPLACEMENT PROJECT
(\$435,000 [Original Amount] / \$216,874 [Amendment 1] / \$381,000 [Amendment 2])**

WHEREAS, the City of San Mateo ("City"), a municipal corporation of the State of California, and Biggs Cardosa Associates Inc, ("Consultant"), entered into an Agreement for Bermuda Bridge Replacement Project ("Agreement") on June 5, 2018; and

WHEREAS, City and Consultant executed Amendment No. 1 on May 19, 2022 increasing the not to extend amount of the Agreement and extending the term of the Agreement until September 30, 2024; and

WHEREAS, City and Consultant wish to amend the Agreement to further extend the term by one year, increase the scope of work, increase the not to exceed amount for the Agreement, and to replace Exhibit A and Exhibit B.

NOW, THEREFORE, the parties agree as follows:

1. Section 4 "Term" of the Agreement is amended to read:

The services to be performed under this Agreement shall Commence on June 5, 2018 and be completed on September 30, 2025. This term of this Agreement may be extended by written amendment executed by the Director of Public Works and a duly authorized representative of Consultant.

2. Section 5 "Payment" of the Agreement is amended to read:

"Payment shall be made by CITY only for services rendered and upon submission of a payment request upon completion and CITY approval of the work performed. In consideration for the full performance of the services set forth in Exhibit A, CITY agrees to pay CONSULTANT a fee in an amount not to exceed \$1,032,874, pursuant to rates stated in Exhibit B to this Agreement, attached and incorporated by reference."

3. The attached Exhibit A, noted as Amendment No. 2, hereby replaces the existing Exhibit A in this Agreement in its entirety.

4. The attached Exhibit B, noted as Amendment No. 2, hereby replaces the existing Exhibit B in this Agreement in its entirety.
5. The remaining terms of the Agreement remain in full force and effect.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, CITY OF SAN MATEO and Biggs Cardosa Associates Inc. have executed this Amendment No. 2 on _____.

CITY OF SAN MATEO

CONSULTANT

Brad Underwood
Interim Public Works Director

Date

Mahvash Harms
Its Authorized Agent
Vice President

If a Corporation, can be either 1) President or 2) Vice President plus an additional corporate officer (i.e., Secretary, Treasurer) who shall sign below.

APPROVED AS TO FORM

Linh Nguyen
Assistant City Attorney

Daniel Devlin
Secretary

Date

Attachments:

Exhibit A: Scope of Services

Exhibit B: Hourly Rates

EXHIBIT A - SCOPE OF SERVICES

Biggs Cardosa Associates' approach for the Bermuda Bridge Replacement Project is as follows:

0	Project Management
Phase I:	Preliminary Engineering and Reports
Phase II:	Final Design

0. PROJECT MANAGEMENT

Project Management includes the supervision and scheduling of project staff, review of work prepared by staff and subconsultants, project coordination, client coordination and the monitoring of the schedule and the budget. Also included in this Task is the attendance at meetings with the staff of the City of San Mateo to receive input and discuss and review the project during its critical design periods.

- A. Project Administration: Supervise, coordinate, and monitor design for conformance with Caltrans standards and policies. Prepare monthly invoices. Make arrangements with and obtain permission from the City for Consultant to work on the City road. Assist the City in obtaining permission to enter private property for environmental and engineering studies. Employ and monitor subconsultants. Coordinate Consultant's work with the City's work. Close and archive the project records at the end of the project.
- B. Project Initiation: Upon receipt of Notice to Proceed, a project kick-off meeting will be held to finalize the project scope, the project approach, the goals and the schedule. Items to be addressed include a review of the key issues associated with the project, a description and clarification of the approach required to respond to these issues, a discussion of potential City, State, Federal and other permits which may be required for the project and the verification of the project milestone dates.
- C. Coordination Meetings: To facilitate comprehensive input from the City during the critical design periods, the Consultant's Project Manager and selected Team Members will attend up to 2 coordination meetings with the City staff members.
- D. Design Review Meetings: The Consultant's Project Manager and selected Team Members will attend 2 design review meetings with City staff which will be scheduled to coincide with the completion of the preliminary design and final design phases.

1. PHASE I: PRELIMINARY ENGINEERING AND REPORTS

1.1 DATA COLLECTION

The City will research records and supply the Consultant with copies of documents and plans for any future street or utility plans for review and incorporation into the bridge plans.

1.2 FIELD SURVEYS AND BASE MAP TOPOGRAPHY

- A. Right-of-Way/Control: Consultant will establish project horizontal and vertical control, search for and locate existing controlling boundary monumentation and include project right-of-way based upon the record title information, with supporting documents available from public records. It is assumed that a resolved boundary will not be required. Please note that these services do not include services pertaining to right

of way acquisition services such as assistance with property or easement acquisition, assistance with signatories, or preparation of deeds.

- B. Topographic Survey: Consultant will prepare a conventional ground survey and data reduction to serve as the base map for the design and construction drawings. Consultant will provide field survey within the project boundary, and provide office support to obtain horizontal and vertical locations of selected visible above-ground features, dip necessary manholes and storm inlets for location and elevation. We will perform up to two (2) cross-sections of the existing channel downstream of the bridge, and up to two (2) cross-sections of the existing channel downstream of the bridge. Fees for a third party utility locator or potholing of utilities are not included. Consultant assumes the City will have the project area marked for existing utilities by USA for comparison with as-built information. The survey work does not include dewatering. We assume the existing bridge piles and soffit is not required for this project.

1.3 GEOTECHNICAL INVESTIGATION

Bridge Foundation Report:

- A. Research and Data Collection: Completed
- B. Permits/USA Clearances: Completed
- C. Field Exploration: Completed
- D. Laboratory Testing: Completed
- E. Soils Analysis/Evaluation: Completed
- F. Prepare Draft Foundation Memo (Type Selection Letter): Completed
- G. Prepare Bridge Replacement (Final) Foundation Report: Prepare detail report for a bridge replacement option including design recommendations for foundation types and footing elevations lateral design capacities, pile foundation recommendations using new loading requirements.
- H. Log of Test Borings: Using the general plan as a base map, we will provide boring log.
- I. Ongoing Design Consultation and Review: Design Review Consultation through final design.

Deliverables: Preliminary Foundation Memo
Final Foundation Report
LOTB plan sheets

1.4 HYDROLOGY AND HYDRAULIC DESIGN

The Consultant will perform hydrology studies, design and construction bid documents to address surface runoff and channel flows that will be affected by the construction of this project. Consultant will design and specify provisions to comply with urban runoff and best management practices.

- A. Data Collection and Site Review: Consultant will collect the existing hydrologic and hydraulic report that was prepared in conjunction with Bay Meadows Phase II. Consultant will conduct one site visit to verify channel roughness and to identify constrictions. Consultant will verify design peak flow rates for analyzing the channel by reviewing annual peak flows rates reported by the USGS.
- B. Hydraulics Analyses: Consultant will modify the cross section information used in the previous report to account for updated topographic information as well as proposed grading, bridge bents and abutments within the channel. Consultant will model water levels using the HEC RAS computer model.
- C. Documentation: Consultant will prepare a Draft Location Hydraulics Study that documents findings. The report will describe the methodology used, summarize model output, include channel cross sections in plan and profile view and will delineate the 100-year water level for existing and proposed conditions through the project reach.

The report will address the items delineated in the Local Assistance Procedures Manual Checklist for Drainage Studies and Reports, Exhibit 11-E. The report will contain discussions on the following required items:

- Risk associated with implementation of the action.
- Impacts on natural and beneficial floodplain values.
- Support of probable incompatible floodplain development.
- Measures to minimize floodplain impacts associated with the action.
- Measures to restore and preserve the natural and beneficial floodplain values impacted by the action.
- Practicability of alternatives to any significant encroachment.
- Practicability of alternatives to any longitudinal encroachment.

Consultant will circulate the Draft Location Hydraulics Study for review and comment by the project team. Consultant will incorporate the responses into the Final Locations Hydraulic Study.

Consultant will complete the Summary Floodplain Encroachment Form that summarizes the findings of the Location Hydraulics Report.

- D. Response to Comments: Consultant will prepare responses to the City and Caltrans.
- E. Bridge Scour Recommendations: The Consultant will incorporate the bed material gradation analyses developed by the project Geotechnical Engineer into the HEC-RAS hydraulic model unit to develop projected bridge scour depths. For initial evaluations, values from the borings nearest the channel bed will be used to test sensitivity. If scour results are sensitive to bed material, gradation testing from within the creek bed will be conducted as an additional service.

Design for details and project requirements will be established for inclusion in the plans based on this task and these assumptions.

- F. Chlorides: The Consultant will provide recommendations for protection from chlorides in the Creek. The recommendation will be based on published salinity values for San Francisco Bay at the site. A conversion factor will be used to adjust salinity in psu to chloride in mg/l. No field testing is proposed at this time and results are assumed to be conservative. If there is a cost impact associated with chloride levels, testing at a lab can occur as an additional service. Migration of salinity up the channel will be a function of nuisance

flows associated with irrigation and time since previous rainfall. Highest values are likely to occur during late summer.

- G. Temporary Dewatering During Construction: The Consultant will prepare a design and plans and specifications for temporary dewatering or creek diversion during construction.

Analyses of drainage improvements for storm events other than the 10 and 100-year storm events are excluded as part of this scope.

Deliverables:

Hydraulic Report required by HBP
Location Hydraulics Study
Summary Floodplain Encroachment Form

1.5 CONCEPTUAL DETOUR/TRAFFIC CONTROL AND ROADWAY ALIGNMENT/PROFILE

Completed

1.6 UTILITY COORDINATION: UTILITY VERIFICATION REQUEST

As required in Chapter 13 of the Caltrans Right of Way Manual, Consultant will send a Letter to Owner Requesting Positive Location (Utility “B Letters and Plans”), which identifies claim of liability and cost for positive location of utilities from the potentially affected agencies. Coordination for any relocation will be provided at this time. The Utility Agency Coordination Log will be updated as necessary.

The following existing utilities may be impacted: one 8” diameter Calwater line, and two 2” diameter PG&E gas pipes supported by the edge of the existing bridge deck with penetrations at the wingwalls. There are also existing joint pole lines running along the maintenance paths at the top of both sides of the channel.

- A. 8” Calwater: The Consultant will include design for temporary and permanent relocations on the plans based on our coordination with Calwater and their requirements for this line.
- B. PG&E Gas Pipes: The Consultant will show the temporary and permanent relocations of these pipes on our plans based on our coordination with PG&E and their design.
- C. Joint Pole Lines: The Consultant will show the temporary and/or permanent relocation of impacted poles, as needed, on our plans based on our coordination with PG&E (and any other impacted joint pole users) and their design.

Utility evaluation, inspection, or capacity calculations are not included in the scope.

Deliverables:

- Prepare Right of Way Certification, including Right of Way Data Sheets, Right of Way Status Sheets, Utilities Review Checklist, and Certification for City review.
- Incorporate Right of Way comments for Caltrans review. Finalize Right of Way Certification
- Letter to Owner Requesting Positive Location – “B Letters and Plans”

1.7 ENVIRONMENTAL DOCUMENTS

The Consultant will prepare the required environmental documents to comply with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) for the proposed Bermuda Drive Bridge Replacement project, to be undertaken by the City of San Mateo (City) and Biggs Cardosa Associates. Since the project is an HBP project, the California Department of Transportation (Caltrans) will be the lead agency for NEPA. The Consultant proposes to prepare a Categorical Exclusion with the appropriate technical studies, which will meet the requirements of NEPA, and a Categorical Exemption, which will meet the requirements of CEQA.

A. Review of Background Information and Project Initiation: Completed

B. NEPA Documentation:

1. Field Review Meeting: In order to minimize the extent of the environmental review process, it will be crucial to obtain agreement from Caltrans Local Assistance and Professionally Qualified Staff (PQS) Staff, regarding the existing conditions at the project site and the necessary environmental documentation for this project. With the change in the project, it is anticipated that an updated Preliminary Environmental Survey (PES) Form and a new Field Review meeting with Caltrans will be required for the project. The Consultant will prepare the Caltrans PES Form and assist the team in arranging and holding the Field Review meeting with Caltrans staff to confirm the environmental studies required and the appropriate level of CEQA and NEPA documentation needed for the project.
2. NEPA Technical Studies: Based on the Consultant's understanding of the project and the site conditions, it is anticipated that a Categorical Exclusion (CE) with technical studies will be the appropriate document for the project under NEPA. The NEPA technical studies will be prepared per the Caltrans' Supplemental Environmental Review (SER) formats and will specifically comply with NEPA-related environmental processes, including the following: Endangered Species Act, Executive Order 11990 (Protection of Wetlands), Executive Order 11988 (Floodplain Management) and Section 4(f) evaluation.

Following preparation and receipt of these studies, the Consultant will compile and package the draft NEPA technical environmental studies for submittal to the team for review and comment. The scope assumes one review cycle for the reports. Upon approval by the City and the project team, these technical studies will be submitted to Caltrans for review and comment. The technical studies will then be reviewed by the appropriate Caltrans technical staff (biologist, hazardous materials, etc.). The Consultant will respond to Caltrans comments and will revise the technical materials, if necessary. Once the reports are approved, Caltrans will attach them to the one page CE form that they prepare, and the entire packet will be considered to be the CE document.

Below is a list of the main technical reports/memos that are anticipated to be required by Caltrans for this project:

- Natural Environment Study: The Consultant will prepare a Natural Environment Study (NES) for the project, in conformance with Caltrans guidelines and requirements.
- Background Review and Team Project Coordination: A Consultant team will review the Bridge Replacement Plan as well as previous reports for the Project vicinity. Additional sources of information that will be reviewed include: U.S. Geological Survey 7.5 minute quadrangle maps, U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory

Maps, the California Natural Diversity Data Base, SCS Soil Survey, other technical literature related to the biotic resources of the project vicinity, regional planning documents (general plan policies, Environmental Impact Report's from the region, etc.), and species data compiled by the California Native Plant Society (CNPS), the National Audubon Society, or other public interest groups, and resource agency data (USFWS, California Department of Fish and Game, etc.).

- Field Surveys: The Consultant will conduct reconnaissance-level field surveys of the Project site. The habitats on the site and the potential for special-status species require that a plant/wetland ecologist and a wildlife biologist visit the Project site.
 - o Botanical Surveys: The biotic habitats of the Project site will be surveyed and delineated on a map of appropriate scale. The dominant tree, shrub, and herbaceous flora will be described. This information will be generated for the purpose of characterizing the botanical resources of the project site. Included in this task will be the identification of biotic habitats suitable for the occurrence of plant species of special status (i.e., state and/or federally threatened or endangered, federal candidate species, and CNPS List 1B species). The site visit will also include the identification of habitats subject to the regulatory jurisdiction of the U.S. Army Corps of Engineers (USACE) and CDFG. Protocol-level special-status plant surveys and a formal wetland delineation are not likely to be necessary and are not proposed.
 - o Wildlife Surveys: Reconnaissance-level surveys will document general wildlife use of the Project site and habitats immediately adjacent to it. Habitats appropriate for wildlife species listed as threatened or endangered by the state or federal governments, and other species of special status will be identified. No focused surveys for any particular special-status species are proposed; rather, presence or absence will be assumed, as appropriate, based on an assessment of habitat conditions on the site, proximity to areas of known occurrence, and presence or absence of barriers to dispersal from areas of known occurrence to the Project site.
 - o Biological survey and preparation of "Biological Assessment of Essential Fish Habitat" report in accordance with National Marine Fisheries Service (NMFS) guidelines, including assessment of the potential effects of project on these species. After review by the project team and city, the final Biological Assessment will be submitted to Caltrans to initial the Section 7 Consultation with NMFS.
- Impact Analysis: Following the field visits, project impacts will be identified and appropriate mitigation measures proposed. An impact analysis will then conduct to determine which biological resources will be significantly impacted by the proposed Project. It is assumed that impacts to regulated habitats will be limited and that appropriate mitigation sites (if necessary) are present in the immediate area of the Project site. This scope assumes that the impact analysis will be based upon a single bridge design. If the design is modified, then additional budget will be necessary to reassess Project impacts.
- Prepare Admin Draft Natural Environment Study (NES): The Consultant will prepare an NES with the following sections:

- I. Introduction
- II. Study Methods
- III. Environmental Setting
- IV. Impacts and Mitigation
- V. Permits and Technical Studies
- VI. References
- VII. Appendices

Graphics will be produced to portray the site vicinity, habitat types, CNDDDB records for special-status species, impact areas, and, if appropriate, proposed mitigation sites. The NES will be submitted to Caltrans for review and comment.

- Prepare Revised Draft Natural Environment Study (NES): It is anticipated that the revisions to the NES will be relatively minor. If significant revisions are required then additional budget would be required. This task also includes time to respond to comments from Caltrans. Again, revisions are expected to be minor.
- Wetland Delineation:
 - Prepare Base Map for Wetland Delineation: This task will also include, where appropriate, acquisition, review and preparation of site maps and aerial photographs from the project applicant for surveys. This information will subsequently be used to produce accurate size estimates of wetlands. The final product for the report will include digitized printouts from the graphics (CAD and/or GIS). The Consultant team has not budgeted the cost of obtaining aerial photographs of the study area. Our assumption is that these materials will be supplied and/or that the Consultant team's existing aerial photograph library will provide sufficient base map information.
 - Identification Of Waters Of The U.S.- Field Surveys: An assessment of areas that meet the regulatory definition of Waters of the United States (jurisdictional waters) within the project boundaries will be prepared. Such areas generally include wetlands, tributary waters and seasonal ponds.

The project area will be surveyed for wetlands that occur within the project boundaries. In the event that wetlands occur in the areas likely to be impacted by the project a routine on-site delineation of such areas will be conducted. This level of effort will require the collection of data in the field relative to vegetation, soils and hydrology in order to document site conditions. All work will be completed according to methodologies outlined in the "USACE Wetland Delineation Manual" (Environmental Laboratory 1987) and "Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region" (USACE 2008). The delineation is to be limited to specified project areas and within wetlands likely to be impacted by the project.

Jurisdiction within tributary waters extends to the ordinary high water (OHW) marks on opposing channel banks. The location of the OHW marks will be field-checked within the banks of the channels and ditches; it is typically indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the characters of the soil, destruction of vegetation, exposed roots on the bank or the presence of litter or debris. All work will be completed according to methodologies outlined in "A Field Guide

to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States: A Delineation Manual (USACE 2008)."

- Jurisdictional Waters Report: The Consultant will prepare a report summarizing the methods and results of the field survey of jurisdictional waters. This report will be prepared to specifications developed by the USACE and thus will be of sufficient detail for agency review and a jurisdictional determination. It will include a brief description of existing conditions, description of field techniques employed in the delineation, wetland data sheets (if applicable) and copies of aerial photographs and maps which show the extent of jurisdictional waters on the project site.

During preparation of the report, information obtained during the field survey relative to plants, hydrology and soils, and evidence gathered regarding past and current land management practices, will be compared to recent regulations/policies/agency guidance (e.g. SWAANC)/exemptions (i.e. farming and ranching activities) to arrive at an accurate mapping of the extent and distribution of Waters of the U.S./State.

- Site Visit With USACE Representatives for Verification: The Consultant will meet with staff of the USACE on the project site to verify the delineation of jurisdictional waters.
- Revisions to Jurisdictional Waters Report: Revisions will be made to the technical report and accompanying maps, if necessary, after the site visit with USACE representatives.
- Traffic Technical Memorandum: The Consultant will prepare a Traffic Technical Memorandum which will include an evaluation of whether the proposed Bermuda Drive Bridge replacement will result in traffic or parking issues. The traffic technical memorandum will be based upon project staging and traffic control information to be provided by the project team. This technical memorandum will demonstrate the steps to be taken to allow the proposed construction work to proceed while minimizing impacts to the roadway users and local residents and workers. This memo will also describe the potential for traffic impacts in the project vicinity.
- Hazardous Materials Technical Memorandum: The Consultant will prepare a Caltrans-compliant Hazardous Waste technical memorandum, the purpose of which will be to address aerally deposited lead (ADL), asbestos containing materials (ACM), and lead based paint, which could be present in the area, and whether such materials would adversely affect the project. The Hazardous Waste technical memorandum will be based upon a Hazardous Materials Investigation to be provided by the project team. The Hazardous Materials Technical memorandum will describe and address the proper procedures for worker safety in the presence of lead and asbestos, including safe work practices and implementation of engineering controls and control measures. Specific Caltrans procedures related to lead based paint and worker safety will be noted.
 - Soil and groundwater sampling and reporting
 - Asbestos/lead-containing paint survey

- Water Quality Study: The Consultant will prepare a Water Quality Study according to the requirements of Caltrans. This study will describe the measures and best management practices (BMPs) included in the project to reduce construction-related water quality impacts.
3. Coordinate NEPA Categorical Exclusion with Caltrans: Upon approval of all technical studies by Caltrans, the Consultant will coordinate the completion and sign-off of the NEPA CE with Caltrans staff.
- C. CEQA Notice of Exemption (NOE): Upon completion of the NEPA process, the Consultant will prepare the CEQA NOE forms and provide them to the City for review and comment. The Consultant will coordinate any revisions with the City and will provide a final version of the CEQA NOE for signature. The Consultant will also file the NOE forms with the State Clearinghouse and County Clerk, if requested by the City.
- D. Regulatory Permits: Prepare draft application materials and obtain the following regulatory permits:
- Nationwide Permit/Section 404 from the U.S. Army Corps of Engineers (USACE)
 - 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB)
 - Lake and Streambed Alteration Agreement (LSAA) from CDFW.
 - If required, complete application for Incidental Take Permit in accordance with the California Department of Fish and Wildlife guidelines for the federally listed fish species longfin smelt.

Applications will be submitted by the City. Permitting fees will be paid by the City.

Additional Environmental Support Services

- As required by the LSAA, complete additional biological surveys for saline clover and bat habitat, report results to CDFW
- If required, incorporate findings of additional; biological surveys into environmental documents and permits
- As required by the LSAA, develop draft Borel Creek Enhancement Plan for City review.
- As required by the LSAA, develop draft Stream Channel Elevation Monitoring plan for City review.
- Incorporate comments into plans and submit to CDFW for review.
- Incorporate CDFW comments into plans and submit to CDFW for approval.
- Develop Draft 95% mitigation, planting and irrigation plans, specifications and estimate for City review.
- Incorporate comments and submit Draft 95% submittal to CDFW
- Incorporate CDFW comments and submit to CDFW for approval.
- Incorporate LSAA requirements into Utility Contract Documents.

1.8 35% SUBMITTAL AND TYPE SELECTION REPORT

Completed

2. PHASE II: FINAL DESIGN

CONSTRUCTION DOCUMENTS

Based on the approved Bridge Type Selection, Construction Documents will be prepared by the design team. The Construction Documents package will include specifications and construction plans and will conform to City's and Caltrans' Standards with Federal requirements.

Final design calculations will be prepared for the bridge structure and submitted for City staff review. An opinion of probable construction cost of the project will also be provided. The Consultant will coordinate and incorporate any utility agency's future needs, if any, in the bridge. The Consultant will also design all street transitions to the bridge.

- A. Design Criteria: for Bridge Design: Final bridge design will be performed in accordance with Caltrans Bridge Design Specifications and other Caltrans Design Manuals. Design will be based on the "Load and Resistance Factor Design" method, with HL93 and permit truck design live loads. Seismic design will be performed in accordance with current Caltrans Seismic Design Criteria.
- B. Plan Sheets and Details: The plan sheets will be prepared in AutoCAD. Plans will be prepared in English units and will be consistent with Caltrans Standard Plans. All plans will be signed by the civil engineer or structural engineer (registered in the State of California) in responsible charge of the design, in accordance with the Caltrans Local Programs Manual. Three submittals will be made during the preparation of the Construction Documents as follows: When the documents are 65% complete; when the documents are 95% complete; when the final documents are complete. Each submittal will incorporate the review comments from the previous submittal by the City staff as well as those of all other reviewing agencies.

2.1 65% DESIGN SUBMITTAL (65% PS&E)

- A. 65% Complete Plans: Based on comments received from the 35% Design Submittal, the design will be advanced to the point that all major design issues and solutions are represented in the plan documents. Minor details may be missing from the plan set at this milestone, but all plan sheets will be included in this submittal package. The Consultant will work with the City and other agencies to resolve any remaining conflicts between the comments of different reviewers. Upon comment resolution with the City, no further changes will be anticipated thereafter and such comments or changes will be deferred until the next submittal or next appropriate meeting.
- B. 65% Complete Specifications: A draft of the technical specifications sections to be included for the final project specifications will be identified with the submittal. The technical specifications will use the Caltrans 2010 standard special provisions for the various items of work. The City will be responsible for the completion of "boilerplate" general, and standard provisions related to the contract.
- C. 65% Opinion of Probable Construction Cost: The Preliminary Opinion of Probable Construction Costs will be updated to reflect the refinements from the Preliminary Design to the Unchecked Design Submittal.

65% Deliverables:

- 6 – 65% Plan Sets (11" x 17" plots)
- 65% Level Opinion of Probable Construction Cost
- 3 – 65% Complete Project Specifications

2.2 95% DESIGN SUBMITTAL (95% PS&E)

- A. Quality Assurance Review: Conduct an internal quality assurance review of the plans, specifications, and estimate; concurrent with review of the 65% Submittal by the City and other agencies. The Consultant's quality assurance program provides for independent checking of individual tasks, as well as an independent review by experienced senior staff. The purpose of this review is to provide oversight to specific project details by professionals who are not closely involved in the design, and to review the constructability, cost-effectiveness and completeness of design features relative to the normal standard of professional care. **This independent check will include a red, green and yellow check of the structural calculations and plans.**
- B. 95% Complete Design Plans: Checked Plans will be prepared and submitted to the City, utility companies and other agencies for final review and comment. Agencies shall thoroughly review the details of the project. The Consultant will work with the City and other agencies to resolve any conflicts between the comments of different reviewers.
- C. 95% Complete Specifications: The technical specifications will be updated using Caltrans 2010 Standard Special Provisions. The City will prepare boilerplate specifications and compile the technical specifications with the boilerplate.
- D. 95% Level Checked Opinion of Probable Construction Cost: The Opinion of Probable Construction Cost will be updated for use in the Bid Documents using standard City and/or Caltrans items.
- E. Memorandum: Response to Comments: A memo with "response to comments" received from the 65% Design Submittal will be provided.

95% Deliverables:
6 – 95% Plan Sets (11" x 17" plots)
95% Opinion of Probable Construction Cost
3 - 95% Project Specifications
3 - Response to 65% Comments Memo

2.3 FINAL DESIGN SUBMITTAL (100% PS&E)

- A. 100% Final Plans: After agency review of the Checked Design Submittal (95%), the Consultant will prepare the Final Contract Documents in accordance with the City's instructions and provide the City and other agencies the opportunity to review the completed Bid Documents and direct minor revisions.
- B. Response to Comments Memorandum: A memo with "response to comments" received from the 95% Design Submittal will be provided.
- C. Bid Documents: After the City review of the 100% Final Submittal, any minor final revisions will be incorporated and 6 sets of Completed Contract Documents prepared in accordance with the City's instructions. Final bid documents will be submitted for signature.

100% Deliverables:
6 – Complete Bid Set Drawings – Signed and Dated (11" x 17" plots)
1 – CD archive of project electronic files (specs & estimate)

2.4 SCOPE OF SERVICES ADDED FEBRUARY 2022

- A. Prepare revised 65% PS&E submittal and technical documents to incorporate the following changes:
 - 1. Update project design and documents to the now current 2018 Caltrans Standard Specifications and Standard Plans.
 - 2. Update bridge barriers and railings to meet the requirements of the new Manual of Assessment of Safety Hardware (MASH) standards that are now required for all projects funded by FHWA. Revisions to grading at the ends of the bridge barriers are also required to meet these new standards.
 - 3. Coordinate with PG&E and incorporate into PS&E and technical documents changes required by PG&E. Changes requested by PG&E include permanent undergrounding of the joint overhead lines through the project area instead of a temporary relocation, and installation of two permanent gas mains through the bridge. The undergrounding requires the installation of a below-grade vault in the parking area of the public park and construction of the joint trench and conduits as part of the City project. The installation of the second gas main requires additional construction stages and coordination.
 - 4. Coordination with the Parks Department to incorporate reconstruction of the public park paving area and protection of landscaping.
- B. Prepare analysis of an alternative single construction stage project, including a temporary pedestrian bridge and temporary traffic detour that includes a temporary opening in the existing soundwall on Saratoga Drive.
- C. Optional Task – Prepare revised 65% PS&E submittal and technical documents to incorporate the single construction stage. This includes additional plans and specifications for the temporary steel bridge, traffic detour and temporary opening in the soundwall. Additional coordination will be required with PG&E for a temporary gas main during bridge construction.
- D. Right-of-Way – Review Title Reports and Plot Easements for 4 parcels bordering project site. Prepare Plat and Legal for ne new Public Utility Easement for the relocated electrical lines within the City park.

2.5 BIDDING PERIOD SERVICES (BERMUDA DRIVE UTILITY RELOCATION PROJECT ONLY)

The design team will perform the following the scope of work:

- Attendance at the Pre-bid Meeting and walk-through if requested.
- Provide information to the City for responses to bidders' questions regarding the bid documents.
- Prepare addenda, as required.
- Assist the City in review of the bids.

2.6 CONSTRUCTION SUPPORT SERVICES (BERMUDA DRIVE UTILITY RELOCATION PROJECT ONLY)

The design team will perform the following the scope of work:

- Attend preconstruction meeting.
- Attend periodic field visits, as required, to assist in the resolution of construction issues. (Total of 6 assumed)
- Review shop drawings and technical construction submittals
- Review contractor RFI's (Request for Information) and provide written responses.
- Perform verification survey of layout of trench and vault prior to excavation.
- Coordination with utility companies.
- Prepare record drawings and if required, update project plans.
- Biological monitoring and training during construction as required by the LSAA.

- CDFW notifications, coordination and reporting as required by the LSAA.
- Archaeological training for construction crews prior to ground-disturbing activity (up to 2 trainings).
- Archaeological monitoring during construction as required (up to 5 working days).
- In the event of inadvertent discovery of cultural resources, site visit to assess the nature of the finds.
- Coordination with Native American tribes regarding inadvertent discoveries.
- Reporting results of archaeological monitoring and correspondence with USACE regarding inadvertent discoveries, (if necessary).

Assumptions

- The bridge will likely be a single span, precast pre-stressed concrete voided slab bridge with a cast-in-place composite topping slab supported on seat abutments with a maximum span length of 55-feet.
- Either a detour or Stage construction will be used.
- The City will prepare the boilerplate specifications and compile the technical specifications with the boilerplate.
- Assistance with Local Assistance Program compliance is not included.
- Right of way acquisition is not anticipated and therefore these services are not included.
- A Phase I Initial Site Assessment is not included.
- Community Meetings and public outreach is not included.
- Only one alignment and profile alternative will be considered.
- The proposed profile will not deviate significantly from the existing profile so as to not impact the adjacent driveways.
- The proposed bridge replacement will not increase the overall capacity of the roadway.
- The proposed improvements will be eligible for a Categorical Exclusion (Cat Ex) under the National Environmental Policy Act (NEPA) and a Categorical Exemption (Cat Ex) under the California Environmental Quality Act (CEQA).
- Structural inspections, all other required inspections, and construction administration services will be provided by the City's Resident Engineer for the project.
- Construction Administration services are not included.
- Remedial engineering design to determine corrective action required due to materials and/or contractor's operations not meeting contract requirements is not included. Upon County request, Biggs Cardosa Associates can provide this work as additional services.
- Engineering advice and technical support for construction change orders to the plans and specifications for the project, preparation of change order documentation to include, where appropriate, changes to plans and specifications, and additional structural details are not included. Because the level of effort required to process change orders can vary widely depending upon the type of changes requested Biggs Cardosa Associates can provide this work as additional services.
- Please be aware that even dedicated nesting deterrence efforts may not be 100% successful in preventing establishment of all nests in the project vicinity.
- Nest monitoring is not included in this scope, though if 12 full weeks of nesting deterrence is not needed some monitoring could be accommodated by the current budget. If nest monitoring is needed/requested, additional scope and fee may be needed.
- It is not anticipated that the bat habitat survey will determine that follow up bat surveys and an exclusion program will be required. However, if these surveys and bat exclusion assistance is needed, this cannot be accurately

scoped at this time until it is known where and how many bats would need to be excluded. If focused roosting surveys and bat exclusion is needed, additional scope and fee will be prepared at that time.

- This scope assumes that saline clover will not be present on site or if present, could be avoided by the project. If this is not the case and compensatory mitigation is required as per Section 4.2.1.4 of the project NES, the required mitigation plan for clover is not included in this scope. We would be happy to provide such a plan under additional scope and fee, if requested.

EXHIBIT B – HOURLY RATES

Consultant Biggs Cardosa Associates, Inc. ☒ Prime Consultant ☐ Subconsultant ☐ 2nd Tier Subconsultant
Project No. Bermuda Drive Bridge Replacement Contract No. _____ Date 04/14/22

For Combined Rate	0.00%	+	0.00%	=	150.70%	Combined ICR%
	Fringe Benefit %		General & Administrative %			
OR						
For Home Office Rate		+		=	150.70%	Home Office ICR%
	Fringe Benefit %		General & Administrative %			
For Field Office Rate		+		=		Field Office ICR%
	Fringe Benefit %		General & Administrative %			
				Fee	=	10.00%

BILLING INFORMATION

CALCULATION INFORMATION

Name/Job Title/Classification ¹	Hourly Billing Rates ²			Effective Date of Hourly Rate		Actual or Avg.	% or \$	Hourly Range - for Classifications Only		
	Straight ³	OT(1.5x)	OT(2x)	From	To	Hourly Rate ⁴	Increase			
Mahvash Harms* / Principal in Charge	\$308.67	N/A	N/A	1/1/2022	12/31/2022	\$111.93				Not Applicable
	\$324.10	N/A	N/A	1/1/2023	12/31/2023	\$117.53	5.00%			Not Applicable
	\$340.31	N/A	N/A	1/1/2024	12/31/2024	\$123.40	5.00%			Not Applicable
	\$357.32	N/A	N/A	1/1/2025	12/31/2025	\$129.57	5.00%			Not Applicable
	\$375.19	N/A	N/A	1/1/2026	12/31/2026	\$136.05	5.00%			Not Applicable
	\$393.95	N/A	N/A	1/1/2027	12/31/2027	\$142.85	5.00%			Not Applicable
Anthony Richardson* / Project Manager	\$209.23	N/A	N/A	1/1/2022	12/31/2022	\$75.87				Not Applicable
	\$219.69	N/A	N/A	1/1/2023	12/31/2023	\$79.66	5.00%			Not Applicable
	\$230.67	N/A	N/A	1/1/2024	12/31/2024	\$83.65	5.00%			Not Applicable
	\$242.21	N/A	N/A	1/1/2025	12/31/2025	\$87.83	5.00%			Not Applicable
	\$254.32	N/A	N/A	1/1/2026	12/31/2026	\$92.22	5.00%			Not Applicable
	\$267.03	N/A	N/A	1/1/2027	12/31/2027	\$96.83	5.00%			Not Applicable
Principal III	\$344.71	N/A	N/A	1/1/2022	12/31/2022	\$125.00		\$ 115.00	to	\$ 130.00
	\$361.95	N/A	N/A	1/1/2023	12/31/2023	\$131.25	5.00%	\$ 120.75	to	\$ 136.50
	\$380.05	N/A	N/A	1/1/2024	12/31/2024	\$137.81	5.00%	\$ 126.79	to	\$ 143.33
	\$399.05	N/A	N/A	1/1/2025	12/31/2025	\$144.70	5.00%	\$ 133.13	to	\$ 150.49
	\$419.00	N/A	N/A	1/1/2026	12/31/2026	\$151.94	5.00%	\$ 139.78	to	\$ 158.02
	\$439.95	N/A	N/A	1/1/2027	12/31/2027	\$159.54	5.00%	\$ 146.77	to	\$ 165.92
Principal II	\$297.83	N/A	N/A	1/1/2022	12/31/2022	\$108.00		\$ 95.00	to	\$ 115.00
	\$312.72	N/A	N/A	1/1/2023	12/31/2023	\$113.40	5.00%	\$ 99.75	to	\$ 120.75
	\$328.36	N/A	N/A	1/1/2024	12/31/2024	\$119.07	5.00%	\$ 104.74	to	\$ 126.79
	\$344.78	N/A	N/A	1/1/2025	12/31/2025	\$125.02	5.00%	\$ 109.97	to	\$ 133.13
	\$362.02	N/A	N/A	1/1/2026	12/31/2026	\$131.27	5.00%	\$ 115.47	to	\$ 139.78
	\$380.12	N/A	N/A	1/1/2027	12/31/2027	\$137.84	5.00%	\$ 121.25	to	\$ 146.77
Principal I	\$248.19	N/A	N/A	1/1/2022	12/31/2022	\$90.00		\$ 85.00	to	\$ 105.00
	\$260.60	N/A	N/A	1/1/2023	12/31/2023	\$94.50	5.00%	\$ 89.25	to	\$ 110.25
	\$273.63	N/A	N/A	1/1/2024	12/31/2024	\$99.23	5.00%	\$ 93.71	to	\$ 115.76
	\$287.31	N/A	N/A	1/1/2025	12/31/2025	\$104.19	5.00%	\$ 98.40	to	\$ 121.55
	\$301.68	N/A	N/A	1/1/2026	12/31/2026	\$109.40	5.00%	\$ 103.32	to	\$ 127.63
	\$316.76	N/A	N/A	1/1/2027	12/31/2027	\$114.87	5.00%	\$ 108.48	to	\$ 134.01

EXHIBIT B
Hourly Rates

Associate	\$237.16	N/A	N/A	1/1/2022	12/31/2022	\$86.00		\$ 70.00	to	\$ 90.00
	\$249.02	N/A	N/A	1/1/2023	12/31/2023	\$90.30	5.00%	\$ 73.50	to	\$ 94.50
	\$261.47	N/A	N/A	1/1/2024	12/31/2024	\$94.82	5.00%	\$ 77.18	to	\$ 99.23
	\$274.54	N/A	N/A	1/1/2025	12/31/2025	\$99.56	5.00%	\$ 81.03	to	\$ 104.19
	\$288.27	N/A	N/A	1/1/2026	12/31/2026	\$104.53	5.00%	\$ 85.09	to	\$ 109.40
	\$302.69	N/A	N/A	1/1/2027	12/31/2027	\$109.76	5.00%	\$ 89.34	to	\$ 114.87
Engineering Manager	\$201.31	N/A	N/A	1/1/2022	12/31/2022	\$73.00		\$ 65.00	to	\$ 80.00
	\$211.38	N/A	N/A	1/1/2023	12/31/2023	\$76.65	5.00%	\$ 68.25	to	\$ 84.00
	\$221.95	N/A	N/A	1/1/2024	12/31/2024	\$80.48	5.00%	\$ 71.66	to	\$ 88.20
	\$233.04	N/A	N/A	1/1/2025	12/31/2025	\$84.51	5.00%	\$ 75.25	to	\$ 92.61
	\$244.70	N/A	N/A	1/1/2026	12/31/2026	\$88.73	5.00%	\$ 79.01	to	\$ 97.24
	\$256.93	N/A	N/A	1/1/2027	12/31/2027	\$93.17	5.00%	\$ 82.96	to	\$ 102.10
Senior Engineer	\$182.01	N/A	N/A	1/1/2022	12/31/2022	\$66.00		\$ 55.00	to	\$ 70.00
	\$191.11	N/A	N/A	1/1/2023	12/31/2023	\$69.30	5.00%	\$ 57.75	to	\$ 73.50
	\$200.66	N/A	N/A	1/1/2024	12/31/2024	\$72.77	5.00%	\$ 60.64	to	\$ 77.18
	\$210.70	N/A	N/A	1/1/2025	12/31/2025	\$76.40	5.00%	\$ 63.67	to	\$ 81.03
	\$221.23	N/A	N/A	1/1/2026	12/31/2026	\$80.22	5.00%	\$ 66.85	to	\$ 85.09
	\$232.29	N/A	N/A	1/1/2027	12/31/2027	\$84.23	5.00%	\$ 70.20	to	\$ 89.34
Project Engineer	\$157.19	N/A	N/A	1/1/2022	12/31/2022	\$57.00		\$ 45.00	to	\$ 65.00
	\$165.05	N/A	N/A	1/1/2023	12/31/2023	\$59.85	5.00%	\$ 47.25	to	\$ 68.25
	\$173.30	N/A	N/A	1/1/2024	12/31/2024	\$62.84	5.00%	\$ 49.61	to	\$ 71.66
	\$181.97	N/A	N/A	1/1/2025	12/31/2025	\$65.98	5.00%	\$ 52.09	to	\$ 75.25
	\$191.06	N/A	N/A	1/1/2026	12/31/2026	\$69.28	5.00%	\$ 54.70	to	\$ 79.01
	\$200.62	N/A	N/A	1/1/2027	12/31/2027	\$72.75	5.00%	\$ 57.43	to	\$ 82.96
Staff Engineer	\$124.10	N/A	N/A	1/1/2022	12/31/2022	\$45.00		\$ 40.00	to	\$ 55.00
	\$130.30	N/A	N/A	1/1/2023	12/31/2023	\$47.25	5.00%	\$ 42.00	to	\$ 57.75
	\$136.82	N/A	N/A	1/1/2024	12/31/2024	\$49.61	5.00%	\$ 44.10	to	\$ 60.64
	\$143.66	N/A	N/A	1/1/2025	12/31/2025	\$52.09	5.00%	\$ 46.31	to	\$ 63.67
	\$150.84	N/A	N/A	1/1/2026	12/31/2026	\$54.70	5.00%	\$ 48.62	to	\$ 66.85
	\$158.38	N/A	N/A	1/1/2027	12/31/2027	\$57.43	5.00%	\$ 51.05	to	\$ 70.20
Assistant Engineer	\$118.58	N/A	N/A	1/1/2022	12/31/2022	\$43.00		\$ 35.00	to	\$ 45.00
	\$124.51	N/A	N/A	1/1/2023	12/31/2023	\$45.15	5.00%	\$ 36.75	to	\$ 47.25
	\$130.74	N/A	N/A	1/1/2024	12/31/2024	\$47.41	5.00%	\$ 38.59	to	\$ 49.61
	\$137.27	N/A	N/A	1/1/2025	12/31/2025	\$49.78	5.00%	\$ 40.52	to	\$ 52.09
	\$144.14	N/A	N/A	1/1/2026	12/31/2026	\$52.27	5.00%	\$ 42.54	to	\$ 54.70
	\$151.34	N/A	N/A	1/1/2027	12/31/2027	\$54.88	5.00%	\$ 44.67	to	\$ 57.43
Junior Engineer	\$104.79	N/A	N/A	1/1/2022	12/31/2022	\$38.00		\$ 34.00	to	\$ 40.00
	\$110.03	N/A	N/A	1/1/2023	12/31/2023	\$39.90	5.00%	\$ 35.70	to	\$ 42.00
	\$115.53	N/A	N/A	1/1/2024	12/31/2024	\$41.90	5.00%	\$ 37.49	to	\$ 44.10
	\$121.31	N/A	N/A	1/1/2025	12/31/2025	\$43.99	5.00%	\$ 39.36	to	\$ 46.31
	\$127.38	N/A	N/A	1/1/2026	12/31/2026	\$46.19	5.00%	\$ 41.33	to	\$ 48.62
	\$133.74	N/A	N/A	1/1/2027	12/31/2027	\$48.50	5.00%	\$ 43.39	to	\$ 51.05
Sr. Computer Drafter	\$137.89	\$206.83	\$275.77	1/1/2022	12/31/2022	\$50.00		\$ 40.00	to	\$ 60.00
	\$144.78	\$217.17	\$289.56	1/1/2023	12/31/2023	\$52.50	5.00%	\$ 42.00	to	\$ 63.00
	\$152.02	\$228.03	\$304.04	1/1/2024	12/31/2024	\$55.13	5.00%	\$ 44.10	to	\$ 66.15
	\$159.62	\$239.43	\$319.24	1/1/2025	12/31/2025	\$57.88	5.00%	\$ 46.31	to	\$ 69.46
	\$167.60	\$251.40	\$335.20	1/1/2026	12/31/2026	\$60.78	5.00%	\$ 48.62	to	\$ 72.93
	\$175.98	\$263.97	\$351.96	1/1/2027	12/31/2027	\$63.81	5.00%	\$ 51.05	to	\$ 76.58

Computer Drafter	\$124.10	\$186.14	\$248.19	1/1/2022	12/31/2022	\$45.00		\$ 35.00	to	\$ 55.00
	\$130.30	\$195.45	\$260.60	1/1/2023	12/31/2023	\$47.25	5.00%	\$ 36.75	to	\$ 57.75
	\$136.82	\$205.22	\$273.63	1/1/2024	12/31/2024	\$49.61	5.00%	\$ 38.59	to	\$ 60.64
	\$143.66	\$215.49	\$287.31	1/1/2025	12/31/2025	\$52.09	5.00%	\$ 40.52	to	\$ 63.67
	\$150.84	\$226.26	\$301.68	1/1/2026	12/31/2026	\$54.70	5.00%	\$ 42.54	to	\$ 66.85
	\$158.38	\$237.57	\$316.76	1/1/2027	12/31/2027	\$57.43	5.00%	\$ 44.67	to	\$ 70.20
Jr. Computer Drafter	\$110.31	\$165.46	\$220.62	1/1/2022	12/31/2022	\$40.00		\$ 30.00	to	\$ 50.00
	\$115.82	\$173.74	\$231.65	1/1/2023	12/31/2023	\$42.00	5.00%	\$ 31.50	to	\$ 52.50
	\$121.61	\$182.42	\$243.23	1/1/2024	12/31/2024	\$44.10	5.00%	\$ 33.08	to	\$ 55.13
	\$127.70	\$191.54	\$255.39	1/1/2025	12/31/2025	\$46.31	5.00%	\$ 34.73	to	\$ 57.88
	\$134.08	\$201.12	\$268.16	1/1/2026	12/31/2026	\$48.62	5.00%	\$ 36.47	to	\$ 60.78
	\$140.78	\$211.18	\$281.57	1/1/2027	12/31/2027	\$51.05	5.00%	\$ 38.29	to	\$ 63.81
BIM/Visualization Specialist	\$137.89	\$206.83	\$275.77	1/1/2022	12/31/2022	\$50.00		\$ 40.00	to	\$ 60.00
	\$144.78	\$217.17	\$289.56	1/1/2023	12/31/2023	\$52.50	5.00%	\$ 42.00	to	\$ 63.00
	\$152.02	\$228.03	\$304.04	1/1/2024	12/31/2024	\$55.13	5.00%	\$ 44.10	to	\$ 66.15
	\$159.62	\$239.43	\$319.24	1/1/2025	12/31/2025	\$57.88	5.00%	\$ 46.31	to	\$ 69.46
	\$167.60	\$251.40	\$335.20	1/1/2026	12/31/2026	\$60.78	5.00%	\$ 48.62	to	\$ 72.93
	\$175.98	\$263.97	\$351.96	1/1/2027	12/31/2027	\$63.81	5.00%	\$ 51.05	to	\$ 76.58
Project Administrator	\$154.43	\$231.65	\$308.86	1/1/2022	12/31/2022	\$56.00		\$ 20.00	to	\$ 65.00
	\$162.15	\$243.23	\$324.31	1/1/2023	12/31/2023	\$58.80	5.00%	\$ 21.00	to	\$ 68.25
	\$170.26	\$255.39	\$340.52	1/1/2024	12/31/2024	\$61.74	5.00%	\$ 22.05	to	\$ 71.66
	\$178.77	\$268.16	\$357.55	1/1/2025	12/31/2025	\$64.83	5.00%	\$ 23.15	to	\$ 75.25
	\$187.71	\$281.57	\$375.42	1/1/2026	12/31/2026	\$68.07	5.00%	\$ 24.31	to	\$ 79.01
	\$197.10	\$295.65	\$394.20	1/1/2027	12/31/2027	\$71.47	5.00%	\$ 25.53	to	\$ 82.96
Project Coordinator	\$129.61	\$194.42	\$259.22	1/1/2022	12/31/2022	\$47.00		\$ 20.00	to	\$ 65.00
	\$136.09	\$204.14	\$272.18	1/1/2023	12/31/2023	\$49.35	5.00%	\$ 21.00	to	\$ 68.25
	\$142.90	\$214.35	\$285.79	1/1/2024	12/31/2024	\$51.82	5.00%	\$ 22.05	to	\$ 71.66
	\$150.04	\$225.06	\$300.08	1/1/2025	12/31/2025	\$54.41	5.00%	\$ 23.15	to	\$ 75.25
	\$157.54	\$236.32	\$315.09	1/1/2026	12/31/2026	\$57.13	5.00%	\$ 24.31	to	\$ 79.01
	\$165.42	\$248.13	\$330.84	1/1/2027	12/31/2027	\$59.99	5.00%	\$ 25.53	to	\$ 82.96

NOTES:

1. Key personnel **must** be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
2. The cost proposal format shall not be amended.
3. Billing rate = actual hourly rate * (1+ ICR) * (1+ Fee). Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans. All costs must comply with the Federal cost principles for reimbursement.
4. For named employees and key personnel enter the actual hourly rate. For classifications only, enter the Average Hourly Rate for that classification.
5. Mark-ups on subconsultant billing rates and cost proposals are not allowed.



CITY OF SAN MATEO

City Hall
330 W. 20th Avenue
San Mateo CA 94403
www.cityofsanmateo.org

Agenda Report

Agenda Number: 4

Section Name: CONSENT CALENDAR

Account Number: 20-5151

File ID: 23-7935

TO: City Council
FROM: Alex Khojikian, City Manager
PREPARED BY: Police Department
MEETING DATE: October 02, 2023
SUBJECT:
Edward Byrne 2023 Justice Assistance Grant Program – Application

RECOMMENDATION:

Adopt a Resolution to approve the submittal of an application to the United States Department of Justice, Bureau of Justice Assistance, for the Edward Byrne Memorial Justice Assistance Grant Program for the 2023 local solicitation in the amount of \$22,713; and if awarded, appropriate funds to the Police Grants Budget Program and authorize the Chief of Police to execute all required documents.

BACKGROUND:

The Edward Byrne Memorial Justice Assistance Grant (JAG) program provides federal criminal justice funding to state and local jurisdictions to support a range of law enforcement programs. Applicants are limited to units of local government appearing on the 2023 JAG Allocations List. The procedure for allocating JAG funds is a formula based on population and crime statistics in combination with a minimum allocation to ensure each state receives an appropriate share. Sixty percent of funding is allocated to the states, and forty percent is allocated to local recipients. The City of San Mateo's 2023 allocation is \$22,713.

JAG has several primary purpose areas: law enforcement; prosecution and court; prevention and education; corrections and community corrections; drug treatment; planning, evaluation, and technology improvement; and crime victim and witness protection. Within these purpose areas, funds may be used for state and local initiatives, technical assistance, strategic planning, research and evaluation, data collection, training, personnel, equipment, forensic laboratories, supplies, contractual support, and criminal justice information systems.

The Police Department has proposed utilizing the funds to purchase pursuit management technology which can be used to track, tag and locate a fleeing vehicle of interest to law enforcement, while reducing the potential need for a high-speed vehicle chase which can be dangerous to officers, suspects and bystanders. Use of the grant funds for this purpose is consistent with departmental efforts and strategic initiatives related to leveraging technology to increase safety.

BUDGET IMPACT:

If the JAG grant is awarded, Council approval is requested to appropriate \$22,713 into the Police Grant (Fund 200) budget. The JAG grant requires no matching funds and will result in no impact to the General Fund.

ENVIRONMENTAL DETERMINATION:

This action is not a project subject to CEQA, because it can be seen with certainty that it will not cause a physical change in the environment. (Public Resources Code Section 21065.)

NOTICE PROVIDED

All meeting noticing requirements were met.

ATTACHMENTS

Att 1 - Proposed Resolution

STAFF CONTACT

Ed Barberini, Chief of Police
ebarberini@cityofsanmateo.org
(650) 522-7600

Tricia Toomey, Business Manager
ttoomey@cityofsanmateo.org
(650) 522-7623

**CITY OF SAN MATEO
RESOLUTION NO. ____ (2023)**

**APPLICATION TO THE UNITED STATES DEPARTMENT OF JUSTICE FOR THE EDWARD BYRNE MEMORIAL JUSTICE
ASSISTANCE GRANT PROGRAM FOR FISCAL YEAR 2023 LOCAL SOLICITATION
TO PURCHASE PURSUIT MANAGEMENT TECHNOLOGY**

WHEREAS, the US Department of Justice (DOJ), Edward Byrne Memorial Justice Assistance Grant (JAG) Program provides funding to state and local government to support projects that improve or enhance law enforcement programs; and

WHEREAS, the City of San Mateo is eligible to receive an allocation of \$22,713 from the JAG program for 2023; and

WHEREAS, the San Mateo Police Department has proposed to use its 2023 allocation to purchase pursuit management technology; and

WHEREAS, the grant application has been made available to the City Council and to the public for a period of 30 days preceding this meeting.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN MATEO, CALIFORNIA, FINDS and RESOLVES that:

1. This action is not a project subject to CEQA, because it can be seen with certainty that it will not cause a physical change in the environment (Public Resources Code Section 21065.)
2. The Chief of Police or his designee, on behalf of the City of San Mateo, is authorized to submit an application for the Edward Byrne Memorial Justice Assistance Grant Program to the United States Department of Justice, Bureau of Justice Assistance, for \$22,713 to purchase pursuit management technology - O-BJA-2023-171790.
3. The Chief of Police or his designee is authorized to accept and execute in the name of the City of San Mateo, the application and any documents required by the United States Department of Justice, Bureau of Justice Assistance, for the JAG program related to the acceptance of the grant funds.
4. The City Council authorizes, if said grant is awarded, an appropriation of \$22,713 to the Police Grants fund.



CITY OF SAN MATEO

City Hall
330 W. 20th Avenue
San Mateo CA 94403
www.cityofsanmateo.org

Agenda Report

Agenda Number: 5

Section Name: CONSENT CALENDAR

Account Number: 10-466:

File ID: 23-7947

TO: City Council
FROM: Alex Khojikian, City Manager
PREPARED BY: Public Works Department
MEETING DATE: October 02, 2023
SUBJECT:
Private Development and Right-of-Way Support Services – Amendment

RECOMMENDATION:

Approve Amendment No. 1 to the professional consultant services agreement with CSG Consultants, Inc. for private development and right-of-way support services to increase the agreement amount by \$90,000 for a revised total not-to-exceed amount of \$240,000; and authorize the Public Works Director to execute the amendment in substantially the form presented.

BACKGROUND:

On November 7, 2022, the City Council approved an agreement with CSG Consultants, Inc. (CSG) for private development and right-of-way support services for \$150,000 to address a significant increase in the number of planning applications and permits requiring Public Works staff review.

The annual number of planning applications and building permits submitted to the City has increased in recent years. Accordingly, over the past three years, Public Works staff utilized outside consulting services to assist with the review and processing of applications within the required review timeframes. Staff anticipates permit volume to remain at the current level necessitating the continued use of outside consulting services for Public Works reviews.

Costs associated with staff time and consultant services required to review and process applications and permits are paid with funds collected through planning application deposits and building permit fees. As such, all costs associated with CSG's review of the applications are fully cost-recovered by the City. To ensure the City is providing cost-effective services for residents and developers, staff reviews CSG's hourly charges to project accounts to verify plan reviews are completed efficiently. Based on the historic level of effort and expenditures to date, the increase of \$90,000 to the contract amount is estimated to be sufficient to support the CSG staff to the end of the current agreement term on December 1, 2023.

As the CSG contract is nearing its expiration, staff is currently undergoing a competitive Request for Proposals (RFP) process for these review services for a term extending beyond the expiration of this CSG agreement. Staff anticipates bringing agreements for the new on-call consulting services solicitation to City Council for approval later in 2023.

Based on the above, staff recommends approval of Amendment No. 1 with CSG increasing the agreement amount by \$90,000 for a total not to exceed amount of \$240,000 in order to meet the City's immediate level of service requirements for planning applications, building permits, and encroachment permits.

BUDGET IMPACT:

The support services provided through this agreement will be funded by deposits collected from private development applications, permitting fees, and the Public Works Private Development budget.

ENVIRONMENTAL DETERMINATION:

This item is not a project subject to CEQA, because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines Section 15378(b)(5).)

NOTICE PROVIDED

All meeting noticing requirements were met.

ATTACHMENTS

Att 1 - Amendment No. 1

STAFF CONTACT

Jason Hallare, Senior Engineer
jhallare@cityofsanmateo.org
650-522-7316

**AMENDMENT NO. 1 TO THE AGREEMENT
BETWEEN THE CITY OF SAN MATEO AND
CSG CONSULTANTS, INC. FOR
PRIVATE DEVELOPMENT AND RIGHT-OF-WAY SUPPORT SERVICES
(\$150,000 [Original Amount] / \$90,000 [Amendment No. 1])**

WHEREAS, the City of San Mateo ("CITY"), a municipal corporation of the State of California, and CSG Consultants, Inc., a corporation ("CONSULTANT"), entered into an Agreement for Private Development and Right-of-Way Support Services ("AGREEMENT") on November 29, 2022; and

WHEREAS, CITY and CONSULTANT wish to amend the AGREEMENT to increase the total compensation limit of this Agreement from \$150,000 to \$240,000.

NOW, THEREFORE, the parties agree as follows:

1. Section 5 "Payment" of the Agreement is amended to read:

"Payment shall be made by CITY only for services rendered and upon submission of a payment request upon completion and CITY approval of the work performed. In consideration for the full performance of the services set forth in Exhibit A, CITY agrees to pay CONSULTANT a fee in an amount not to exceed \$240,000, pursuant to rates stated in Exhibit B to this Agreement, attached and incorporated by reference."

2. The remaining terms of the Agreement remain in full force and effect.

[SIGNATURE PAGE FOLLOWS]

CONSULTANT

Cyrus Kianpour President	Date
-----------------------------	------

APPROVED AS TO FORM

Linh Nguyen
Assistant City Attorney

Nourdin Khayata
Secretary



CITY OF SAN MATEO

City Hall
330 W. 20th Avenue
San Mateo CA 94403
www.cityofsanmateo.org

Agenda Report

Agenda Number: 6

Section Name: CONSENT CALENDAR

Account Number: 25-311:

File ID: 23-7960

TO: City Council
FROM: Alex Khojikian, City Manager
PREPARED BY: Community Development Department
MEETING DATE: October 02, 2023

SUBJECT:

General Plan Update – Supplemental Budget Appropriation and Amendment

RECOMMENDATION:

Adopt a Resolution to appropriate \$227,600 from the Advance Planning Fund to the General Plan Update project; approve Amendment No. 5 to the agreement with PlaceWorks Inc. for the General Plan Update to modify the scope of work and increase the contract amount by \$227,600 for a total not to exceed amount of \$2,845,010 to complete additional tasks, technical evaluations and community outreach activities to support completion of the General Plan Update; extend the term of the agreement through December 31, 2024; and authorize the City Manager to execute the amendment in substantially the form presented.

BACKGROUND:

The agreement with PlaceWorks Inc. was originally executed in April 2018, with PlaceWorks and its team of subconsultants retained to support the City's comprehensive General Plan Update (GPU) effort and prepare General Plan 2040. The original target was to have the GPU effort completed by the end of 2020. In April 2019, the City Council approved Amendment No. 1, which modified the scope of work to provide more opportunities for community outreach and include additional tools for engagement, and extended the project timeline from May 2020 to December 2023. In August 2020, Amendment No. 2 was approved, which updated the scope of work to account for project changes resulting from the COVID-19 pandemic and to include environmental review associated with the Housing Element update. In June 2021, Amendment No. 3 was approved, which amended the scope of work to account for additional community outreach and engagement activities, changes to the Housing Element update environmental review and additional project management costs associated with the GPU's updated schedule. In February 2023, Amendment No. 4 was approved to allow for the completion of a technical update to the Climate Action Plan for consistency with the General Plan Update and to ensure that it continued to serve as the City's qualified GHG reduction strategy.

At this time, staff is seeking City Council approval of Amendment No. 5 to the agreement with PlaceWorks, to amend the scope of work to account for the following:

- Additional staff time and resources to support the Draft General Plan's community outreach and engagement effort, including support for the five town hall meetings.
- Additional City Council meetings in early 2023 related to land use and Measure Y.
- Additional technical consultant support and analysis for the General Plan and Environmental Impact Report.
- Additional time needed for project management due to the updated schedule.
- Preparation of a fiscal analysis of the general plan, which will be presented when the Council is considering General Plan adoption.
- Provide additional community outreach and engagement following General Plan 2040 adoption to promote awareness and share information about the plan with the community.
- Extend the term of the agreement to December 31, 2024, to align with the updated schedule for General Plan

adoption and post adoption implementation and community engagement.

Due to the complex nature of this comprehensive update to San Mateo's General Plan, issues and topics arise over the course of the project that require additional work to evaluate and fully address. However, given the importance of the General Plan Update and the need to be responsive to the community and decisionmakers, and to address important issues as they arise, updates to the original scope of work are often necessary. The General Plan team has been diligent in focusing work and activities to stay within budget while also comprehensively addressing community comments, Council direction, state legislative requirements and shifting climate and economic conditions. Examples of this include bringing in a historic consultant to support the historic preservation component of the General Plan, additional transportation consultant time to update the citywide traffic model to increase accuracy and reflect existing conditions, additional technical support to prepare a more comprehensive water supply analysis, and more resources and staff to support the community outreach and engagement efforts over the five-and-a-half-year duration of the GPU effort.

The resolution to approve the budget appropriation from the City's Long Range Planning Fund is included as Attachment 1, the agreement amendment is included as Attachment 2, and the updated scope of work and cost estimate is included as Exhibit A-1 to Attachment 2.

BUDGET IMPACT:

The proposed contract amendment and accompanying budget appropriation has no impact to the City's General Fund. The additional \$227,600 funding requested for this project is expected to cover consultant services for these additional tasks and technical evaluations. Council approval is requested to appropriate \$227,600 from the available fund balance in the Advance Planning Fund (Fund 225) to the General Plan Update project.

ENVIRONMENTAL DETERMINATION:

This amendment is not a project subject to CEQA, because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines Section 15378(b)(5).)

NOTICE PROVIDED:

All meeting noticing requirements were met.

ATTACHMENTS

Att 1 – Proposed Resolution

Att 2 – Amendment No. 5 to Agreement with PlaceWorks, Inc.

Exhibit A-1 – Scope of Work and Cost Estimate

STAFF CONTACT

Zachary Dahl, Interim Director

zdahl@cityofsanmateo.org

(650) 522-7207

CITY OF SAN MATEO
RESOLUTION NO. ____ (2023)

APPROPRIATING FUNDS FOR ADDITIONAL TASKS AND SUPPORT RELATED TO THE GENERAL PLAN UPDATE

WHEREAS, in April 2018, the City Council approved a \$1,254,733 Agreement with PlaceWorks Inc. for professional consultant services for the General Plan Update and Environmental Impact Report project (“Project”); and

WHEREAS, in April 2019, the City Council approved an additional amount of \$739,588 (for a total not-to-exceed amount of \$1,994,321), an amendment to the scope of services and extended the term to December 31, 2023; and

WHEREAS, in August 2020, the City Council approved an additional amount of \$197,140 (for a total not-to-exceed amount of \$2,191,461) and an amendment to the scope of services; and

WHEREAS, in June 2021, the City Council approved an additional amount of \$346,609 (for a total not-to-exceed amount of \$2,538,070) and an amendment to the scope of services; and

WHEREAS, in February 2023, the City Council approved an additional amount of \$79,340 (for a total not-to-exceed amount of \$2,617,410) and an amendment to the scope of services; and

WHEREAS, an additional appropriation of \$227,600 is necessary to cover additional tasks, technical evaluations and community outreach and engagement to support the General Plan Update (for a total not-to-exceed amount of \$2,845,010).

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN MATEO, CALIFORNIA, HEREBY RESOLVES that:

1. This budget appropriation is not a project of CEQA because it is an organizational or administrative activity that will not impact the environment (CEQA Guidelines Section 15378(b)(5)).
2. The budget appropriation of \$227,600 from the Advance Planning Fund (Fund 225) to the General Plan Update project (#310008) is approved.

**AMENDMENT NO. 5 TO THE AGREEMENT BETWEEN THE CITY OF SAN MATEO AND PLACEWORKS, INC.
FOR PROFESSIONAL CONSULTANT SERVICES FOR ADDITIONAL TASKS AND TECHNICAL SUPPORT
RELATED TO THE GENERAL PLAN UPDATE AND ENVIRONMENTAL IMPACT REPORT AND TO EXTEND
THE TERM TO DECEMBER 31, 2024**

WHEREAS, the City of San Mateo ("City"), a municipal corporation of the State of California, and PlaceWorks, Inc. ("Consultant"), entered into an Agreement for professional consultant services for General Plan Update and Environmental Impact Report ("Agreement") on April 26, 2018; and

WHEREAS, the original scope of services included the General Plan Update and Environmental Impact Report project ("Project"); and

WHEREAS, in April 2019, the City Council approved Amendment No. 1 for an additional amount of \$739,588 (for a total not-to-exceed amount of \$1,994,321), an amendment to the scope of services and extended the term to December 31, 2023; and

WHEREAS, in August 2020, the City Council approved Amendment No. 2 for an additional amount of \$197,140 (for a total not-to-exceed amount of \$2,191,461) and an amendment to the scope of services; and

WHEREAS, in June 2021, the City Council approved Amendment No. 3 for an additional amount of \$346,609 (for a total not-to-exceed amount of \$2,538,070) and an amendment to the scope of services; and

WHEREAS, in February 2023, the City Council approved Amendment No. 4 for an additional amount of \$79,340 (for a total not-to exceed amount of \$2,617,410) and an amendment to the scope of services; and

WHEREAS, the City wishes to expand the scope of services to include the additional proposed services in Exhibit A-1 of this Amendment to complete additional tasks, technical evaluations and community engagement activities to support completion of the General Plan Update; and

WHEREAS, the City wishes to extend the term of the agreement to December 31, 2024 to align with the updated schedule to complete the General Plan Update and allow for post adoption support as outlined in Exhibit A-1; and

WHEREAS, City wishes to increase the agreed upon Cost Estimate to include the cost of the additional scope of services by \$227,600 as outlined in Exhibit A-1 of this Amendment to provide compensation for this service (for a total not-to-exceed amount of \$2,845,010).

NOW, THEREFORE, the parties agree as follows:

1. Section 4 of the Agreement is amended to read:

"The services to be performed under this Agreement shall commence on April 26, 2018 and be completed on or about December 31, 2024."

2. Section 5 of the Agreement is amended to read:

“Payment shall be made by the CITY only for services rendered and upon submission of a payment request upon completion and CITY approval of the work performed. In consideration for the full performance of the services set forth in Exhibit A, CITY agrees to pay CONSULTANT a fee in an amount not to exceed \$2,845,010 pursuant to rates stated in Exhibit A to this Agreement, attached and incorporated by reference.”

3. Exhibit A of the Agreement (Scope of Work) is amended as follows: Exhibit A-1 attached hereto to this Amendment No. 5 is added to Exhibit A of the Agreement.
4. Exhibit B of the Agreement (Cost Estimate) is amended as follows: Exhibit A-1 attached to this Amendment No. 5 is added to Exhibit B of the Agreement.
5. The remaining terms of the Agreement remain in full force and effect.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, CITY OF SAN MATEO and PlaceWorks, Inc. have executed this Amendment No. 5 on _____.

CITY OF SAN MATEO

CONTRACTOR

Alex Khojikian
City Manager

Keith McCann
CEO of PlaceWorks, Inc.
Its Authorized Agent

Date

If a Corporation, can be either 1) President or 2) Vice President plus an additional corporate officer (i.e., Secretary, Treasurer) who shall sign below.

APPROVED AS TO FORM

ADDITIONAL CORPORATE OFFICER
(if necessary per the above)

Mazarin Vakharia
Assistant City Attorney

Date

Randal Jackson President of PlaceWorks, Inc. Its Authorized Agent	Date
---	------

Exhibit A-1
Scope of Work: General Plan and EIR Outreach and Completion

The following tasks and task budgets would be updated and/or added to the original agreement as follows:

Task No.	Topic	Additional Amount	Additional Work Covered
A.2	Project Management	\$ 33,629.00	Ongoing project management and staff meeting attendance for extended duration of project.
A.3	Outreach/Engagement Approach	\$ 11,770.00	Enhanced community outreach in summer and fall 2023, including creating an interactive online map of the preferred land use scenario and the existing general plan map; additional print and digital fliers and handouts; additional information translated to Spanish and Chinese; preparing meeting materials and presentations for five Council District Town Hall meetings; setting up the Draft General Plan 2040 in Konveio to enable online commenting; and reorganizing the website to make the General Plan and other tools easy to find.
F.5	Meeting Series #6	\$ 2,260.00	Attendance by PlaceWorks technical team at 9/12/23 Planning Commission hearing on the Draft EIR.
G.4	Draft EIR	\$ 10,840.00	Additional meetings and coordination with water providers, plus additional transportation model runs, coordination, and iteration by Kittelson (transportation consultant) for the Draft EIR.
G.5	Final EIR and MMRP	\$ 33,388.00	Work by expanded PlaceWorks technical team and internal discussion of responses to comments already received on the Draft EIR in advance of comment period close; additional time for technical consultants to respond to comments.
G.6	Findings and Summary of Revisions	\$ 14,467.00	Additional anticipated revisions to the Draft General Plan 2040 based on public input and City Council direction.
G.7	Certification and Adoption hearings	\$ 22,203.00	Work by expanded PlaceWorks technical team and added attendance by full technical team at up to three certification hearings.
I.2	GP Implementation Strategy	\$ 20,543.00	Preparation of an action matrix and strategy document that provides detail on each action listed in the adopted General Plan, including the agency, department, or organization to carry out the task; resources required for the action item; and timeframe.

	Contingency	\$ 20,000.00	The current contract includes a contingency amount that has been used to, for example, cover out-of-scope meeting attendance, add a historic resources consultant to the team, prepare updated traffic analyses for the 2022 base year, and provide more detailed water supply analysis. Staff recommends replenishing in order to cover minor unanticipated tasks for the remainder of the project term. Use of the contingency is allowed only through prior written authorization by staff.
	Subtotal	\$ 169,100.00	
New Tasks		Amount	Description
	Zoning Code Consistency Review	\$ 22,000.00	Providing a list of specific changes to text, map, and graphics needed to align the Zoning Code with the updated General Plan, as well as to improve the ease of use, understanding and administration of the Code and related development codes.
	Post-Adoption Outreach Support	\$ 20,000.00	On-call support for educating and informing the community about the adopted General Plan 2040 through, for example, virtual workshops, a citywide newsletter, and/or presentations.
	Fiscal Analysis of the Draft GP	\$ 16,500.00	Preparation of an analysis of City operational budget in 2045 given General Plan land use map and development assumptions.
	Subtotal	\$ 58,500.00	
	Grand Total	\$227,600.00	



CITY OF SAN MATEO

City Hall
330 W. 20th Avenue
San Mateo CA 94403
www.cityofsanmateo.org

Agenda Report

Agenda Number: 7

Section Name: CONSENT CALENDAR

Account Number: 10-4661

File ID: 23-7993

TO: City Council

FROM: Alex Khojikian, City Manager

PREPARED BY: Public Works Department

MEETING DATE: October 02, 2023

SUBJECT:
Delaware Safe Routes to School Corridor – Grant Funding Acceptance

RECOMMENDATION:

Adopt a Resolution to approve the acceptance of \$1,661,000 of California Transportation Commission Active Transportation Program Cycle 5 grant funding for the Delaware Safe Routes to School Corridor Project.

BACKGROUND:

On September 8, 2020, City Council approved a letter of support for the City to apply for California Transportation Commission (CTC) Active Transportation Program (ATP) Cycle 5 funding to fund the environmental, design, right-of-way, and construction phases of the Delaware Safe Routes to School Corridor Project (Project). In June 2021, the CTC awarded the City \$1,661,000 in grant funding to deliver the Project through all phases (environmental, design, right-of-way, and construction). The funds are 100% state-funded and are unique in that there is no City match requirement.

The Project limits for this CTC grant funding are on South Delaware Street from Pacific Boulevard to 19th Avenue and primarily focus on improving safety and connectivity to two public schools accessed from Delaware Street and connecting neighborhood children directly to the schools they attend. The Project includes a Class IV separated bike lane and a bicycle boulevard as planned in the adopted 2020 Bicycle Master Plan. The Project will provide necessary safety improvements along this roadway in an area with a high level of traffic and a history of vehicle collisions and will also improve connectivity to the newly relocated Hillsdale Caltrain station from the north and south. Implementation of the Class IV separated bike lane from 19th Avenue to 28th Avenue will require evaluation of the existing public right-of-way, and may require travel lane reduction, some parking removal, or a combination of both measures. Staff will evaluate all options as part of the design process, and will engage with the community, Sustainability and Infrastructure Commission, and City Council to share the potential community impacts of the project and select a preferred alternative prior to the design being finalized.

The City previously approved Resolution 113 (2016) that delegates broad authority for the Public Works Director to sign master agreements and program supplemental agreements (PSAs) with Caltrans. The updated master agreement and PSA for this project were fully executed in April 2022. After the funds have been accepted through this Council action, staff will begin the design phase and develop the overall project schedule for design and community engagement.

Since the project was awarded, there has been staff turnover resulting in some delays. Staff resources are now at more sufficient levels and staff recommends City Council approve the Resolution to accept the ATP Cycle 5 grant funding for the Project.

BUDGET IMPACT:

The Delaware Safe Routes to School Corridor Project (46r022), included in the FY 2023-24 capital budget, is funded entirely

through these ATP Cycle 5 grant funds and has no local match requirements. Acceptance of the \$1,661,000 ATP Cycle 5 grant funding will not impact local funding.

ENVIRONMENTAL DETERMINATION:

The acceptance of grant funds is not a project subject to CEQA, because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines Section 15378(b)(5).)

NOTICE PROVIDED

All meeting noticing requirements were met.

ATTACHMENTS

Att 1 - Proposed Resolution

STAFF CONTACT

Sue-Ellen Atkinson, Principal Transportation Planner
seatkinson@cityofsanmateo.org
(650) 522-7288

CITY OF SAN MATEO
RESOLUTION NO. ____ (2023)

**AUTHORIZING THE ACCEPTANCE OF \$1,661,000 OF CALIFORNIA TRANSPORTATION COMMISSION
ACTIVE TRANSPORTATION PROGRAM CYCLE 5 GRANT FUNDING FOR THE DELAWARE SAFE ROUTES TO
SCHOOL CORRIDOR PROJECT**

WHEREAS, at the September 8, 2020 City Council meeting, Council approved a letter of support to apply for \$1,661,000 in California Transportation Commission Active Transportation Program (ATP) Cycle 5 grant funding for the Delaware Safe Routes to School Corridor Project; and

WHEREAS, in June 2021, the California Transportation Commission awarded the City \$1,661,000 in ATP Cycle 5 grant funding to complete the environmental, design, right-of-way, and construction phases for the Delaware Safe Routes to School Corridor project; and

WHEREAS, staff proposes accepting \$1,661,000 of ATP Cycle 5 grant funding for the Delaware Safe Routes to School Corridor project.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN MATEO, CALIFORNIA, HEREBY FINDS and RESOLVES that:

1. Acceptance of the grant is not a project subject to CEQA, because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines Section 15378(b)(5)).

2. Acceptance of \$1,661,000 in ATP Cycle 5 grant funding for the Delaware Safe Routes to School Corridor project (46r022) is approved.



CITY OF SAN MATEO

City Hall
330 W. 20th Avenue
San Mateo CA 94403
www.cityofsanmateo.org

Agenda Report

Agenda Number: 8

Section Name: OLD BUSINESS

Account Number: 25-3112

File ID: 23-7899

TO: City Council
FROM: Alex Khojikian, City Manager
PREPARED BY: Community Development Department
MEETING DATE: October 2, 2023

SUBJECT:

Draft General Plan 2040 – Community Design and Historic Resources; Conservation, Open Space, and Recreation; and Noise Elements

RECOMMENDATION:

Receive an informational overview of the Draft General Plan 2040 and Draft Environmental Impact Report, take public comments, and provide direction on the Community Design and Historic Resources Element; Conservation, Open Space and Recreation Element; and Noise Element.

BACKGROUND:

The City's General Plan Update kicked off in Fall 2018 and began with a series of visioning workshops and community meetings. From April 2019 through October 2023, 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 as well as on goals and policies from the community and, ultimately, the City Council. More information about the background information, technical reports, and outreach process, including meeting materials and recordings, is available at 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, selecting the preferred land use and circulation scenarios that will guide the General Plan's Land Use and Circulation Elements, establishing the goals and policies for all of the elements in the General Plan, and compiling all of these efforts into the Draft General Plan 2040 ([Attachment 1](#)). Draft General Plan 2040 was published on July 17, 2023, which started the next phase of community outreach and engagement. Public meetings, workshops, and pop-up events, as well as an online commenting tool, will be happening through October 2023. Draft General Plan 2040, plus numerous supporting resources and tools, are available at www.strivesanmateo.org/draft-general-plan.

Draft General Plan 2040 Process

The Draft General Plan was started with a foundation based on the existing General Plan, but has been updated to reflect the community's current policy priorities, address the key issues the City is facing today, and improve organization and clarity. To reach this milestone, the City of San Mateo has hosted 80+ events, a combination of workshops, staff presentations, and pop-up events, five online activities, 12 General Plan Subcommittee meetings, six Planning Commission meetings, and 12 meetings with the City Council from 2018 through 2022.

These events and meetings shaped the development of Draft General Plan 2040 at every step of the project. Draft General Plan 2040 is a culmination of community, General Plan Subcommittee, and Planning Commission feedback and ultimately City Council direction. In addition, the Strive San Mateo General Plan 2040 website included online activities and shared information about upcoming meetings and draft documents throughout the process.

Draft General Plan 2040 Overview

Draft General Plan 2040 is made up of a Vision Statement and Guiding Principles, 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. Draft General Plan 2040 addresses all the topics required by State law and has tailored the organization to reflect the local context. It also includes other topics that are not required by State law, but that community members have identified as being fundamental to the quality of life in the city. Once adopted, the optional elements have the same legal status as the mandatory elements. No single element or subject supersedes any other, and all elements must be internally consistent; policies and actions must complement one another across topic areas without conflicting. The elements in the Draft General Plan 2040 include: Land Use; Circulation; Housing (adopted separately); Community Design and Historic Resources; Conservation, Open Space, and Recreation; Public Services and Facilities; Safety; and Noise.

Each element, or chapter, of Draft General Plan 2040 also includes a concise set of background narratives that summarizes current conditions in the city related to the topics in the element. The background information provides 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.

The elements in Draft General Plan 2040 address a specific set of topics and include a set of goals, policies and actions that provide a blueprint for how the City will address these issues. These goals, policies, and actions provide guidance to the City on how to direct change and manage resources over the next 20 years.

Draft General Plan 2040 goes beyond the minimum State requirements and embodies **three key themes: sustainability, environmental justice, and community engagement**. These themes are interrelated and woven throughout Draft General Plan 2040. Policies and actions in each element that relate to each of these themes are marked with a corresponding icon.

Climate Action Plan 2023 Technical Update Overview

A technical update to the City's Climate Action Plan (CAP) has also been prepared to ensure the CAP is aligned and consistent with the Draft General Plan 2040. Although the CAP was recently updated and adopted in 2020, the General Plan 2040 Update, in combination with recent changes to State-level greenhouse gas (GHG) reduction targets, necessitated a partial and focused technical update to the CAP in order to allow the CAP to maintain consistency with the General Plan 2040 when adopted and continue to serve as a qualified GHG reduction strategy. The CAP 2023 Technical Update is available at www.StriveSanMateo.org

The project team also used this CAP 2023 Technical Update opportunity to align with new State laws and best practices, including Assembly Bill (AB) 1279, which codified the State's commitment to be carbon neutral by 2045. As part of this commitment, AB 1279 directs a minimum statewide reduction of GHGs to at least 85% below 1990 levels by 2045. The 2020 CAP, as currently adopted, includes per-capita GHG reduction targets for 2030 and 2050. The 2022 California Air Resources Board (CARB) Scoping Plan no longer recommends the use of per-capita targets for local jurisdictions. To remain a qualified GHG reduction strategy and streamline future environmental review of development projects, the CAP must be covered by a CEQA document. Therefore, the Draft EIR on General Plan 2040 also covers the CAP 2023 Technical Update.

Draft Environmental Impact Report Overview

As required by CEQA, the City has prepared a Draft Environmental Impact Report (EIR) to address the potential environmental effects associated with the adoption and implementation of Draft General Plan 2040 and CAP 2023 Technical Update. The Draft EIR is available at www.StriveSanMateo.org. An EIR is an informational document to disclose the physical impacts of a proposed project. The EIR does not establish policy direction nor does it decide project approval or denial. The EIR provides sufficient information about the potential environmental affects that could occur from a proposed project to help inform direction and project action from the City Council. Because of the long-term planning horizon of the proposed project and the permitting, planning, and development actions that are related both geographically and as logical parts in the chain of contemplated actions for implementation, the Draft EIR was prepared as a program EIR, pursuant to Section 15168 of the CEQA Guidelines. A program-level EIR is used when a proposed project provides overarching regulatory guidance. A program-level EIR does not evaluate site-specific impacts because the details of future projects are unknown. The site-specific environmental impacts of future projects would be analyzed once they

are proposed for development. Pursuant to the CEQA Guidelines, Section 15378[a], the proposed Draft General Plan 2040 and CAP 2023 Technical Update are considered a “project” subject to environmental review and are together referred to as the “proposed project” in the Draft EIR.

The CEQA environmental review process started on January 12, 2022, with issuance of a Notice of Preparation (“NOP”) of an EIR for a 30-day review period. A public scoping meeting was held on January 25, 2022 to accept public input on environmental topics to be analyzed in the EIR and approaches to the impact analyses. During this time, the City received comment letters from three government agencies and 40 community members, which were incorporated where appropriate into the analysis within the Draft EIR.

A Notice of Availability of the Draft EIR for review and comments by the public was issued on August 11, 2023. The Draft EIR was distributed to local, regional, and State agencies, and interested parties and was also posted in the newspaper, to advise the general public of its availability. The Draft EIR was made available for review to interested parties on the project website at www.StriveSanMateo.org. At the September 12, 2023 Planning Commission meeting, the City hosted a public meeting which provided an opportunity for staff to receive oral comments on the Draft EIR. Written comments were collected for a 45-day review period, which closed at **5:00pm on September 25, 2023**. A total of 21 comment letters were submitted during the public review period.

The EIR evaluation included a detailed analysis of impacts in eighteen (18) environmental topic areas, analyzing the proposed project, and alternatives to the proposed project, including a No Project Alternative. The EIR discloses the environmental impacts expected to result from implementation of the proposed project, including the effects of potential future buildout during both construction and operational phases. Impacts under 15 of the 18 environmental topic areas were determined to be less than significant with implementation of the General Plan goals, policies, and actions. The EIR does identify eight potentially significant impacts in the Air Quality, Noise and Wildfire topic areas. While the following impacts can be lessened by General Plan policies and actions, they cannot be fully mitigated to a less-than-significant level at the programmatic level and are therefore identified as significant and unavoidable. The significant and unavoidable impacts are as follows:

- AQ-2: Construction of development projects that could occur from implementation of the proposed project would generate emissions that would exceed the Bay Area Air Quality Management District’s regional significance thresholds and cumulatively contribute to the nonattainment designations of the San Francisco Bay Area Air Basin.
- AQ-3: Operation of development projects under the proposed project would generate operational emissions that would exceed the Bay Area Air Quality Management District’s regional significance thresholds for volatile organic compounds (VOC) and nitrogen oxides (NO_x).
- AQ-4: Construction emissions associated with development under the proposed project could expose air quality-sensitive receptors to substantial toxic air contaminant concentrations and exceed the Bay Area Air Quality Management District’s project-level and cumulative significance thresholds.
- AQ-6: Implementation of the proposed project would generate a substantial increase in emissions that exceeds the Bay Area Air Quality Management District’s significance thresholds and would cumulatively contribute to the nonattainment.
- NOISE-1: Buildout under the proposed project is anticipated to result in unacceptable traffic noise with an increase of more than 5.0 dBA Ldn over existing conditions along one roadway segment (1st Avenue west of B Street) within the EIR Study Area.
- NOISE-6: Buildout under the proposed project is anticipated to result in unacceptable cumulative traffic noise within the EIR Study Area.
- WILD-2: Development under the proposed project would increase population, buildings, and infrastructure in wildfire-prone areas, thereby exacerbating wildfire risks.
- WILD-5: Potential development under the proposed project could, in combination with other surrounding and

future projects in the State Responsibility Areas, Very High Fire Hazard Severity Zones, or Wildland Urban Interface, result in cumulative impacts associated with the exposure of project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire due to slope, prevailing winds, or other factors.

When a project has significant and unavoidable impacts, a “Statement of Overriding Considerations” will need to be adopted when the EIR is certified as part of General Plan adoption. The Statement of Overriding Considerations would identify how the economic, legal, social, technological, and/or other benefits of a proposed project could outweigh the potential adverse environmental effects. Examples of these benefits might be providing affordable housing, reducing per capita vehicle miles traveled, or supporting local businesses. The requirements for a Statement of Overriding Considerations are established in CEQA Guidelines Section 15093 and in Public Resources Code Section 21081.

The Draft EIR also analyzes alternatives to the proposed project that are designed to reduce the significant environmental impacts of the proposed project and feasibly attain most of the proposed project objectives. The two alternatives that were considered and analyzed in detail included the No Project Alternative (Current General Plan) and a Reduced Traffic Noise Alternative that would involve enhanced transportation demand management (TDM) requirements to reduce vehicle travel to a greater extent than under the proposed project. This alternative would accommodate the same amount of proposed development as the proposed project and would involve the same General Plan land use map and designations; it was considered the Environmentally Superior Alternative pursuant to CEQA Guidelines Section 15126.6.

Although the City considered two lower growth alternatives, Alternatives A and B, as part of the Alternatives Evaluation phase of the GPU process, the Draft EIR did not incorporate Alternatives A and B as part of the CEQA alternatives analysis because they would not lessen the environmental impacts identified for the proposed project and they do not meet the proposed objectives of Draft General Plan 2040, including identification of sufficient residential land to meet San Mateo’s current and future housing needs. However, the City could choose to select a lower growth scenario as a lower level of growth would be within the buildout analyzed in the Draft EIR.

Community Outreach on Draft General Plan 2040

The community outreach and engagement effort for this phase of the General Plan Update began on July 17, 2023 with the publication of Draft General Plan 2040. The City is currently collecting feedback on Draft General Plan 2040 through a series of workshops, meetings, events, and online commenting tool as summarized in Table 1.

Table 1 – Draft General Plan 2040 Outreach Activities and Events

Event	Date
Citywide Mailers <ul style="list-style-type: none"> • Strive San Mateo Newsletter • District Town Hall Meeting Notice 	Mailed to all households week of July 17, 2023 Mailed to all households week of August 14, 2023
Draft General Plan Online Commenting Tool	Monday, July 17 to Sunday, October 1, 2023
Virtual Workshop	Wednesday, August 16, 2023
General Plan Subcommittee Meeting	Tuesday, August 29, 2023, City Hall and Virtual
District Town Hall Meetings	<ul style="list-style-type: none"> • Thursday, August 31, San Mateo Senior Center • Wednesday, September 6, Main Library • Wednesday, September 13, King Community • Wednesday, September 20, Bayside School Old Gym • Thursday, September 28, The Nueva School
Self-Guided Open Houses Displays	Exhibits available at: <ul style="list-style-type: none"> • City Hall • Downtown Library • Hillsdale Branch Library • Marina Branch Library • King Community Center
Pop-up Events	Dates and locations TBD

A more detailed report on the community outreach and engagement activities that happened during this phase of the General Plan Update effort will be presented to Council at the October 30, 2023 special meeting.

Community Feedback on Draft General Plan 2040

As of September 27, 2023, in addition to many the verbal and written comments received at the various events and activities outlined above, a total of 15 people have provided over 170 comments via the online tool, 31 written comments on the Draft General Plan and 21 written comments on the Draft EIR have been submitted. Based on the virtual community workshop, online tool, written comments, town hall meetings and other engagement activities, the emerging community feedback themes on the Draft General Plan, specific to the three elements being reviewed at this meeting, are as follows:

Community Design and Historic Resources Element

- Maintain San Mateo's unique character.
- Improve gateways into San Mateo.
- Expand street trees and require regular maintenance.
- Outline a process to designate a historic district that requires 2/3 approval of the affected property owners.
- Do not designate new historic districts.
- Update the historic resources survey.

Conservation, Open Space and Recreation Element

- Protect Marina Lagoon from the impacts of new development.
- Improve and restore San Mateo waterways.
- Protect groundwater resources.
- Phase out the use of gas-powered maintenance equipment.
- Expand access to Coyote Point.
- Ensure sufficient park and open space as the city grows.

Noise Element

- Address the impacts of construction noise and monitor noise levels while construction is in progress.
- Address the impacts of traffic noise.
- Fix contradictions in Policies N 1.3 and N1.4.

General Plan Subcommittee Feedback on Draft General Plan 2040

The GPS met on August 29, 2023, to review and provide feedback on Draft General Plan 2040. At this meeting, 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. [Attachment 2](#) includes a summary of the GPS comments and feedback. Some of the overarching themes that emerged from the GPS's discussions and comments included:

- Make it clear how the General Plan will affect the community, perhaps by summarizing the outcomes in an Executive Summary at the start of each element.
- Add actions to enhance placemaking in San Mateo to ensure the charm and identity of the city is maintained as the city grows.
- Support local businesses and highlight the positive impacts local business has on the community.
- Add policies and actions to support seniors and aging and policies and actions to support seniors as a growing proportion of the population.
- Outside of the General Plan, examine fees and policies that could be an obstacle to housing production and update City policies that impede housing development.

Planning Commission Feedback on Draft General Plan 2040

The Planning Commission held a public meeting on September 26, 2023, to review and provide input on the Draft General

Plan. At this meeting, the Commission accepted public comments, asked clarifying questions and provided a range of comments and feedback on all of the topics covered in the seven elements. With regards to the three elements being reviewed at this meeting, the Commission had the following comments and feedback:

Community Design and Historic Resources Element

- The policies and actions under Goal CD-3 should express support for the establishment and maintenance of trees in addition to planting new street trees.
- Add a new Action under Goal CD-3 to fund and support early establishment and ongoing maintenance of City-owned trees, especially in equity priority communities.
- Remove eligible as part of the definition of Historic Resources in Policy CD 5.3 Historic Resources Definition.
- In addition to the staff-recommended changes to Policy CD 8.3, remove the reference to stepping back upper floors at the end of the policy.

Conservation, Open Space and Recreation Element

- Add a new Action under Goal COS-4 to mitigate outdoor air quality in polluted areas:
Outdoor Air Quality Mitigation. Explore the feasibility of, potential designs for, and funding for pollutant screening solutions such as walls and vegetation to address outdoor air quality in residential areas close to pollutant sources such as highways.
- Add a new Action under Goal COS-6 to address park access east of El Camino and east of 101:
Comprehensive Access Analysis. Conduct a comprehensive accessibility gap analysis to address equitable park access, with an emphasis on neighborhoods east of El Camino and east of 101.

Noise Element

- The Planning Commission did not recommend any changes to the Noise Element beyond the staff recommendations provided.

For the Planning Commission recommendations that align with GPS and community input, as well as past Council direction, staff has added them to the recommended revisions in [Attachments 3-5](#). For the other recommendations, staff would look to Council for direction before including them as revisions to the General Plan.

DISCUSSION:

Staff is seeking direction from the Council on what updates and revisions should be made to Draft General Plan 2040 before the final version is published. Based on the community input received, along with feedback from the GPS and Planning Commission, staff developed a list of recommended revisions for each Element. Does the Council support these recommended revisions? Are there any other changes or updates that should be made to the Draft General Plan?

Community Design and Historic Resources Element

This Element sets the policy framework for San Mateo's physical form, which is shaped first by nature and then by human factors. The natural context that has shaped the community and its history includes the city's topography, sloping from the undeveloped foothills to the San Francisco Bay, as well as the urban forest. Human factors in San Mateo's community design includes the architecture of historic and new buildings, the public spaces where people gather, gateways or entrances to the city, street trees lining neighborhoods, and art decorating public spaces. Urban design distinguishes the characteristics of specific areas, like residential neighborhoods and shopping districts, through differences in landscaping, building size and orientation, and treatment of access, entryways, and parking. Archaeological resources and cultural resources that are culturally significant to Native American tribes also serve as important connections to the city's rich history.

This element includes goals, policies, and actions focused on improving the city's urban tree canopy, enhancing the visual and architectural character of mixed-use and commercial areas, and encouraging the design of residential buildings that complement the neighborhood's visual and architectural character. It also includes guidance for the preservation of historic, archaeological, and cultural resources that help maintain San Mateo's unique identity. This element encourages

new mixed-use and commercial development that respects the scale and rhythm of the surrounding buildings and provides human-scale design that cultivates pedestrian activity.

There are seven staff recommended revisions to this Element for Council consideration ([Attachment 3](#)). These recommendations include clarifying the scenic corridor language, strengthening street tree policy guidance, adding direction for historic preservation and improving the organization of this section, and improving the wording of design related policies.

Conservation, Open Space and Recreation Element

This Element provides the policy framework for the development, management, and preservation of San Mateo's natural and recreational resources. The City is home to a variety of natural resources, open spaces, and parks and recreational facilities that are cherished by the San Mateo community. The city's air quality and open spaces, creeks, and wetlands provide habitats for plants and animals, natural infrastructure that supports resilience, and access to nature that offers social, physical, and mental health benefits. The City's system of parks and recreation programs and facilities promotes a healthy and active lifestyle and lifelong learning. The Element addresses natural resources, access to nature and preservation of open space, creeks and riparian areas, air quality, parks and recreation, and includes the State-mandated elements for Open Space and Conservation.

There are nine staff recommended revisions to this Element, along with one question, for Council consideration ([Attachment 4](#)). These recommendations include changing biological and natural resource protection language from should to shall, adding language about creek restoration prioritization as part of new development projects, and adding language to promote the health and safety of child and youth development.

Noise Element

This Element provides the policy framework for controlling, managing, and mitigating excessive noise in the city. These policies will protect land uses that are sensitive to noise, such as residences, schools, and libraries, while minimizing noise from the sources that create them.

There is one staff recommended revision to this Element for Council consideration, which is to correct conflicting noise exceedance guidance in Policy N1.3 Exterior Noise Level Standard for Residential Uses and Table N-1. ([Attachment 5](#)).

NEXT STEPS:

Following the October 2, 2023 City Council Meeting, the next steps to finalize the Draft General Plan 2040 include:

- Hold public meetings before the City Council scheduled for **October 16, 2023 (Safety, Public Services and Facilities, Circulation)** and **October 30, 2023 (Land Use)** to review the input from the community, GPS, Planning Commission, and provide direction on the remaining Draft General Plan 2040 Elements.
- Prepare written responses to all comments received on the Draft EIR which will be compiled in the Final EIR (target to publish is **January 2024**).
- Document revisions to General Plan 2040 per Council direction (target to publish is **January 2024**).
- Hold two Planning Commission hearings to provide recommendations to the City Council on General Plan 2040, CAP 2023 Technical Update, and the Final EIR (anticipated in **February 2024**).
- Hold City Council hearings to consider adoption of General Plan 2040 and the CAP 2023 Technical Update and certification of the EIR (anticipated in **March 2024**).

BUDGET IMPACT:

There are no direct budgetary impacts to taking this action.

ENVIRONMENTAL DETERMINATION:

In accordance with Public Resources Code section 21065, the City Council's direction on Draft General Plan 2040 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. The Draft Environmental Impact Report (DEIR) for the General Plan Update was published on August 11, 2023. The DEIR 45-day public comment started on August 11, 2023 and ended on September 25, 2023. A Final EIR will be prepared and presented to the City Council for certification prior to any formal decisions on General Plan 2040.

NOTICE PROVIDED

All meeting noticing requirements were met.

ATTACHMENTS

Att 1 – Draft General Plan 2040

Att 2 – Summary of General Plan Subcommittee Feedback on Draft General Plan 2040

Att 3 – Community Design and Historic Resources Element – Recommended Revisions

Att 4 – Conservation, Open Space and Recreation Element – Recommended Revisions

Att 5 – Noise Element – Recommended Revisions

STAFF CONTACT

City of San Mateo

Zachary Dahl, AICP, Interim Director

(650) 522-7207

generalplan@cityofsanmateo.org

PlaceWorks

Joanna Jansen, AICP, LEED AP, Principal



Strive San Mateo

General Plan 2040

Draft | July 2023





Table of Contents

Vision and Values	7
Vision and Values	7
1. Introduction	11
What is a General Plan?	11
Who Made the General Plan?	11
Big Ideas in Strive San Mateo's General Plan 2040	15
San Mateo's Planning Context	17
Economic Profile	20
Future Growth and Projected Trends	22
User's Guide	23
Implementing Strive San Mateo General Plan 2040	33
2. Land Use Element	37
Introduction	37
Relevance to General Plan Themes	39
General Plan Height and Intensity Standards	40
Balanced and Equitable Growth and Preservation	45
A Diverse Range of Land Uses	50
Focused Planning Areas	53
Shopping Areas in Transition	57
Environmental Justice	58
Community Engagement	62
Climate Change and Land Use	64
A Sustainable Economy	67
Development Review	70
Regional Cooperation	71
General Plan Maintenance	72
3. Circulation Element	75
Introduction	75
Relevance to General Plan Themes	76
Multimodal Transportation Network	77
Transportation Infrastructure Funding	79
Transportation Demand Management	81
Pedestrian Network	83
Bicycles and Micromobility Network	85

Transit Services	88
Roadway Network Improvements	92
Parking and Curbside Management	96
Future Mobility and Technology	98
4. Housing Element	Under Separate Cover
5. Community Design and Historic Resources Element	103
Introduction	103
Relevance to General Plan Themes	104
Natural Setting and the Urban Forest	105
Archaeological and Paleontological Resources and Tribal Cultural Resources	108
Historic Resources	110
City Placemaking	114
Elements of Design	117
6. Conservation, Open Space, and Recreation Element	123
Introduction	123
Relevance to General Plan Themes	124
Natural Resources	125
Access to Nature and Preservation of Open Space	129
Creeks and Riparian Areas	132
Air Quality	135
Parks and Recreation	137
7. Public Services and Facilities Element	149
Introduction	149
Relevance to General Plan Themes	149
Community Safety	150
Water Supply	153
Wastewater And Flood-Control Infrastructure	156
Energy and Telecommunications Infrastructure	160
Public Facilities	163
Child Care and Schools	165
Healthcare and Social Services	169
Solid Waste	171
8. Safety Element	175
Introduction	175
Relevance to General Plan Themes	176
Emergency Readiness and Emergency Operations	177
Geologic and Seismic Hazards	183

Flood Hazards	187
Sea Level Rise	192
Wildfire Hazards.....	199
Hazardous Materials	206
9. Noise Element	211
Introduction	211
Relevance to General Plan Themes	211
Noise in San Mateo	212
Measuring Environmental Noise.....	212
10. Abbreviations and Glossary	223
Abbreviations.....	223
Terminology	226

List of Figures

Figure I-1 Strive San Mateo General Plan 2040 Study Areas	13
Figure I-2 Regional Context.....	18
Figure I-3 Proportions of Existing Land Use in San Mateo	19
Figure I-4 San Mateo Planning Area	25
Figure I-5 Equity Priority Communities	29
Figure I-6 Equity Priority Communities – North Central	31
Figure I-7 Equity Priority Communities – North Shoreview/Shoreview.....	32
Figure LU-1 Land Use Map	38
Figure LU-2 Floor Area Ratio and Height.....	41
Figure LU-3 Specific Plan, Master Plan, and Area Plans	47
Figure C-1 2040 Circulation Scenario	78
Figure C-2 Transit Routes	89
Figure C-3 Street Classification	93
Figure COS-1 Vegetation Habitats	126
Figure COS-2 Open Space Lands	130
Figure COS-3 Waterways	133
Figure COS-4 Public Parks and Recreation Sites	138

Figure COS-5 Public Parks and Recreation Sites Service Radius.....	139
Figure PSF-1 Fire and Police Services	151
Figure PSF-2 Watershed Areas.....	154
Figure PSF-3 School Sites and Elementary School Districts	166
Figure PSF-4 School Sites and High School Districts.....	167
Figure S-1 Potential Evacuation Routes	178
Figure S-2 Evacuation-Constrained Areas.....	179
Figure S-3 Shaking Amplification During Earthquakes	184
Figure S-4 Slope Stability and Liquefaction.....	185
Figure S-5 Potential Flood Hazards	188
Figure S-6 Potential Flood Hazards – Dam and Levee Failure	189
Figure S-7 Tsunami Hazard Zones	190
Figure S-8 2050 Sea Level Rise.....	194
Figure S-9 2100 Sea Level Rise	195
Figure S-10 2050 Sea Level Rise Plus 100-Year Storm.....	196
Figure S-11 North Shoreview Flood Protection Improvements.....	197
Figure S-12 Wildfire Hazard Zones	201
Figure S-13 Wildland-Urban Interface.....	202
Figure S-14 Land Uses in Very High Fire Hazard Severity Zones	203
Figure N-1 Existing Traffic Noise Contours	213
Figure N-2 Future Traffic Noise Contours	214
Figure N-3 Rail Noise Contours	215

List of Tables

Table I-1 Race and Hispanic Origin.....	20
Table I-2 State-Mandated and Strive San Mateo General Plan 2040 Elements	23
Table LU-1 Land Use Designations	42
Table CD-1 National Register and State Register of Historic Places in San Mateo	111
Table N-1 Land Use Compatibility Guidelines	216



VISION AND VALUES





VISION AND VALUES

The Strive San Mateo General Plan 2040 Vision and Values expresses the community's aspirations for San Mateo for the next 20 years. Developed through a community visioning process, the Vision describes the future of San Mateo as the community would like it to be in 2040 and sets the tone for the entire document. The Values provide direction for decision making as the General Plan is implemented over time and are meant to remind local leaders and City of San Mateo staff of the community's most important ideals. The Vision and Values informed the development of the General Plan goals, policies, and actions. All policies and actions are intended to support the implementation of the Vision and Values.

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.

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.



This page is intentionally blank.



CHAPTER 1

Introduction





INTRODUCTION

WHAT IS A GENERAL PLAN?

The Strive San Mateo General Plan 2040 is the City's primary tool to guide physical changes in the city. It lays out the community's vision for how San Mateo will look, feel, and change over the next 20 years. The Strive San Mateo General Plan 2040 covers many important topics, including where housing and businesses get built; how people travel around the city; and how to adapt to a changing climate, protect the natural environment, and provide parks and community services. This General Plan also expresses the City's commitment to environmental justice, community engagement, and sustainability.

Every municipality in California is required by State law to adopt and periodically update a general plan that provides a comprehensive, long-range statement of the jurisdiction's land use policies for the coming decades. It must respond to existing conditions on the ground today and anticipate broad, emerging trends that will shape the San Mateo of tomorrow. State law requires that general plans must address many different topics that affect our daily lives, such as housing, land use, transportation, climate change, natural resources, community health and safety, and public services and amenities.

Together with the City's Zoning Code and other related sections of the Municipal Code, the Strive San Mateo General Plan 2040 will serve as the basis for planning and policy-related decisions made by City staff, the City Council, the Planning Commission, and other City boards and commissions. Strive San Mateo General Plan 2040 is also an important reference document for residents and those seeking to develop property in the city since it relays the City's vision for the future of San Mateo.

WHO MADE THE GENERAL PLAN?

The process to update the 2030 General Plan kicked off in May 2018. At the outset of the project, the City Council appointed a seven-member General Plan Subcommittee (GPS) that was charged with providing feedback and encouraging community participation throughout the Strive San Mateo General Plan 2040 process. The GPS included two City Councilmembers, two Planning Commissioners, and three representatives from other City commissions and the San Mateo-Foster City School District.

Community engagement and feedback was the foundation for each decision point of the Strive San Mateo General Plan 2040 process. Public outreach began in fall 2018 with a series of visioning workshops and community meetings. Over the next four years, the City received input from over 4,000 people or organizations. Outreach activities included:

- Hosting over 20 community meetings, workshops, and open houses virtually and across the city.
- Staffing booths at 20 different community events, such as September Nights on B Street, Movies in the Park, and the Día de los Muertos event at the Martin Luther King Jr. Community Center.
- Offering five online surveys and mapping activities to encourage remote participation.
- Making presentations to numerous community organizations, including neighborhood groups, business associations and major property owners, and local nonprofit groups.

- Holding pop-ups at local businesses, churches, parent group meetings, food distribution centers, bus stops, and various community events.
- Holding over 30 public meetings with the City Council, Planning Commission, and General Plan Subcommittee.

In addition, the Strive San Mateo General Plan 2040 website included online activities and shared information about upcoming meetings and draft documents throughout the process. The online activities allowed community members to provide input without having to attend events in person, which was especially important during the COVID-19 pandemic that limited public gatherings for much of 2020 and into 2021.

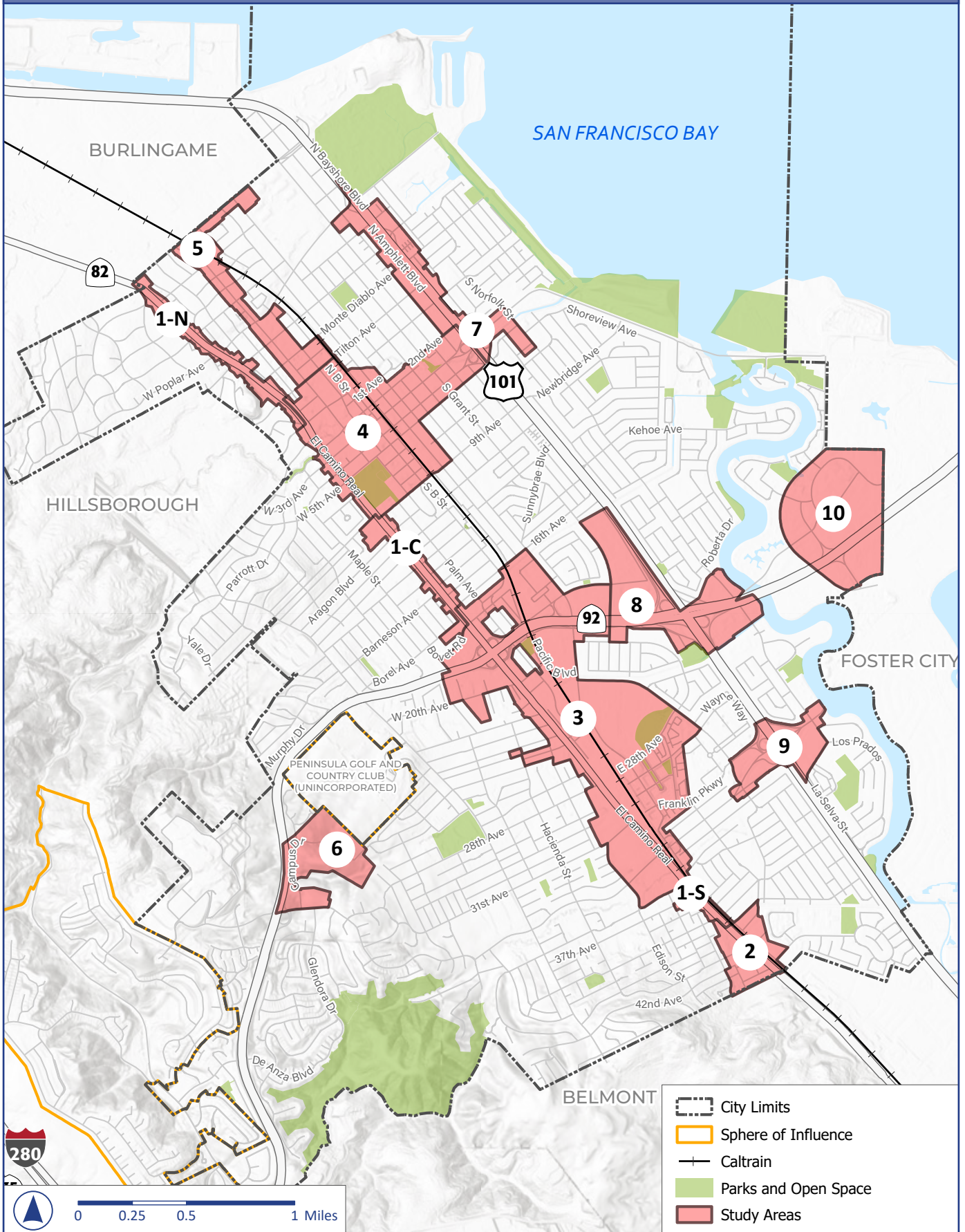
Throughout the Strive San Mateo General Plan 2040 process, the City Council emphasized inclusive outreach to ensure engagement from non-English speakers, renters, residents under the age of 44, low-income households, and underrepresented areas, including the North Shoreview, Shoreview, and North Central neighborhoods, and areas east of US Highway 101. City staff held pop-up events and workshops in the underrepresented neighborhoods and saw an increase in participation from these targeted groups over the course of the process.

Establishing the community's vision and values for San Mateo in 2040 was a first major step of the Strive San Mateo General Plan 2040 preparation process. Between September 2018 and April 2019, hundreds of San Mateo residents provided input on the vision and values for 2040. The City Council finalized the vision statement included as a preamble to this General Plan. The final vision and values statement will guide the implementation of this General Plan over the next 20 years.

Following the visioning phase, the City held community workshops, meetings, and online activities, to identify areas of the city that have the greatest potential to support growth and change over the next 20 years. Ten areas were identified as part of this process, as shown in Figure I-1, and they included the El Camino Real corridor, areas around the three Caltrain stations, and aging and underutilized shopping centers that have potential to transition to other uses. Although the 10 areas reflect the locations where the City anticipates most growth to occur, the Strive San Mateo General Plan 2040 will allow for continued growth outside of these areas based on existing densities, regulations, and State law. The City published an Alternatives Evaluation that analyzed land use and transportation alternatives for these 10 areas in January 2022. After receiving input from the community, General Plan Subcommittee, and Planning Commission, the City Council selected the preferred land use and transportation scenarios in spring 2022.



Figure I-1 Strive San Mateo General Plan 2040 Study Areas



Source: City of San Mateo, 2022; ESRI, 2022; PlaceWorks, 2023.

Note: This map is included for informational purposes and is not adopted as part of this General Plan.



After the alternatives process, the City prepared draft goals, policies, and actions for each Strive San Mateo General Plan 2040 Element. The goals and policies are based on a combination of guidance from the existing General Plan, input from community members and decision makers throughout the process, State and local laws, and best practices in the planning profession. The community, General Plan Subcommittee, Planning Commission, and City Council reviewed the draft policies and actions in a series of public meetings in summer and fall 2022. In addition, the community provided input on the draft policies and actions through an online survey that was active for over two months.

The Strive San Mateo General Plan 2040 team incorporated City Council direction into the draft goals, policies, and actions, and prepared the Draft Strive San Mateo General Plan 2040 for community, General Plan Subcommittee, Planning Commission, and City Council review.

BIG IDEAS IN STRIVE SAN MATEO'S GENERAL PLAN 2040

The Strive San Mateo General Plan 2040 includes the following big ideas that will guide the next 20 years of San Mateo.



Balance Growth and Change.

Strive San Mateo General Plan 2040 sets the stage for higher density residential and mixed-use development close to transit and jobs while maintaining existing development patterns in lower density neighborhoods. Allowing a range of housing densities encourages a broad variety of housing types and sizes that fit many different needs, and building new homes near Caltrain and high frequency bus routes helps reduce vehicle miles traveled and greenhouse gas (GHG) emissions.



Enhance San Mateo's Neighborhood Fabric and Quality of Life.

Strive San Mateo General Plan 2040 promotes context sensitive single-family design, supports neighborhood shopping areas, improves neighborhood walkability and traffic congestion, protects homes, schools, and libraries from excessive noise levels, and provides for a comprehensive network of parks and recreational facilities for all to enjoy.



Preserve Nature as the Foundation of the City.

Strive San Mateo General Plan 2040 honors San Mateo's natural setting as an irreplaceable asset that is the physical foundation of the community by protecting open space and natural habitat, planting trees, maintaining the City's urban forest, investing in natural infrastructure, preserving natural views and expanding access to parks and open space.



Encourage All Ways to Travel Around the City.

Strive San Mateo General Plan 2040 supports a multimodal transportation system implemented using a complete streets approach that emphasizes safety and access for walking, bicycling, transit, and driving. By prioritizing mobility options and connectivity for all modes, the General Plan works toward reducing congestion on local streets, vehicle miles traveled and greenhouse gas GHG emissions.



Support the Local Economy.

Strive San Mateo General Plan 2040 focuses on ways to keep jobs and dollars in San Mateo by supporting local shops, businesses, and services. It encourages new businesses that residents need and enjoy, such as restaurants, daycares, medical clinics, gyms, pharmacies, and grocery stores, in convenient locations throughout the community.



Address Historic Preservation Holistically.

Strive San Mateo General Plan 2040 provides a comprehensive blueprint for historic preservation, starting with a citywide historic context statement and Historic Preservation Ordinance update, followed by updates to the historic resources inventory to identify architecturally, culturally, and historically significant buildings, structures, sites, and districts. These efforts will be based on community input and best practices from State and federal agencies, to find the right balance between preservation and other important priorities such as providing new homes.



Initiate a Comprehensive Sea Level Rise Strategy.

Strive San Mateo General Plan 2040 prioritizes development of a climate change adaptation plan that addresses all ongoing efforts, including the work of regional agencies, local jurisdictions, and private property owners, to establish a comprehensive strategy for resiliency and adaptation against sea level rise and flooding.



Strengthen Community Outreach.

Strive San Mateo General Plan 2040 prioritizes extensive community engagement and affirms culturally sensitive outreach methods that encourage early communication and broad representation, such as offering information and materials in the predominant language spoken in the community and scheduling meetings at convenient times and locations for community members.



Focus on Equity and Health for all Residents.

Strive San Mateo General Plan 2040 directs City investment to public improvements that address health and infrastructure disparities in equity priority communities, including the North Central and North Shoreview neighborhoods. City investments will also support active and healthy lifestyles, reducing health disparities around the city, improving access to fresh and health foods, making parks and open space equitably accessible for all residents, and making streets safer and more beautiful.



Improve Community Safety Planning and Awareness.

Strive San Mateo General Plan 2040 establishes clear actions to protect the community from flooding, wildfires and earthquakes by reinforcing the City's emergency readiness and response capabilities, increasing power system resilience, maintaining a state-of-the-art emergency notification system, providing community training programs, and planning ahead for disaster recovery.



SAN MATEO'S PLANNING CONTEXT

Setting

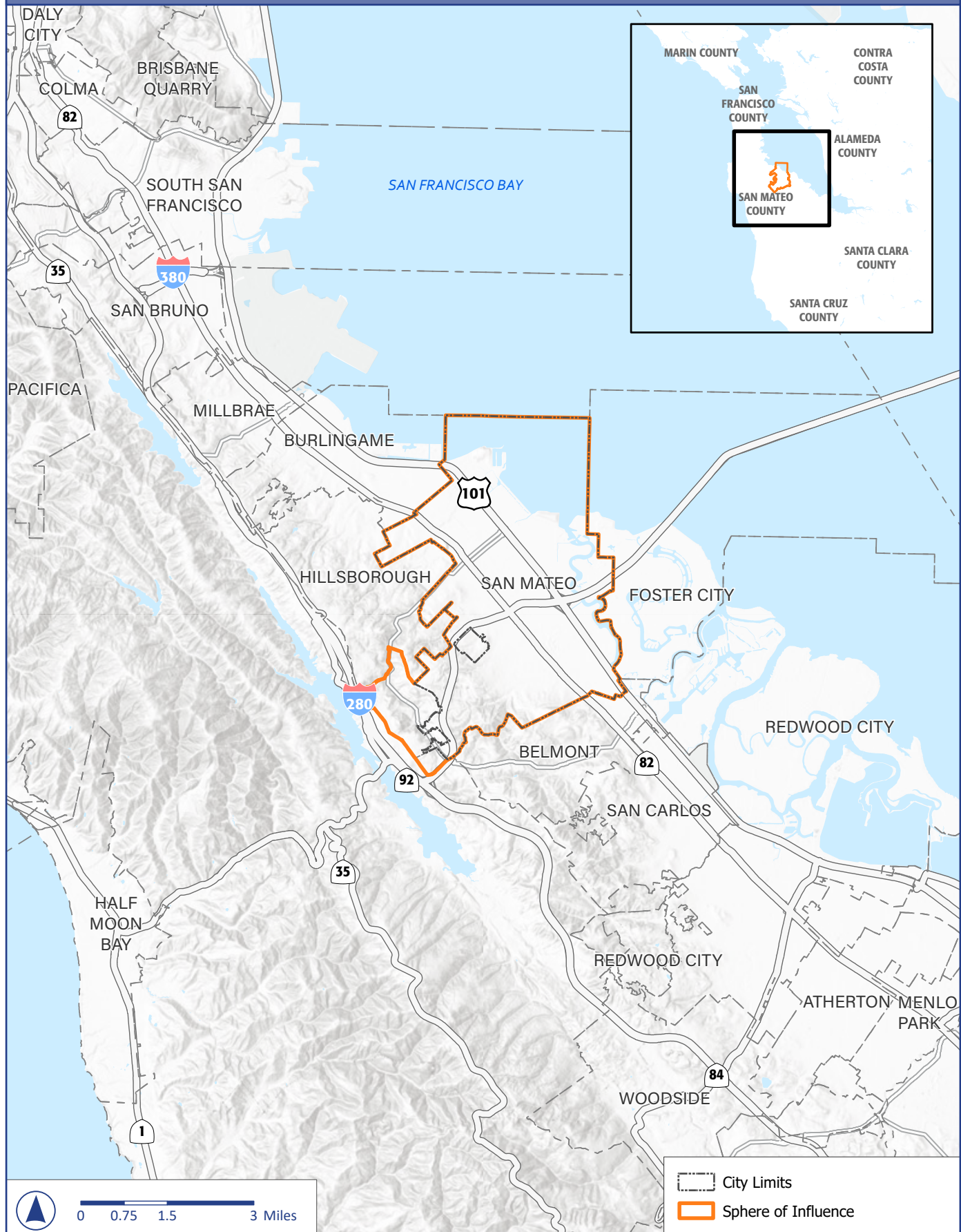
San Mateo is in the center of the Peninsula, between the bay and foothills, as shown on Figure I-2. It has the largest population in San Mateo County. San Mateo's vibrant and historic downtown, desirable neighborhoods, diversity of employment options, and high-quality public services make it a popular place to live and work. The city's three Caltrain stations, extensive bicycle and pedestrian network, SamTrans bus service, and well-maintained local roadways make it easy to travel to destinations in the city, along the Peninsula, and beyond.

As shown on Figure I-3, residential uses account for the largest amount of land in the city. San Mateo also has a wide range of uses, including offices; commercial uses, such as shops and restaurants; and high-tech and light-industrial areas. Parks, open space, and private recreation make up most of the remaining land in the city, along with public facilities and quasi-public uses. There is only a small amount of vacant land in the city. Major new development in San Mateo is primarily concentrated around the three Caltrain stations (in the Downtown, Hayward Park, and Hillsdale areas) and along El Camino Real. Given San Mateo's central location on the Peninsula, the city functions as a crossroads for regional travel routes. The San Mateo-Hayward Bridge links San Mateo and other Peninsula communities to the East Bay. US Highway 101, State Route (SR-) 92, and El Camino Real (SR-82) all pass through San Mateo, and Interstate 280 passes just west of the City Limits. Traffic congestion from these regional roadways regularly spills over to local city streets.

Community Profile

At the time of the creation of the Strive San Mateo General Plan 2040, the population in San Mateo was about 102,200 people from a diverse range of racial and ethnic backgrounds, as shown in Table I-1. The working-age population cohort, those aged 20 to 64, represented the largest population segment in the city. About half of San Mateo residents aged 25 years or older hold at least a bachelor's degree, as compared to about a third of California residents. The relatively high level of educational achievement among city residents meant that many were qualified for technology and innovation economy job opportunities. As a result of their high educational attainment and employability in high-income, high-growth fields, many residents' average earnings were also relatively high compared with the region and state medians.

Figure I-2 Regional Context



Source: ESRI, 2022; PlaceWorks, 2023.
Note: This map is included for informational purposes and is not adopted as part of this General Plan.



However, there are also many members of the San Mateo community who aren't reflected in these average statistics. Vulnerable populations in San Mateo include children, seniors living alone, families living in overcrowded households, unhoused people, low-income households and households in poverty, people with disabilities, non-English speakers, and people without a car. Strive San Mateo General Plan 2040 includes policies and actions aimed at improving the quality of life for all of the people that live in San Mateo, including vulnerable populations.

Figure I-3 Proportions of Existing Land Use in San Mateo

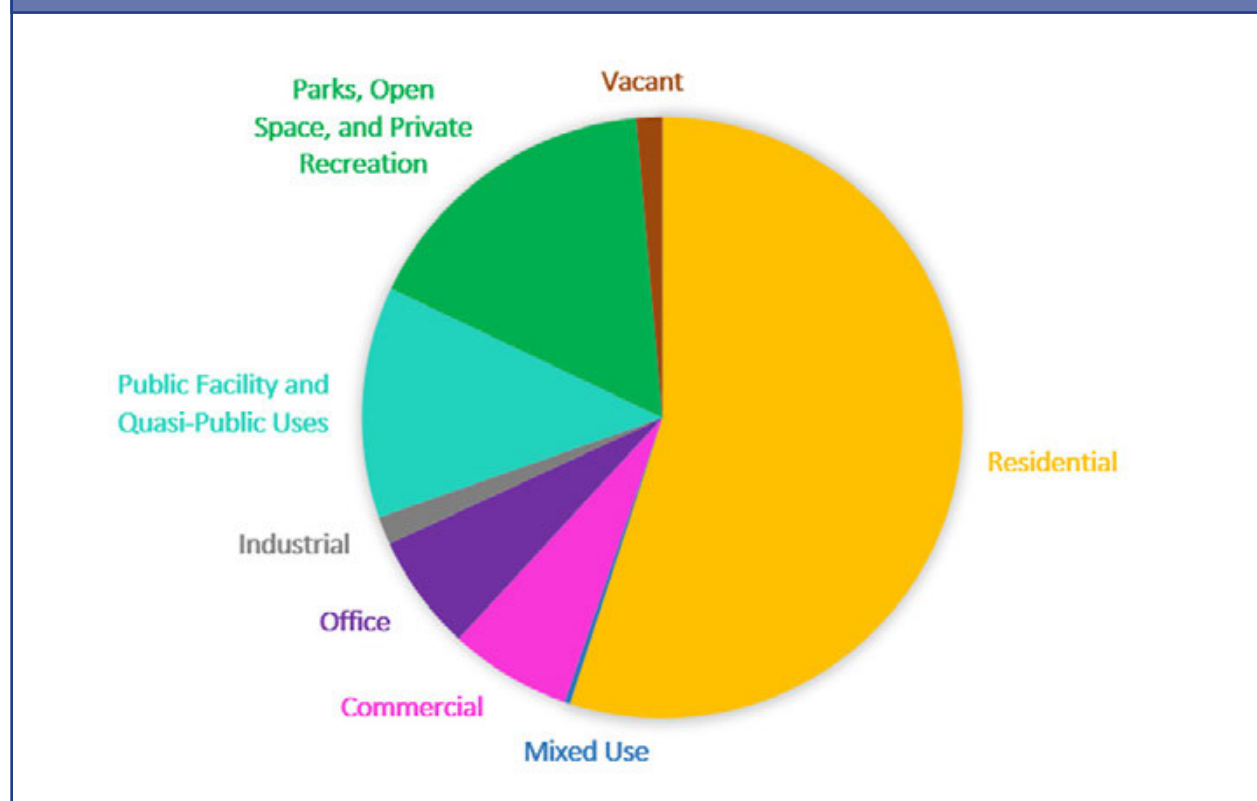


Table I-1 Race and Hispanic Origin	
White alone	48.6%
Black or African American alone ^a	1.9%
American Indian and Alaska Native alone ^a	0.8%
Asian alone ^a	25.5%
Native Hawaiian and Other Pacific Islander alone ^a	1.8%
Two or More Races	9.2%
Hispanic or Latino ^b	24.1%
White alone, not Hispanic or Latino	40.9%

^a Includes persons reporting only one race

^b People of Hispanic or Latino origin may be of any race, so also are included in applicable race categories

Source: US Census Bureau, 2021 American Community Survey (ACS), 5-year estimates. <https://www.census.gov/quickfacts/sanmateocitycalifornia>

ECONOMIC PROFILE

San Mateo's economy has been strongly influenced by the strength of Silicon Valley technology companies and the city's prime geographic location. Many of the major employers in San Mateo are public agencies, such as the County Medical Center, County Environmental Health Services, local public schools and college districts, County Behavioral Health, and the City of San Mateo. The largest employers in the private sector include the entertainment and electronics conglomerate Sony, Franklin Templeton Investors, and the internet services company Rakuten.

San Mateo will continue to be attractive to office and other commercial development because of its unique location between the technology industry in San Mateo and Santa Clara Counties and downtown San Francisco, proximity to San Francisco Airport, accessibility to the East Bay via the San Mateo-Hayward Bridge, and the capacity of Caltrain and regional freeways to accommodate additional growth.

Jobs-housing balance is a measure that can help inform how well the local economy provides jobs for the local labor force. An adequate balance of jobs and housing can benefit the city's economy, environment, and quality of life for residents. Although this topic is often described as "jobs-housing" balance, comparing the number of jobs to the number of residents is a more direct comparison of individuals, rather than comparing people to homes. While the City cannot control whether jobs within San Mateo are filled by residents, striving for a balanced jobs-to-employed residents ratio increases the opportunity for employed residents to find a job in San Mateo. When the number of employed residents is significantly higher or lower than the number of jobs in the city, it can lead to increased traffic congestion as workers commute either in or out, which in turn creates increased air pollution, noise, and GHG emissions.

Theoretically, an ideal jobs-to-employed residents ratio for a city like San Mateo would be 1.0, which would indicate that there is a job in the community for every employed resident. It should be noted that the ratio of jobs to employed residents indicates a numerical match, not a qualitative match in job type vs. resident skills and abilities. Even with an ideal jobs-to-employed residents ratio of 1.0, many residents will continue to commute outside of San Mateo while workers that do not reside in San Mateo will continue to commute in. Nevertheless, the Strive San Mateo General Plan 2040 is an opportunity for the City to enact policies that help to balance the amount and type of new jobs and new housing in the community and to maintain a balance between employment income levels and housing costs within the city, striving for a goal of one job for each employed resident.





FUTURE GROWTH AND PROJECTED TRENDS

The City of San Mateo can reasonably assume the city will continue to grow, and that there will be a need to designate land for a range of uses to accommodate that growth. Strive San Mateo General Plan 2040 sets the foundation for future growth that is logical, orderly, and achieves the community’s vision of San Mateo as a place that is vibrant, livable, diverse, and healthy.

Although San Mateo is largely “built out,” California law requires cities to plan for housing to accommodate a range of households and income levels. The Association of Bay Area Governments (ABAG) – the regional planning agency for the Bay Area – assigns a State-mandated Regional Housing Needs Allocation (RHNA) to each jurisdiction. The RHNA is the number of new housing units the City needs to accommodate for every eight-year Housing Element cycle. Every jurisdiction, including San Mateo, must show how it can accommodate its RHNA in the Housing Element by designating and zoning land for new homes. Although the RHNA is not a direct requirement to build units, the State has stringent requirements on cities to ensure they are doing everything possible for housing to be built and to remove common barriers to housing construction. The legal consequences of not allowing for new housing development can be severe. Strive San Mateo General Plan 2040 will cover three Housing Element cycles: the 6th (January 2023 to January 2031), 7th (January 2031 to January 2039), and part of the 8th (January 2039 to January 2047). Although the scale of future RHNA is unknown, the Strive San Mateo General Plan 2040 Land Use Map was designed to anticipate sufficient housing capacity for the Housing Element cycles between now and 2040.

Strive San Mateo General Plan 2040 was prepared as the City, nation, and world continued to address the COVID-19 pandemic, an unprecedented public health crisis. Research for this General Plan was completed as the Bay Area, generally, appeared to be emerging from the worst of it. The COVID-19 pandemic accelerated trends relating to the demand for office and commercial uses (e.g., gig economy, remote work, online shopping). During this time, some companies shifted towards open floor plans, shared workstations, and flexible work hours/locations. While the economic implications and future trends resulting from the pandemic may still not be fully known, it is anticipated that the demand for technology and innovation economy jobs will continue to grow through the year 2040 in San Mateo and the broader Peninsula region.

In the coming years, it is also anticipated that the sharing and electrification of vehicles will continue to increase. How people travel could also continue to change as mobile phone technologies and private transportation services expand, which may result in less need for parking in San Mateo. The COVID-19 pandemic that began in 2020 initiated a significant trend of remote work for office workers and corresponding changes in commutes and office space demand; however, there will continue to be a need for office space as employers and workers see value in face-to-face work. In addition, other types of work, such as medical treatment or research and development in a lab environment, cannot feasibly happen from home. Many people will want to live in areas that are close to their jobs and have multiple transportation options. Strive San Mateo General Plan 2040 was prepared with consideration of these projected trends.

USER'S GUIDE

Strive San Mateo General Plan 2040 is for all members of the community and anyone interested in the future of the city. It was crafted with a constant eye toward keeping it useful, clear, and easy to understand. The following section provides an overview of the elements; describes the planning context for San Mateo; explains what a goal, policy, and action is in the context of the General Plan; and defines major themes integrated throughout the General Plan.

Overview of the Elements

State law requires that general plans contain eight mandatory sections, or “elements.” The State provides considerable flexibility in how these elements are organized. Table I-2 shows the State-mandated elements and their counterparts in the Strive San Mateo General Plan 2040. This General Plan addresses all the topics required by State law but has tailored the organization to reflect the local context. It also includes other topics that are not required by State law, but that community members have identified as being fundamental to the quality of life in the city. Once adopted, the optional elements have the same legal status as the mandatory elements. No single element or subject supersedes any other, and all elements must be internally consistent; policies and actions must complement one another across topic areas without conflicting.

Table I-2 State-Mandated and Strive San Mateo General Plan 2040 Elements	
State-Mandated Element	Strive San Mateo General Plan 2040 Element
Land Use	Land Use Element
Circulation	Circulation Element
Housing	Housing Element (adopted separately)
Open Space	Conservation, Open Space, and Recreation Element
Conservation	
Safety	Safety Element
Noise	Noise Element
Environmental Justice	Land Use Element Also incorporated in other elements
Optional Elements	
	Public Services and Facilities Element
	Community Design and Historic Resources Element

A brief description of each General Plan element is provided below:

- The **Land Use 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.
- The **Circulation Element** provides guidance to help design a sustainable and comprehensive transportation system that is safe and accessible for all users and modes of travel.
- The **Housing Element** provides policies and programs to ensure that San Mateo can accommodate housing for all members of the community at all income levels.
- The **Community Design and Historic Resources Element** guides the development and physical form of San Mateo from the individual neighborhood scale to the overall cityscape and includes actions to support preservation of the City’s historic resources.
- The **Conservation, Open Space, and Recreation Element** provides guidance for the development, management, and preservation of San Mateo’s natural, cultural, and recreational resources.
- The **Public Services and Facilities Element** addresses public facility and infrastructure needs, such as community safety, water supply, sewer and storm drainage, energy supply, childcare and schools, healthcare and social services, and solid waste.
- The **Safety 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 hazards, and hazardous materials. This element also covers emergency preparedness.
- The **Noise Element** provides guidance to protect the community from excessive noise exposure.

The General Plan includes a **Glossary** to aid in understanding technical terminology used in the document.

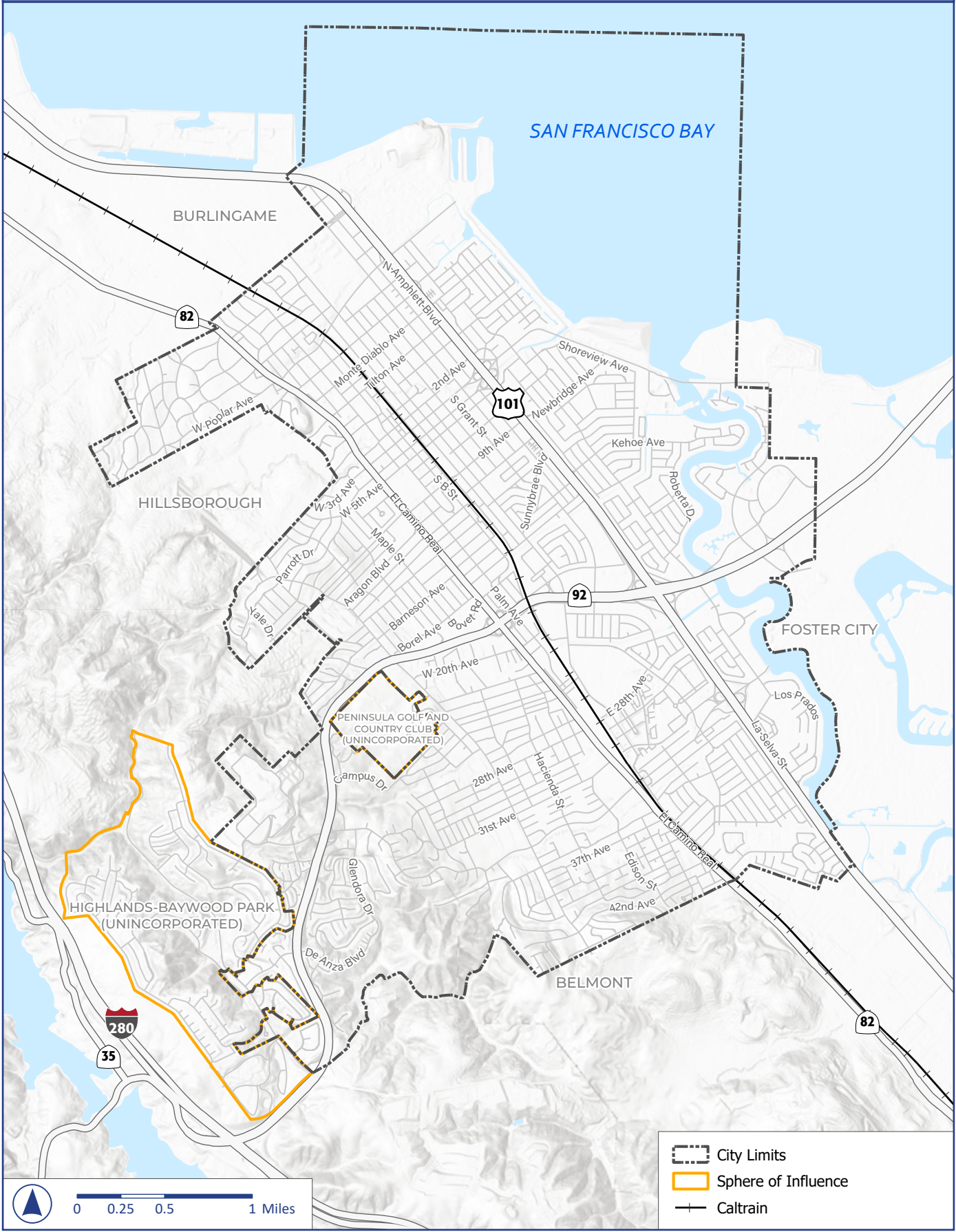
Planning Boundaries

The Strive San Mateo General Plan 2040 considers land within the City Limits as well as surrounding land the City may annex in the future, known as the Sphere of Influence (SOI). Determined in conjunction with the San Mateo County Local Agency Formation Commission (LAFCO), the SOI is the area that could be provided with City services in the future and can therefore be considered as a potential future boundary of San Mateo. The City Limits boundary encompasses the land over which the City of San Mateo has jurisdictional authority. Together, the City Limits and the SOI shown in Figure I-4 comprise the Planning Area for San Mateo.

Goals, Policies, and Actions

Strive San Mateo General Plan 2040 is built around a series of goals, policies, and actions that describe what needs to be done to achieve the community’s vision for the future. Goals are end-statements; they describe what the community wants to accomplish to resolve a particular issue or problem. Policies and actions guide day-to-day decision making so that there will be continuing progress toward the attainment of goals. Many goals will be implemented by both policies and actions.

Figure I-4 San Mateo Planning Area



The State Law Defines Environmental Justice as:

The fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.
(Government Code Section 65040.12(e)(1)).



The goal, policy, and action terms are defined as follows.

- **Goal:** A description of the general desired result that the City seeks to create through the implementation of the General Plan. Each goal has one or more policies and/or actions associated with the goal.
- **Policy:** A specific statement that regulates activities in the city, guides decision making, 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 decision making.
- **Action:** A measure, procedure, or technique intended to help reach a specified goal or implement one or more policies. 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.

The placement of a goal, policy, or action in a specific element does not limit its scope to only that element topic. For example, a policy in the Circulation Element can apply to topics beyond the realm of transportation. Similarly, there is not a one-to-one correspondence between policies and actions. An individual action can implement more than one policy and can contribute to achieving multiple goals across different elements.

The graphic later in this chapter explains the goals, policies, and actions numbering in the General Plan.

Equity Priority Communities

Throughout California, low-income communities and communities of color have experienced a combination of historic discrimination, negligence, and political and economic disempowerment, with the result that today, they are struggling with both a disproportionate burden of pollution and health impacts, as well as disproportionate social and economic disadvantages, such as poverty or housing instability. Environmental justice is the idea that planning and environmental policies should treat people of all races, cultures, and incomes fairly and equitably. Senate Bill (SB) 1000, the Planning for Healthy Communities Act, requires that General Plans address environmental justice for communities disproportionately burdened by pollution within San Mateo.

Identifying Equity Priority Communities

Figure I-5 shows the communities in San Mateo that are disproportionately burdened by environmental pollution: North Central and North Shoreview/Shoreview. These areas are called “Equity Priority Communities” throughout this General Plan. This area was mapped using local knowledge and California Communities Environmental Health Screening Tool (CalEnviroScreen), a tool

Sustainability, Environmental Justice, and Community Engagement

Strive San Mateo General Plan 2040 goes beyond the minimum State requirements and embodies three key themes: sustainability, environmental justice, and community engagement. These themes are interrelated and woven throughout Strive San Mateo General Plan 2040. Policies and actions in each element that relate to each of these themes are marked with a corresponding icon, as shown below.

The specific themes of Strive San Mateo General Plan 2040 include:



Sustainability. Sustainability means ensuring that San Mateo can meet its current needs and leave viable resources for future generations. The sustainability policies and actions aim to improve resiliency, especially to the impacts of climate change, and to protect the environment, reduce pollution, water and energy use, and enhance overall quality of life. Strive San Mateo General Plan 2040 also emphasizes sustainable modes of transportation to help lower pollution and GHG emissions, such as walking, bicycling, and taking transit.



Environmental Justice. Environmental justice policies and actions intend to reduce the unique or compounded health risks in the neighborhoods in the city that experience the highest levels of pollution and negative health outcomes, such as asthma and low birth weight babies, as well as the greatest social and economic disadvantages, such as poverty and housing instability. Strive San Mateo General Plan 2040 uses the term equity priority community for these neighborhoods and focuses on improving environmental justice and public health for the people who live in these communities by promoting meaningful community engagement and prioritizing improvements that address their needs.



Community Engagement. Providing support for increased community participation in the planning and development processes is another important theme of Strive San Mateo General Plan 2040. Residents in San Mateo may face barriers when participating in the community engagement process. Strive San Mateo General Plan 2040 aims to engage 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.

developed by the State Office of Environmental Health Hazard Assessment on behalf of the California Environmental Protection Agency. CalEnviroScreen measures pollution and population characteristics using 21 indicators, such as air quality, hazardous waste sites, asthma rates, and poverty. It applies a formula to each Census tract in the state to generate a score that ranks the level of cumulative impacts in each area relative to the rest of the Census tracts in the state. A Census tract with a higher score is one that experiences higher pollution burdens and social or health vulnerabilities than Census tracts with lower scores. In addition to using CalEnviroScreen as a tool for identifying equity priority communities, SB 1000 encourages local agencies to work with community members and stakeholders to consider the available data from other sources, including the lived experience of community members, to refine the boundaries of equity priority communities and identify additional communities, if appropriate, to support planning efforts to improve environmental justice.

Using local knowledge and CalEnviroScreen, the City identified two equity priority communities per the data available as of December 2022: North Central and North Shoreview/Shoreview. Environmental justice issues in each community are described in more detail in the pages that follow. It is important to note that the State regularly updates CalEnviroScreen, and new data sources may become available. The equity priority communities mapped in this General Plan may change as conditions change.

Example Goals and Policies Page



Goal Numbering: Each goal number starts with the element acronym and is followed by the number of the goal. (e.g., C 1 = Circulation Element, first goal)

Policy and Action Numbering: The policy or action number has two parts: first, the number of the goal it supports, and second, the sequential number of the policy or action in the order underneath that goal. (e.g., C 1.4 = Circulation Element, first goal, fourth policy or action)

Icons: Policies and actions related to the three themes of the General Plan – sustainability, environmental justice, and community engagement – are identified using these icons. A policy or action can respond to more than one theme, so multiple icons may be applied.

Chapter 9

Noise Element

GOALS, POLICIES, AND ACTIONS

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


POLICIES

Policy N 1.1 **Noise and Land Use Planning.** Integrate noise considerations into land use planning decisions to minimize noise impacts to or from new development.

Policy N 1.2 **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_{eq}) or above, as shown on Figure N-2. The maximum interior noise level shall not exceed 45 dBA (L_{eq}) in any habitable rooms, as established by the California Building Code.

Policy N 1.3 **Exterior Noise Level Standard for Residential Uses.** Require an acoustical analysis for new multi-family common open space for residents that have an exterior noise level of 60 dBA (L_{eq}) or above, as shown on Figure N-2. Incorporate necessary mitigation measures into residential project design to minimize common open space noise levels. Maximum exterior noise should not exceed 65 dBA (L_{eq}) for residential uses and should not exceed 65 dBA (L_{eq}) for public park uses.

Policy N 1.4 **Exterior Noise Level Standard for Parks and Playgrounds.** Require a feasibility analysis of noise-reduction measures for public parks and play areas that have an exterior noise level of 70 dBA (L_{eq}) or above.

 **Policy N 1.5** **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 equity priority communities.

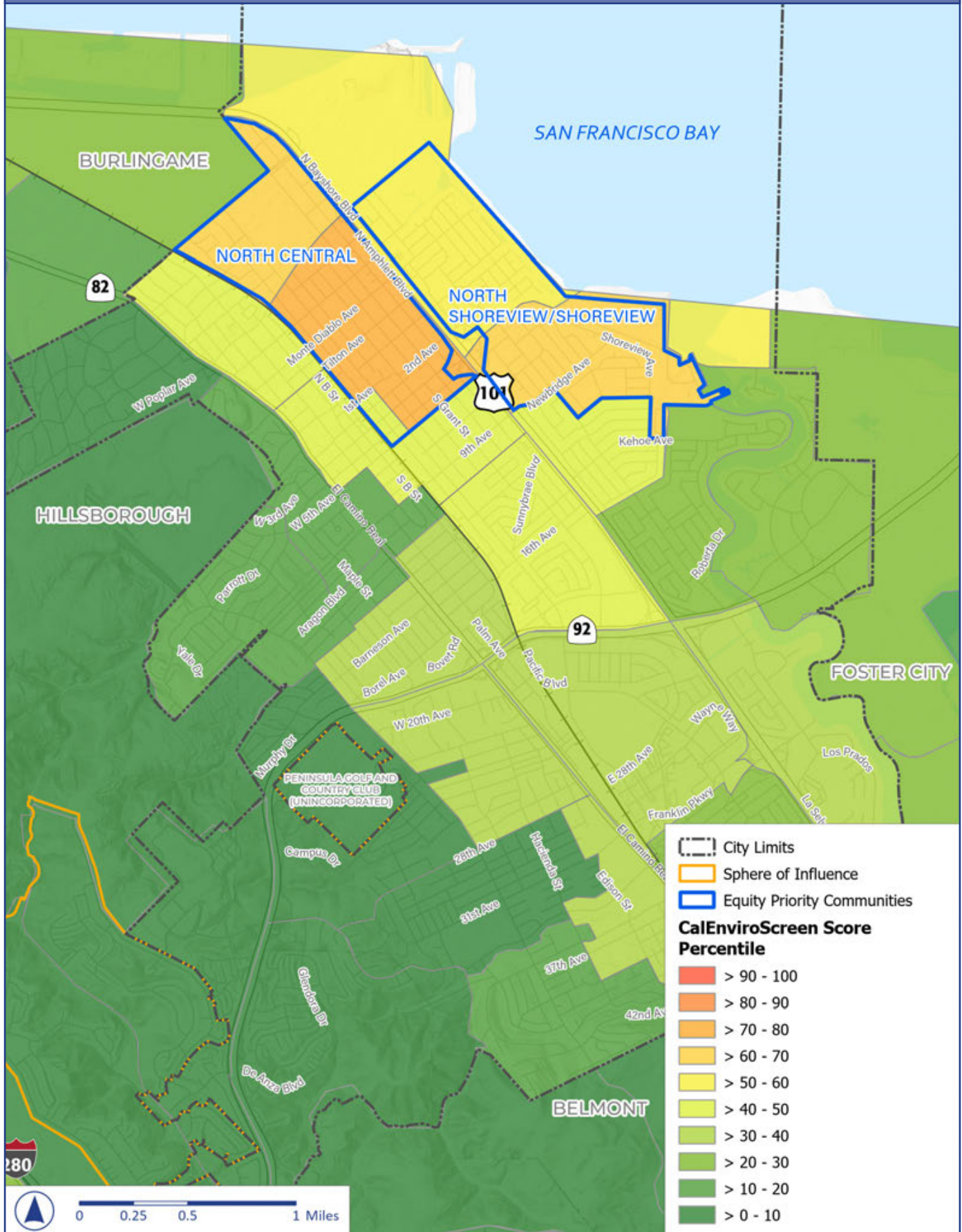
Strive San Mateo • General Plan 2040 | Draft

222

North Central and North Shoreview/Shoreview

There are three Census tracts that encompass the North Central Equity Priority Community: 6000, 6200, and 6300. After reviewing the CalEnviroScreen data, the City defined the boundary for the North Central Equity Priority Community based on local knowledge of the neighborhood to focus on the residential areas within the Census tract. Two Census tracts encompass the North Shoreview/Shoreview Equity Priority Community: 6100 and 7701. After reviewing the CalEnviroScreen data, the City also refined the boundary for the North Shoreview/Shoreview Equity Priority Community based on their local knowledge of the neighborhood. Figures I-7 and I-8 show the CalEnviroScreen score by Census tract within the North Central Equity Priority Community for the 21 pollution and population indicators. As shown in Figure I-5, Census tract 6200, which encompasses most of North Central, received a score over the 75th percentile for traffic, diesel particulate matter, impaired water, groundwater threats, hazardous waste, lead in housing, linguistic isolation, education, and poverty. Census tract 6000, in the northern area of the boundary, received a score over the 75th percentile for traffic, diesel particulate matter, impaired water, groundwater threats, and linguistic isolation. Census tract 6300, which covers a small portion of North Central, received a score over the 75th percentile for traffic, diesel particulate matter, impaired water, groundwater threats, and hazardous waste.

Figure I-5 Equity Priority Communities



Source: California OEHHA, 2021; PlaceWorks, 2023.

Note: This map is included for informational purposes and is not adopted as part of this General Plan.



Figures I-6 and I-7 show the CalEnviroScreen score by Census tract within the North Shoreview/Shoreview equity priority community for the 21 pollution and population indicators. As shown in Figure I-6, Census tract 6100, which encompasses a large area of North Shoreview/Shoreview, received a score over the 75th percentile for traffic, impaired water, groundwater threats, lead in housing, poverty, education, and linguistic isolation. Census tract 7701, in the southern area of North Shoreview/Shoreview, received a score over the 75th percentile for traffic, impaired water, lead in housing, and unemployment.

North Central and North Shoreview/Shoreview received a high score for traffic. Both communities are near US Highway 101, one of the roadways that carries the highest amounts of traffic in San Mateo. North Central is also near El Camino Real, which is another roadway that carries a high amount of traffic. The amount of traffic and vehicles on the road directly impacts the amount of pollution in the air. Exposure to air pollution is associated with a variety of negative health outcomes, including reduced lung function, pneumonia, asthma, cardiovascular diseases, and premature death. It may also affect lung cancer rates. North Central also received a high score for diesel particulate matter, which is a harmful type of pollutant that comes from exhaust from trucks, buses, and other motorized vehicles that use diesel engines and may travel on US Highway 101 or city streets.

Impaired waters are also a concern in North Central and in part of North Shoreview/Shoreview. A 2012 report from the State Water Resources Control Board found that the San Mateo Creek, which runs through North Central and North Shoreview/Shoreview, is an impaired water, as defined by Section 303(d) of the federal Clean Water Act. Impaired waters have contaminants that do not meet water quality standards. Contaminated waterways can impact equity priority communities if residents come in contact with contaminated water by interacting with the creek or during a flooding event.

Residents in North Central and North Shoreview/Shoreview may live in older homes that were built prior to the adoption of building standards that prohibited the use of lead-based paint. Lead in housing ranked high as a toxin of concern in part of North Central and in North Shoreview/Shoreview. The California Building Standards Code was created in 1978. Approximately 73 percent of the homes in San Mateo were built before 1979, which increases the chances that lead can be found in these houses. Exposure to lead can

result in negative health impacts for children, such as slowed development and growth, learning difficulties, and hearing or speech problems.

Most of North Central and part of North Shoreview/Shoreview ranked high in linguistic isolation, which means there are individuals in these communities that mainly speak another language, which may be Spanish, Mandarin or Cantonese, Tagalog, or another language. Barriers in communication can prevent people from participating in the planning process or may limit the amount of information that is available during an emergency. Data also indicated that some North Central and North Shoreview/Shoreview residents could be living below the federal poverty level and/or did not receive education beyond high school. There may also be people in the North Shoreview/Shoreview community that are over the age of 16 and are unemployed.

Hazardous waste materials, sites, or facilities that could emit toxins into the air, water, and soil that are harmful to people are present in North Central. California's Department of Toxic Substances Control tracks hazardous waste facilities and sites. As of January 23, 2023, the Department of Toxic Substances Control's data management system shows there is an active case at the College Park Elementary School that could pose a threat to public health.

Figure I-6 Equity Priority Communities – North Central

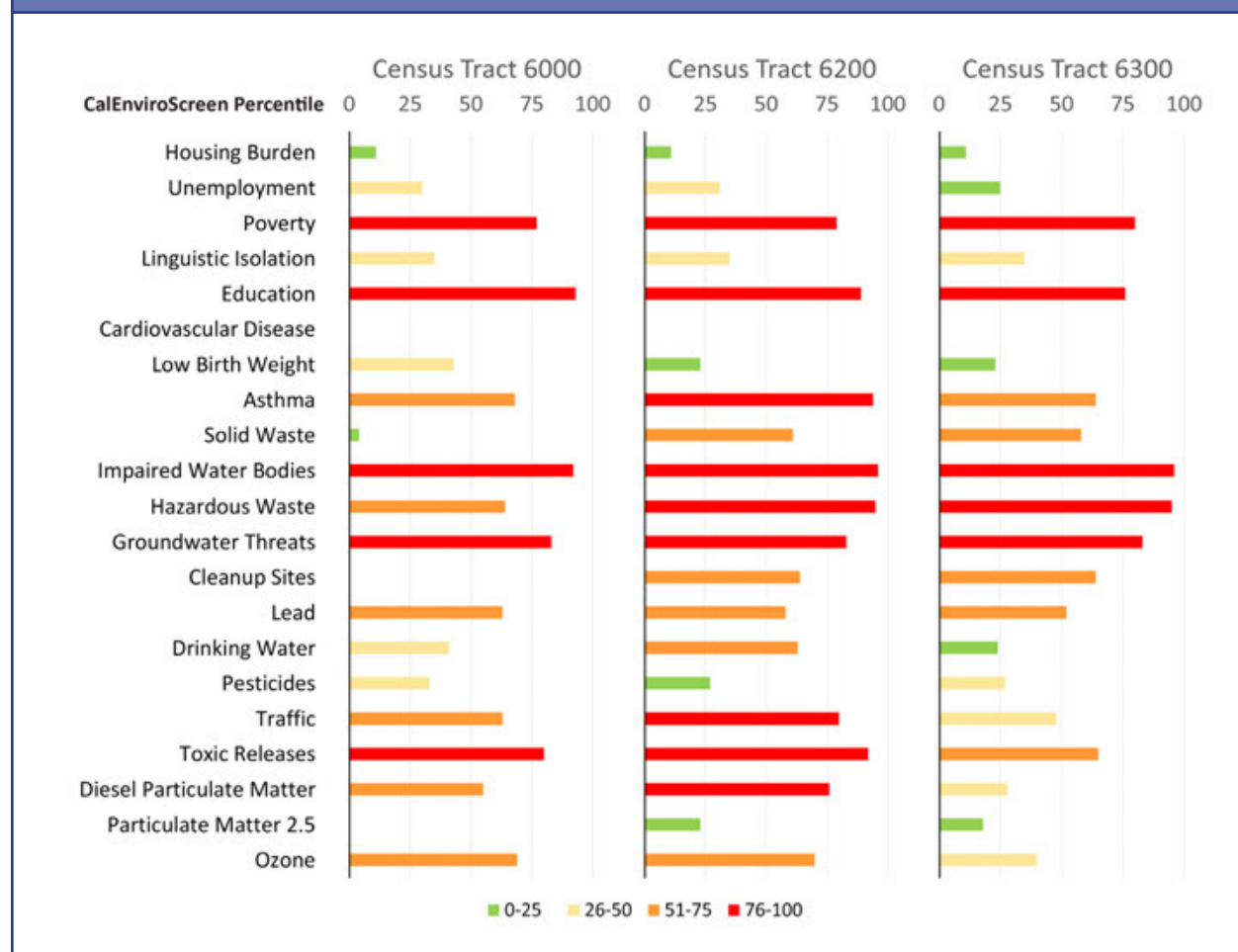
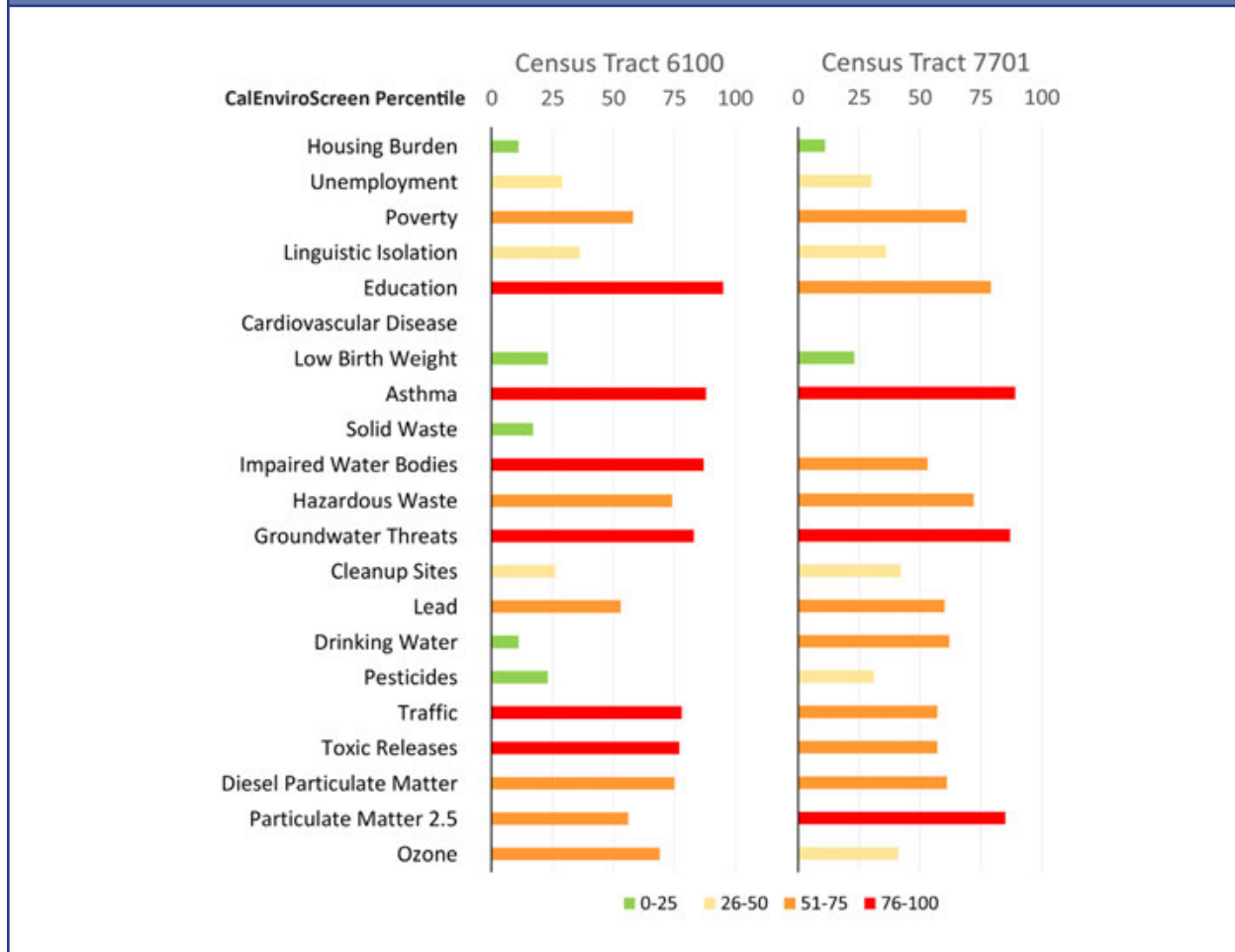


Figure I-7 Equity Priority Communities – North Shoreview/Shoreview

Equity Priority Communities in Strive San Mateo General Plan 2040

Strive San Mateo General Plan 2040 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 the equity priority communities mentioned previously, or in other equity priority communities that are identified during the life of the General Plan. State law allows cities and counties to address environmental justice either by adopting a stand-alone Environmental Justice Element or by incorporating environmental justice goals, policies, and actions into other elements. Strive San Mateo General Plan 2040 takes the approach of incorporating environmental justice goals, policies, and actions into its other elements. In addition to policies and actions that the City will implement through this General Plan and other City plans, other agencies and organizations, such as San Mateo County, nonprofits, and religious groups also provide resources and help improve outcomes in equity priority communities.

IMPLEMENTING STRIVE SAN MATEO GENERAL PLAN 2040

Long-range planning in San Mateo does not end with the adoption of this document. To achieve the community's vision, decisions about development projects, capital improvements, subdivision maps, specific plans, and other plans and policies affecting land use, transportation, and the physical environment will need to be consistent with Strive San Mateo General Plan 2040.

Implementation Strategy

To complement the implementation of Strive San Mateo General Plan 2040, the City will identify a list of implementation programs to help achieve the goals, policies, and actions identified in each element. The implementation plan will be prepared after General Plan adoption and will describe and prioritize the timing, responsible City department, cost range, and actions to implement various aspects of Strive San Mateo General Plan 2040. Some programs may already be budgeted and ongoing, while the City Council will need to identify resources during future budget cycles to implement other programs.

Relationship to the Zoning Ordinance and Other Plans

The General Plan establishes a broad vision and framework for land use in San Mateo and provides policies and actions to manage development through 2040. San Mateo's Zoning Code implements the General Plan with specific standards that regulate land uses and how and where they can be developed. The two must be consistent. Therefore, when the General Plan is amended, the Zoning Code must be amended to retain consistency with the General Plan. Other Municipal Code sections, specific plans, and City planning documents must also be amended as needed to retain consistency with the General Plan.

Amending the Plan

Strive San Mateo General Plan 2040 provides long-range and comprehensive guidance to the City, but the process of growth and change is dynamic and often unpredictable. For these reasons, the City needs to monitor progress in achieving the major goals of the plan, periodically adjusting policy guidance as needed to advance those goals in light of contextual changes that may happen over the next 20 years. The City may need to revise portions of the General Plan to reflect land use map changes spurred by land use and development activity, changes in community values or the county's physical or economic conditions, or refinements to improve progress towards achieving the major goals of the General Plan. While some amendments change the land use designation of a particular property, any part of the General Plan may be amended as circumstances change.

Amendments to the General Plan may be initiated by an individual, organization, or the City, depending on the nature of the proposal. The Planning Commission reviews and provides recommendations to the City Council for all proposed General Plan amendments. The City Council then takes final action on all General Plan amendment requests. All amendments require public hearings by the Planning Commission and City Council and evaluation of the potential impacts to San Mateo's physical environment, in accordance with the California Environmental Quality Act (CEQA).

While it is appropriate to revise the General Plan as conditions change in San Mateo, the goals and major themes of the plan are expected to endure for the life of the plan.

This page is intentionally blank.



CHAPTER 2

Land Use Element





LAND USE ELEMENT

INTRODUCTION

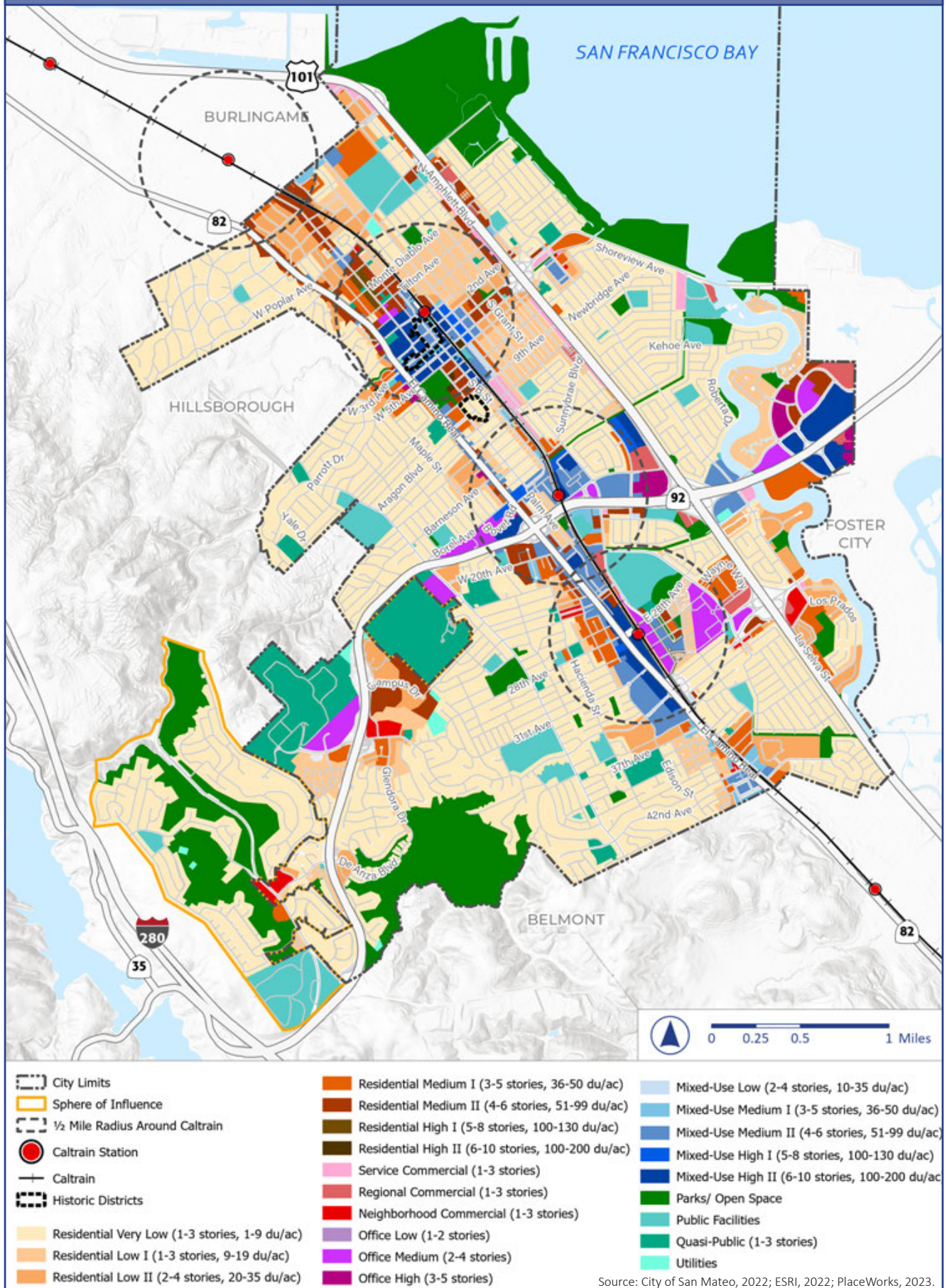
The Land Use Element sets the foundation for future growth, change, and preservation in San Mateo and serves as the blueprint for the development of public and private property in the city. The Element seeks to balance well-designed development and thoughtful preservation with a full spectrum of choices for housing, while also cultivating a diverse economy and supporting resiliency. It includes goals, policies, and actions that support the equitable health and well-being of all neighborhoods in San Mateo and all members of the community. It also encourages a diverse range of land uses to meet the needs of the community, including housing, parks, open space, recreation, retail, commercial services, offices, and industrial.

This element meets the State-mandated requirements for a Land Use Element. It defines categories for the location and type of public and private uses of land under the City's jurisdiction; it recommends standards for density on land covered by the Strive San Mateo General Plan 2040; it includes a Land Use Map (Figure LU-1); and includes goals, policies, and actions to guide land use distribution throughout the city. By satisfying these requirements, the Land Use Element lays out basic guidelines and standards that act as building blocks for the General Plan's other elements. Each element, such as Circulation or Conservation, Open Space, and Recreation, provide more specialized guidance and corresponds with a land use category of the Land Use Element. For more information about environmental justice, please also refer to Chapter 1, Introduction.

The Land Use Element addresses the following topic areas:

- Balanced and Equitable Growth and Preservation
- A Diverse Range of Land Uses
- Focused Planning Areas
 - » Downtown
 - » El Camino Real Corridor
 - » Hillsdale Station Area
- Shopping Areas in Transition
- Environmental Justice
 - » Community Health
 - » Equity Priority Communities
 - » Access to Healthy Food
- Community Engagement
- Climate Change and Land Use
- A Sustainable Economy
- Development Review
- Regional Cooperation
- General Plan Maintenance

Figure LU-1 Land Use Map



RELEVANCE TO GENERAL PLAN THEMES



Sustainability in this Element:

- Encourages higher density multifamily and mixed-use development in proximity to transit and jobs, and improves transit, bicycle, and pedestrian access to support a multimodal transportation network; both of which reduce car dependency and vehicle miles traveled (VMT).
- Supports infill development that provides benefits for preservation and ecological function.
- Supports efforts to transition to cleaner energy sources that reduce greenhouse gas (GHG) emissions, consistent with the City's adopted Climate Action Plan.



Environmental Justice in this Element:

- Helps address vulnerabilities in equity priority communities, such as poverty, low educational attainment, and housing instability, by supporting affordable housing and economic development.
- Prioritizes City investment in public improvements that address health and infrastructure disparities in equity priority communities.
- Increases access to fresh food by allowing and encouraging local food production, micro agriculture, edible landscapes, rooftop gardens, community gardens, and urban farms.
- Supports collaboration between the City and local partners to improve healthy food access programs, such as the CalFresh Restaurant Meals Program.



Community Engagement in this Element:

- Promotes inclusive outreach methods that encourage broad representation and are culturally sensitive, such as preparing notices and other materials in the predominant language spoken in the community and scheduling meetings at convenient times for community members.
- Supports early and frequent community engagement by clearly outlining when and how members of the public can provide input for development projects under review.
- Requires sponsors of new development projects to have early, frequent, and meaningful communication with community members and stakeholders.
- Encourages a recurring, statistically reliable community survey to gauge community service needs, policy preferences, and effective communication methods.



GENERAL PLAN HEIGHT AND INTENSITY STANDARDS

Measure Y is a ballot measure that was passed by voters in November 2020. It retained existing height and density limits on new development, originally adopted under earlier ballot measures (Measure P and Measure H), and has a sunset date of 2030. Overall, the Measure Y height limit is set at up to 55 feet and a density limit that allows up to 50 units per acre. The height limit allows for exceptions in certain locations and under certain circumstances, and State Density Bonus law allows projects to exceed both height and density limits when certain percentages of affordable units are provided. Measure Y also established FAR limits, with a maximum of up to 3.0.

General Plan Land Use Designations and Land Use Map

The General Plan land use designations are grouped into the following categories: Residential, Mixed-Use, Commercial, Office, Parks and Open Space, Public Facilities, Quasi-Public Facilities, and Utilities.

The land use designations identify the locations in the city where specific types of land uses may occur. The designations are meant to be broad enough to give the City flexibility, but also provide clear enough direction to achieve the vision of the General Plan. Figure LU-1 shows where each land use designation is applied within San Mateo.

The General Plan provides the overall parameters of density and intensity for urban land use designations, but each project must also comply with the specific rules of the relevant zoning district in the City's Zoning Code.

Residential densities for the land use designations are expressed in terms of dwelling units per acre (du/ac). Building heights are expressed by the number of stories. Building intensities for nonresidential uses are expressed in terms of floor-area ratio (FAR), which is the ratio of gross building floor area to net lot area, both expressed in square feet. For example, on a site with 10,000 square feet of land area, a FAR of 1.0 will allow 10,000 gross square feet of building floor area to be built. On the same site, a FAR of 2.0 would allow 20,000 square feet of floor area. FAR does not regulate building placement, form, or height, only the spatial relationship between building size and lot size; it represents an expectation of the overall intensity of future development. Figure LU-2 shows a visual representation of the relationship between height and FAR.

The maximum density assigned to each land use designation does not constitute entitlement, nor are property owners or developers guaranteed that an individual project, when tested against the General Plan's policies, will be able or permitted to achieve these maximums.



Some of the land use designations in this section include building heights and densities that exceed the limits set by Measure Y. Any components in the General Plan that are inconsistent with Measure Y will require voter approval before they can take effect. As required by law, for the duration that Measure Y is in effect, any inconsistency between the measure and other provisions of the Strive San Mateo General Plan 2040 shall default to the provisions specified in Measure Y, as stated in Policy LU 1-9.

Table LU-1 lists land use designations and their density, maximum FAR, height limit, and description.

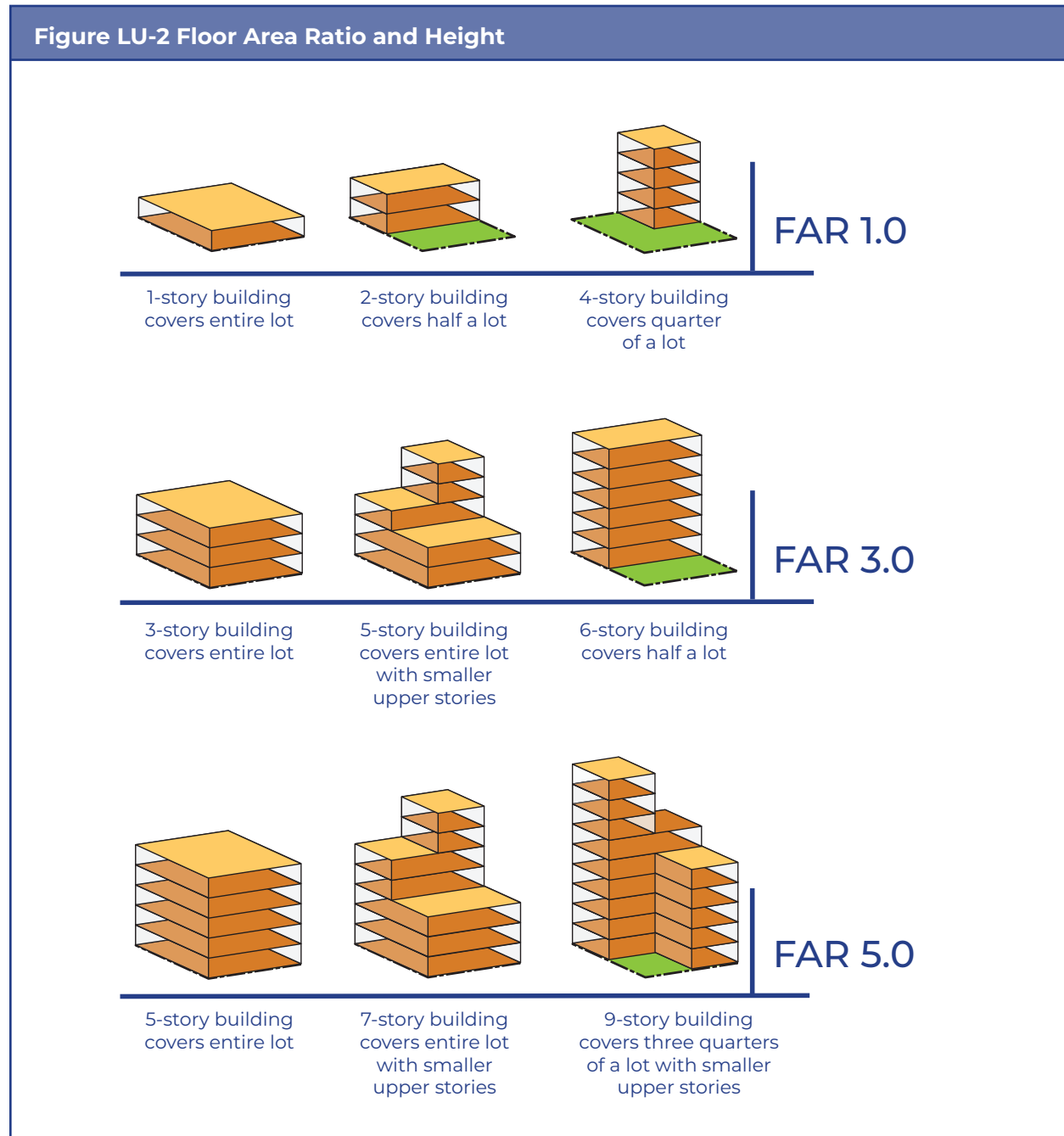


Table LU-1 Land Use Designations

Designation	Density (min/max) (Residential Uses)	Maximum FAR (Nonresi- dential uses)	Height Limit	Description
Residential				
Residential Very Low	Up to 9 du/ ac	n/a	1-3 stories	This designation allows very low-density residential dwellings, such as detached single-family homes, detached townhouses and duplexes, and accessory dwelling units.
Residential Low I	9 to 19 du/ ac	n/a	1-3 stories	This designation allows low-density residential dwellings, such as townhomes, duplexes, triplexes, fourplexes, condominiums, and apartments.
Residential Low II	20 to 35 du/ac	n/a	2-4 stories	This designation allows lower-density residential and multifamily dwellings, such as townhomes, duplexes, triplexes, fourplexes, condominiums, and apartments.
Residential Medium I	36 to 50 du/ac	n/a	3-5 stories	This designation allows low medium-density multifamily dwellings, such as townhomes, condominiums, and apartments.
Residential Medium II	51 to 99 du/ac	n/a	4-6 stories	This designation allows medium-density multifamily residential dwellings, such as condominiums and apartments, near mixed-use, office, and/or commercial areas. This designation can also be found along major streets, such as El Camino Real and near residential low or residential high areas of the city.
Residential High I	100 to 130 du/ac	n/a	5-8 stories	This designation allows higher-density multifamily residential dwellings, such as condominiums and apartments, in Downtown, in proximity to Caltrain stations and along major streets, such as El Camino Real.
Residential High II	100 to 200 du/ac	n/a	6-10 stories	This designation allows high-density multifamily residential dwellings, such as condominiums and apartments, in Downtown, in proximity to Caltrain stations, and along major streets, such as El Camino Real.
Mixed-Use				
Mixed-Use Low	10 to 35 du/ac	2.0	2-4 stories	This designation allows low-density mixed-use buildings that provide a mix of commercial, office, and/or residential uses within the same site or building. It is intended to allow a mix of uses that encourages people to live, work, play, and shop in close proximity.
Mixed-Use Medium I	36 to 50 du/ac	3.0	3-5 stories	This designation allows low medium-density mixed-use buildings that provide a mix of commercial, office, and/or residential uses within the same site or building. It is intended to allow a mix of uses that encourages people to live, work, play, and shop in close proximity.

Designation	Density (min/max) (Residential Uses)	Maximum FAR (Nonresi- dential uses)	Height Limit	Description
Mixed-Use Medium II	51 to 99 du/ac	4.0	4-6 stories	This designation allows medium-density mixed-use buildings that provide a mix of commercial, office, and/or residential uses within the same site or building. It is intended to allow a mix of uses near other mixed-use, commercial, or residential areas, and within Downtown.
Mixed-Use High I	100 to 130 du/ac	4.5	5-8 stories	This designation allows high-density mixed-use buildings that provide a mix of commercial, office, and/or residential uses within the same site or building. It is intended to allow a mix of uses near major streets, train stations, and shopping centers, and within Downtown.
Mixed-Use High II	100 to 200 du/ac	5.0	6-10 stories	This designation allows high-density mixed-use buildings that provide a mix of commercial, office, and/or residential uses within the same site or building. It is intended to allow a mix of uses near major streets, train stations, and shopping centers, and within Downtown.
Commercial				
Neighborhood Commercial	9 to 19 du/ ac	1.0	1-3 stories	This designation is intended for a mix of neighborhood-serving commercial uses that include small-scale retail stores and other commercial uses that serve the immediate neighborhood, such as grocery stores and pharmacies. Typical commercial uses include supermarkets, bakeries, drugstores, restaurants, delicatessens, barber shops, hair salons, laundromats, hardware stores, dry cleaners, small offices, and other personal services. Residential may also be allowed above the ground floor.
Service Commercial	Up to 20 du/ac	1.0	1-3 stories	This designation is intended for a wide range of service commercial and light industrial facilities. Example of uses in this land use include facilities that provide city-wide and regional services, such as auto repair services, building material yards, overnight boarding of animals, and industrial uses with light manufacturing, warehousing, and/or distribution facilities. These uses do not necessarily benefit from being in high-volume pedestrian areas, such as shopping centers or Downtown and can instead be found along South Amphlett Avenue, south of Indian Avenue and north of 2nd Avenue, in addition to other locations in the city.
Regional Commercial	Up to 50 du/ac	1.5	1-3 stories	This designation is intended for large-scale commercial developments that serve residents and visitors from the surrounding region, such as the Hillsdale Mall and Bridgepointe Shopping Center. Examples of commercial uses in this land use include shopping centers, large-format retail, auto sales, and travel-related services, such as hotels, gas stations, and restaurants. Residential may also be allowed.

Designation	Density (min/max) (Residential Uses)	Maximum FAR (Nonresi- dential uses)	Height Limit	Description
Office				
Office Low	10 to 35 du/ac	1.0	1-2 stories	This designation is intended for low-density office uses, such as medical, administrative, or professional offices. Supportive uses, including personal services, restaurants, health clubs, residential, day care, and limited retail sales are permitted. Research facilities that support the development of new products and may include professional uses, manufacturing, laboratories, and/or maker's spaces in the same building or site may be permitted depending on the type and intensity of the use.
Office Medium	36 to 50 du/ac	2.0	2-4 stories	This designation is intended for medium-density office uses, such as medical, administrative, or professional offices. Supportive uses, including personal services, restaurants, health clubs, residential, day care, and limited retail sales are permitted. Research facilities that support the development of new products and may include professional uses, manufacturing, laboratories, and/or maker's spaces in the same building or site may be permitted depending on the type and intensity of the use.
Office High	51 to 130 du/ac	3.0	3-5 stories	This designation is intended for high-density office uses, such as medical, administrative, or professional offices, and for research and science facilities that support the development of new products and may include professional uses, manufacturing, laboratories, and/or maker's spaces in the same building or site. Supportive uses including personal services, restaurants, health clubs, residential, day care, and limited retail sales are permitted.
Other Designations				
Parks and Open Space	n/a	n/a	n/a	This designation is intended for public parks, City-owned conservation lands and private open space or recreation facilities. Parks and open space areas can be found throughout the city and are important to preserve because they provide community members with access to nature, encourage healthy lifestyles, and support a mixture of active and passive recreation opportunities.
Public Facilities	n/a	See Zoning District or Specific Plans for maximum FAR	n/a	This designation is intended for facilities owned and/or operated by the City or other governmental agencies, such as City Hall, libraries, public school sites, San Mateo County's Event Center, and the public parking lots in Downtown.

Designation	Density (min/max) (Residential Uses)	Maximum FAR (Nonresi- dential uses)	Height Limit	Description
Quasi-Public	20 du/ac	See Zoning District or Specific Plans for maximum FAR	1-3 stories	This designation is intended for facilities owned and/or operated by quasi-public agencies and organizations, such as schools and faith-based organization facilities. Examples of these facilities include St. Matthew Catholic Church and the Nueva School. Ancillary residential uses, with a focus on affordable housing, may also be allowed when aligned with the organization’s mission or to provide employee housing.
Utilities	n/a	n/a	n/a	This designation is intended for facilities owned and/or operated by public utilities to serve the public with electricity, gas, water, and communications. Examples of uses in this designation include electricity substations, water tank sites and the sewer treatment plant.

BALANCED AND EQUITABLE GROWTH AND PRESERVATION

It is important to plan future development and growth in the city in a way that maximizes efficient use of available land and infrastructure; limits adverse impacts to the environment; and improves social, economic, environmental, and health equity. The General Plan itself does not mandate change, but over time, change will occur based on market forces and the decisions of property owners. Climate change will also likely influence land use changes over the next 20 years in ways that are not currently fully known, which is why sustainability is a key theme throughout the General Plan.

Over the lifetime of this General Plan, the areas that are likely to change in the city include the El Camino Real corridor, Downtown, Hayward Park Caltrain station area, Hillsdale Mall and the surrounding Hillsdale Caltrain station area, and older shopping centers and office parks. The Strive San Mateo General Plan 2040 includes policies and actions that promote transit-oriented development around the Caltrain stations; encourages residential and mixed uses along El Camino Real; prioritizes a wide range of residential, lodging, restaurant, leisure, recreational, cultural, and other commercial uses in Downtown; and supports incorporating a mix of housing, shopping, services, and jobs into older shopping centers to create vibrant neighborhoods.

The Strive San Mateo General Plan 2040 also encourages innovative urban design approaches for Downtown, inspired by Barcelona’s “superblocks,” that focus on vehicle access at the periphery and reducing cut-through vehicle traffic to create pedestrian-focused, car-light spaces downtown. The Circulation Element adds more detail about the superblock concept and pedestrian improvements.



In addition to the General Plan, San Mateo has other plans that guide future development in specific areas of the city, including specific plans, master plans, and area plans. The City's existing specific plans, area plans, and master plans are shown on Figure LU-3. This figure also identifies two areas – Bel Mateo and 25th Avenue – that are opportunities for future focused planning efforts. This section is focused on balancing growth through land use. Policy direction on maintaining and improving the transportation network as the city grows can be found in the Circulation Element.

GOALS, POLICIES, AND ACTIONS

GOAL LU-1 Plan carefully for balanced growth that provides ample housing that is affordable at all levels and job opportunities for all community members; maximizes efficient use of infrastructure; limits adverse impacts to the environment; and improves social, economic, environmental, and health equity.

POLICIES

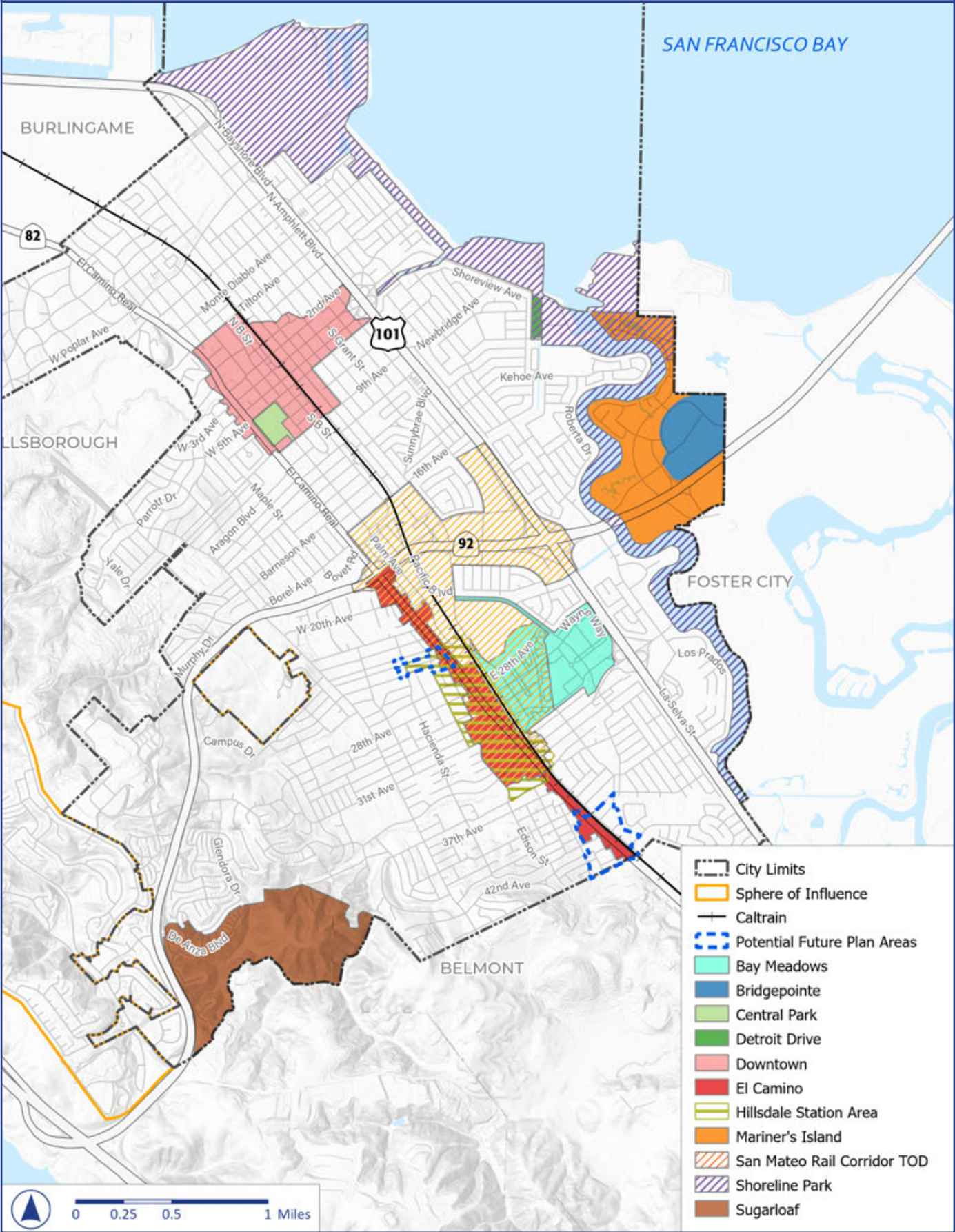


Policy LU 1.1 Equitable Development. Prioritize development projects that meet social and economic needs of the economically vulnerable populations to address and reverse the underlying socioeconomic factors in the community that contribute to residential and social segregation in the city. Provide a range of housing types, sizes, and affordability levels in all San Mateo neighborhoods.

Policy LU 1.2 General Plan 2040 Maximum Development. The General Plan Update Environmental Impact Report (EIR) assumes the following development projections for the year 2040:

- 21,410 new dwelling units
- 4,325,000 square feet of new nonresidential floor area

Figure LU-3 Specific Plan, Master Plan, and Area Plans



Source: City of San Mateo, 2022; ESRI, 2022; PlaceWorks, 2023.
Note: This map is included for informational purposes and is not adopted as part of this General Plan.

When approved nonresidential development reaches half of the anticipated development, evaluate the citywide jobs-housing balance.

When approved development within City Limits and unincorporated properties within the Sphere of Influence reaches the maximum number of new residential units and net new nonresidential square feet projected in the General Plan EIR, require that environmental review conducted for any subsequent development project address growth impacts that would occur from development exceeding the General Plan EIR's projections.

Policy LU 1.3 Optimize Development Opportunities. Encourage new development in major commercial and transit-oriented development areas, including the Downtown, Caltrain station areas, and the El Camino Real corridor, to maximize the density and intensity specified in the Land Use Plan and to efficiently use land and infrastructure resources.



Policy LU 1.4 Mixed-Use. Encourage mixed-use developments to include increased residential components to provide greater proximity between jobs and housing, promote pedestrian activity, and reduce traffic congestion and vehicle miles traveled (VMT).

Policy LU 1.5 Surplus Land. Consider redesignating City-owned land not required for public services, facilities, or infrastructure for development of affordable housing.

Policy LU 1.6 Legal Nonconforming Developments. Allow legally established nonconforming 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 1.7 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:

- The annexation is comprehensive, rather than piecemeal; and
- 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 1.8 New Development within the Sphere of Influence. Work with the County of San Mateo 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.

Policy LU 1.9 Voter-Approved Growth Limits. As required by law, for the duration that Measure Y is in effect, any inconsistency between the measure and other provisions of the General Plan's Land Use Element shall default to the provisions specified in Measure Y.

ACTION

Action LU 1.10 Review of New Development. Track actual growth of both new housing units and net new nonresidential floor area annually and review every two to three years. Use this information to monitor nonresidential floor area and housing units in San Mateo and to adjust this General Plan, infrastructure plans, and circulation plans, as necessary, if actual growth is exceeding projections.

GOAL LU-2 Balance well-designed development with thoughtful preservation.

POLICIES

Policy LU 2.1 Development Intensity/Density. Regulate development density/intensity to recognize natural environmental constraints, such as floodplains, earthquake faults, debris flow areas and other hazards, availability of urban services, and transportation and circulation constraints.

Policy LU 2.2 Caltrain Stations and El Camino Real Minimum Densities. Require new residential development within a half mile of a Caltrain station or within one block of the El Camino Real corridor to meet the minimum density established by the applied land use designation and encourage new development to achieve maximum density.

Policy LU 2.3 Community Benefits. Develop a framework to allow density/intensity bonuses and concessions in exchange for the provision of community benefits, such as additional affordable housing, increased open space, public plazas or recreational facilities, subsidized retail space for small businesses, subsidized community space for nonprofits that provide community support services or childcare facilities, pedestrian and multimodal safety improvements, and/or off-site infrastructure improvements above minimum requirements.



Policy LU 2.4 Clustering. Encourage clustered development where benefits to natural ecology, habitat conservation, and/or preservation of historic resources can be achieved.

ACTION



Action LU 2.5 Community Benefits Dashboard. Create an online public portal that highlights the community benefits derived from new development projects, such as payment of in-lieu fees, contribution to the childcare fund, contribution to the public art fund, and other benefits to improve and standardize communication about new development projects and their benefits.



A DIVERSE RANGE OF LAND USES

To help keep San Mateo a great place to live, work, visit, and raise a family, it is important to plan for a diverse range of land uses that support one another. Placing housing, job centers, shopping, and eating areas close together and near transit encourages people to live, work, play, and shop without needing a car to travel between destinations. Commercial centers and an active Downtown provide a space where people can work, recreate, and build community while also supporting the city's fiscal health.

The Strive San Mateo General Plan 2040 includes land use designations and policies that concentrate higher-density residential, mixed-use, office, and commercial uses in and around Downtown, along the El Camino Real corridor or within a half mile from a Caltrain station. It also supports locating and preserving certain commercial uses, such as convenience retail or grocery stores, adjacent to residential neighborhoods, which encourages walkability and increases access to healthy foods. This General Plan supports the development of office buildings and business parks that facilitate transit, pedestrian, and bicycle commutes. It also promotes parks, open space, cultural and recreational facilities, and community gathering spaces for all members of the San Mateo community. For background information and policies about parks, open space, and recreational facilities, please refer to the Conservation, Open Space and Recreation Element.

GOALS, POLICIES, AND ACTIONS

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

POLICIES

Policy LU 3.1 Housing Diversity. Promote safe, attractive, and walkable residential neighborhoods with diverse types and sizes of homes for individuals, families, and households of all income levels.

Policy LU 3.2 Commercial Development. Encourage development that builds on the strengths and unique qualities of existing neighborhoods and provides appropriate transition in terms of intensity of use, height, bulk, and design. Require commercial development adjacent to residential areas to appropriately address circulation, traffic, truck loading, trash/recycling, noise, visual impacts, public safety, hazardous materials storage, fire safety, air pollutant emissions, and odors in a way that minimizes impacts on neighboring uses.

Policy LU 3.3 Neighborhood Commercial Preservation. Encourage the preservation of local-serving commercial retail and service uses in neighborhood shopping districts.

Policy LU 3.4 Convenience Retail. Encourage and preserve convenience stores and neighborhood retail uses adjacent to residential neighborhoods, including as part of new mixed-use development.



Policy LU 3.5 Support Service Uses. Encourage businesses that provide a variety of services, such as restaurants, daycare facilities, medical clinics, gyms, pharmacies, and grocery stores in locations that serve residential neighborhoods and commercial/office uses. Prioritize the development of these services in equity priority communities in the city.

Policy LU 3.6 Hotels. Encourage development of hotels in commercial areas and allow small hotels in mixed-use districts where they are consistent with the density of adjacent uses.

Policy LU 3.7 Visitor Economy. Collaborate with other Peninsula cities and the San Mateo County/Silicon Valley Convention and Visitors Bureau to support the continued development of the visitor economy of both the city and the region, including lodging, entertainment, recreation, retail, and local events; encourage uses that attract visitors. Incentivize through fee reduction and visitor perks, sustainable modes of travel to and from the city to reduce both the use of air travel and gas-powered vehicles.



Policy LU 3.8 Workplaces. Develop office buildings and business parks to facilitate transit, pedestrian, and bicycle commutes. Provide compact development, mixed uses, and connectivity to transit to reduce vehicle miles traveled (VMT).

- Policy LU 3.9 Office Park Evolution.** Support the transition of single-use office parks into mixed-use districts that include residential, retail, office, services, and/or parks and open space. Within an office site that is redeveloping as mixed-use, locate offices and commercial space closest to high-volume roadways and locate new residential uses as far as possible from high-volume roadways.
- Policy LU 3.10 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 3.11 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 3.12 Publicly Accessible Spaces.** Integrate a variety of privately owned and maintained publicly accessible spaces into new development and require signage that clearly identifies these spaces as publicly accessible.
- Policy LU 3.13 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 public art and cultural facilities and encourage new facilities that reflect the character and identity of the surrounding neighborhoods.
- Policy LU 3.14 School Site Reuse.** Encourage the school district to prioritize affordable housing and community recreation needs when a school site is planned for reuse or redevelopment, in accordance with the priorities in the Housing Element and Conservation, Open Space, and Recreation Element.
- Policy LU 3.15 Residential Uses to Support Institutions.** Support the development of housing at quasi-public institutions such as schools, churches, and other facilities of an educational, religious, charitable, or philanthropic nature, consistent with the mission of these organizations. Encourage the development of ancillary residential uses when aligned with the organization's mission or to provide housing for employees.
- Policy LU 3.16 Public Facilities.** Encourage reuse or redevelopment of public facilities to residential and/or recreational uses that provide a public benefit to the community, such as community gardens.
- Policy LU 3.17 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.

ACTIONS

- Action LU 3.18 Permitted Uses.** Re-evaluate 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 3.19 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. Require a Specific Plan and/or Master Plan to guide reuse or redevelopment of institutions and special facilities when appropriate.

FOCUSED PLANNING AREAS

This section focuses on three specific areas around the city – Downtown, the El Camino Real Corridor, and the Hillsdale Station Area. These areas are near transit and are designated for future growth and change in this General Plan as well as in other adopted planning documents:

- **The Downtown Area Plan**, adopted in 2003 and revised in 2009, covers about 70 blocks traditionally known as Downtown, plus the area known as the Gateway and portions of adjacent neighborhoods. This plan pertains to new Downtown development and focuses on preserving existing Downtown resources and enhancing its vitality and activity while also maintaining a sense of place.
- **The El Camino Real Master Plan**, adopted in 2001, provides guidance on streetscape, design guidelines, and implementation strategies for the future of the El Camino Real corridor, from State Route (SR) 92 to the Belmont city border.
- **The Hillsdale Station Area Plan**, adopted in 2011, is the guiding document for the Hillsdale Station Area that sets forth the regulatory framework, goals, and policies to transform the area surrounding the Hillsdale Caltrain station into a sustainable, pedestrian-oriented transit hub.



This General Plan includes additional policy guidance to help plan for the growth and change that is anticipated and encouraged in these three focused planning areas. Policy guidance focused on historic resources, city image, and the design of mixed-use and commercial areas can be found in the Community Design and Historic Resources Element. The Circulation Element also includes policies focused on promoting walking and multi-modal transportation improvements in Downtown and facilitating efficient travel and pedestrian safety along the El Camino Real corridor. It also includes policy guidance for transit stations, including the Hillsdale Station.

GOALS, POLICIES, AND ACTIONS

Downtown

GOAL LU-4 Maintain downtown San Mateo as the economic, cultural, and social center of the community.

POLICIES

- Policy LU 4.1** **Downtown Land Uses.** Allow and prioritize a wide range of residential, dining, entertainment, lodging, and other commercial uses downtown, at high intensities and densities, with strong multi-modal connectivity to the San Mateo Caltrain station and other transit.
- Policy LU 4.2** **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 4.3** **Significant Historic Structures.** Protect key landmarks, historic structures, and the historic character of Downtown, as defined in the Community Design and Historic Resources Element.

ACTIONS

- Action LU 4.4** **Downtown Area Plan.** Update the Downtown Area Plan to support and strengthen the Downtown as a vibrant and active commercial, cultural, and community gathering 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, encourage superblock concepts or approaches and allow parklets, 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 4.5** **Downtown Special Events.** Sponsor and support Downtown activities and events that brings Downtown to life, attract residents and visitors, promote local businesses, create inclusive community gatherings, and provide information to residents about City initiatives and services.



El Camino Real Corridor

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

POLICIES

- Policy LU 5.1 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 5.2 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 9th Avenue through increased landscaping, coordination of public improvements, property maintenance, and sign control, and through conformance with the El Camino Real Master Plan or a future consolidated Corridor Plan per Action LU 5-3.

ACTION

- Action LU 5.3 El Camino Real Corridor Plan.** Prepare a Corridor Plan for El Camino Real that assembles existing planning documents for the corridor into a single comprehensive plan that implements the El Camino Real policies in General Plan 2040.



Hillsdale Station Area

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

POLICIES

- Policy LU 6.1 Rail Corridor Transit-Oriented Development Plan (Rail Corridor Plan).** Continue to implement the Rail Corridor Plan to allow, encourage, and provide guidance for the creation of world-class transit-oriented, mixed-use development (TOD) within a half-mile radius of the Hillsdale and Hayward Park Caltrain stations, while maintaining and improving the quality of life for those who already live and work in the area.
- Policy LU 6.2 Hillsdale Shopping Center.** Allow redevelopment of the Hillsdale Shopping Center for a mix of uses, including commercial, retail, office, hotel, and residential uses. Update the Hillsdale Station Area Plan or 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 6.3 Hillsdale Station Area Plan.** Update the Hillsdale Station Area Plan to foster higher-density residential, office and mixed-use, transit-oriented development that connects to neighborhoods to the east and west, improves bicycle and pedestrian circulation to the station, and increases park and open space areas.



SHOPPING AREAS IN TRANSITION

Over the lifetime of this General Plan, some older shopping centers in the city are likely to change as old formats of brick-and-mortar retail evolve. The Hillsdale Mall, Bridgepointe Shopping Center, and Bel Mateo commercial area (Olympic Village) are three areas around the city that appear likely to experience meaningful transition over the next 20 years. Since these shopping areas provide neighborhood-serving uses that support nearby residences, the intent of this section is to support preservation while allowing for transition to a different mix of housing, shopping, services, and jobs. Policy guidance for other neighborhood shopping areas is contained under Goal LU-3 and policies related to the Hillsdale Mall are under Goal LU-6. Policies focused on the design of mixed-use and commercial areas can be found in the Community Design and Historic Resources Element.

GOALS, POLICIES, AND ACTIONS

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

POLICY

Policy LU 7.1 Shopping Areas in Transition. Support the long-term viability of shopping centers and districts that provide neighborhood-serving uses by allowing these sites to redevelop with higher-density, mixed-use development that includes restaurants, services, other commercial uses, housing and open space, while preserving core neighborhood-serving uses.

ACTIONS

- Action LU 7.2 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 and the surrounding properties into a mixed-use neighborhood that maintains its regional retail component while developing a diverse range of housing types, including affordable housing; new parks and recreational facilities; community gathering places; ample facilities to support transit, bicycling, and walking; and a range of businesses and services. The plan shall include safe access for pedestrians, cyclists, and transit riders from Bridgepoint to the City’s transit corridors, such as Caltrain and El Camino Real.
- Action LU 7.3 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 neighborhood-serving commercial uses and amenities; new market-rate and affordable housing, ample facilities to support bicycling and walking; and publicly accessible park and open space areas.

ENVIRONMENTAL JUSTICE

The Strive San Mateo General Plan 2040 includes policies and actions that will support equitable distribution of resources and opportunities and reduce the impacts of environmental hazards in the areas of the city that experience the highest levels of pollution and negative health outcomes, such as asthma and low birth weight babies, as well as the greatest social and economic disadvantages, such as poverty and housing instability. This General Plan uses the term equity priority community for these neighborhoods and focuses on improving environmental justice and public health for the people who live in these communities by promoting meaningful community engagement and prioritizing improvements that address their needs.

During the development of this General Plan, the City identified two equity priority communities using local knowledge and CalEnviroScreen: North Central and North Shoreview/Shoreview. Figure I-5 in Chapter 1, Introduction, shows the location of these communities and provides more context about the health and socioeconomic issues affecting residents in these neighborhoods.

This section includes policy guidance focused on improving community health and access to healthy foods, with specific policies focused on the identified equity priority communities. State law allows cities and counties to address environmental justice either by adopting a stand-alone Environmental Justice Element or by incorporating environmental justice goals, policies, and actions into other elements. This General Plan takes the approach of incorporating environmental justice goals, policies, and actions into all its elements; therefore, policies and actions focused on environmental justice can also be found throughout the Strive San Mateo General Plan 2040. Safe and sanitary housing, as required by Senate Bill (SB) 1000, is addressed in the Housing Element. Please refer to the Housing Element for housing-related programs that are focused on equity priority communities.

In addition to policies and actions that the City will implement through the Strive San Mateo General Plan 2040 and other City plans, other agencies and organizations, such as the County of San Mateo, nonprofits, and religious groups, also provide resources and help to support equity priority communities. It is important to note that the State regularly updates CalEnviroScreen, and new data sources may become available. The equity priority communities mapped in this General Plan may change as conditions change.

GOALS, POLICIES, AND ACTIONS

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 8.1 **Prioritizing Community Health.** Continue to support the physical and mental 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.

ACTIONS



Action LU 8.2 **Collaborations for Community Health.** Develop intentional, strategic, and mutually beneficial relationships with organizations engaged in improving health and well-being, reducing environmental health disparities, expanding access to affordable quality healthcare and mental healthcare, and mitigating negative environmental health hazards. Encourage greater emphasis on expanding or improving health services, including mental health services, in equity priority communities.



Action LU 8.3 **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 health disparities and inequities that exist in San Mateo.



Action LU 8.4 **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 physical and mental health, especially in equity priority communities with higher risk of negative public health outcomes. Identify new funding sources for programs and public improvements, if needed.

Equity Priority Communities

POLICIES



Policy LU 8.5

Community Preservation. Prevent displacement in equity priority communities by protecting tenants, helping homeowners remain in place, and funding affordable housing.



Policy LU 8.6

Safe and Sanitary Homes. Encourage homes and neighborhoods that are free of environmental health hazards.



Policy LU 8.7

Access to Parks and Recreation. Provide attractive, comfortable, and safe pedestrian and cyclist access to public parks and recreational facilities in and near equity priority communities.

ACTIONS



Action LU 8.8

Streetscape and Safety Improvements. 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.



Action LU 8.9

Equity Priority Community Mapping. Regularly update the map identifying equity priority communities with data from CalEnviroScreen or other sources, including information from community members.



Action LU 8.10

Equity Priority Communities Plan. Prepare a plan for the equity priority communities that addresses the needs of each community, including health, safety, and improved circulation with community input. The plan shall seek to ensure the streets in each community are measurably safe, include ADA accessibility, and have adequate on-street parking. Changes included in the plan shall be developed and enacted with the express purposes of improving health, safety, and welfare for the members of each community.



Action LU 8.11

City Services. Work with residents in equity priority communities to identify services that the City or other partners could provide to improve safety, sanitation, and security in these neighborhoods.



Action LU 8.12

Neighborhood Beautification. Support and promote neighborhood clean-up and beautification initiatives in equity priority communities, including in partnership with neighborhood organizations.

Access to Healthy Food

POLICIES



Policy LU 8.13 Locally Grown Food. 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.



Policy LU 8.14 Retail Food Sources. 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 as full-service grocery stores, specialty food markets, farmers markets and/or community gardens, and convenience stores with fresh food options, by working to retain existing retail sources and attract new ones.

ACTIONS



Action LU 8.15 Healthy Food Access. Support the work of San Mateo County Health and other local partners to:

- Continue and expand the ability to use the Electronic Benefit Transfer (EBT) program at farmers' markets and other sources of healthy food.
- Implement programs to encourage markets and convenience stores to stock fresh produce and other healthy foods.
- Encourage restaurants to 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.
- Continue to provide and expand the subsidized senior lunch program at the San Mateo Senior Center and the Congregate Nutrition Program at the King Center Community Center.



Action LU 8.16 Urban Agriculture. Develop City regulations that encourage urban agriculture, community gardens, and farm stands, as appropriate.



COMMUNITY ENGAGEMENT

Community engagement and resident participation is a high priority for San Mateo. The Strive San Mateo General Plan 2040 aims to engage all residents and stakeholders on matters of development, growth, and public policy in ways that are inclusive, equitable, and give everyone an opportunity to participate in the process. Public engagement with disadvantaged communities can help identify programming and policy changes to allow for improvements where it is needed most. However, many members of vulnerable populations and disadvantaged communities face barriers to meaningful engagement. For example, people with disabilities may have difficulty accessing a meeting location or hearing verbal dialogue. Non-English speakers may have difficulty reading meeting notices or meeting materials in English. Low-income households may be more likely to work multiple jobs or do shift work that precludes attending evening meetings. It is important to understand the specific vulnerable populations and disadvantages faced by San Mateo residents to minimize the barriers to their participation. This General Plan takes the approach of incorporating community engagement goals, policies, and actions into all of its elements; therefore, policies and actions focused on community engagement can also be found throughout the General Plan.

GOALS, POLICIES, AND ACTIONS

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

POLICIES



Policy LU 9.1

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 equity priority communities.

**Policy LU 9.2**

Equitable Engagement. 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.

**Policy LU 9.3**

Development Projects. Communicate clearly how and at what stages members of the public can provide input on development projects under review and ensure public awareness of all the factors the City must consider in approving or denying a project.

**Policy LU 9.4**

Applicant Communications. 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 community members and stakeholders, including members of equity priority communities.

ACTIONS

**Action LU 9.5**

Community Partners. Work with community-based organizations and community partners to engage members of equity priority communities in planning and policy decisions.

**Action LU 9.6**

Community Surveys. Periodically conduct statistically reliable community surveys, representative of the demographics of the population, to gauge community service needs, policy preferences, and effective communication methods.

**Action LU 9.7**

Communications Strategy. Develop a communications strategy that outlines goals and tactics to engage a broad cross-section of the community.

- Prepare public notices and other materials in the predominant language(s) spoken in the community and provide interpretation services at meetings as needed.
- Make public notices and other important documents available in print at local libraries, community centers, or other gathering places.
- Use culturally appropriate approaches.
- When possible, schedule and locate meetings to be convenient for community members to attend.
- Use the City's website, social media, and other communication channels to share information about how community members can participate in public meetings.
- Gather data to understand the economic, gender, age, and racial diversity of the affected population before designing communication approaches aimed at reaching the affected population.
- 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.



CLIMATE CHANGE AND LAND USE

Climate change is driven by an increase in (GHGs in Earth's atmosphere, trapping more heat near the surface and changing Earth's climate in a number of ways. These changes often include increasing the frequency and severity of natural hazards, either directly (such as causing summer temperatures to reach dangerously high levels) or indirectly (such as warm temperatures and droughts leading to more dry vegetation, increasing wildfire risks). The hazardous situations created or exacerbated by climate change may result in an increased chance of personal injury or other harm, a greater risk of damage to buildings and infrastructure, and disruption of essential services, among other hardships. San Mateo, like most communities in California, is expected to experience multiple direct impacts as a result of climate change, including potential flooding, sea level rise, wildfires, drought, extreme heat, and negative effects on public health and biodiversity.

Land use decisions and regulations can decrease GHG emissions by affecting how frequently and how far people drive (the single greatest source of GHGs in San Mateo) and how much electricity or natural gas is used in buildings. Land use decisions can also reduce the exposure of people and assets to climate change hazards by locating new development outside of hazard areas and/or designing it to withstand expected future events. This element includes policies and actions aimed at significantly reducing GHG emissions by encouraging sustainable urban design, requiring transit-oriented and mixed-use development, and reducing car dependency. It also supports San Mateo's adopted Climate Action Plan, which is the City's comprehensive strategy to reduce GHG emissions.

Most buildings, both residential and nonresidential, use electricity and natural gas to operate appliances and other pieces of equipment. While sources of electricity have become much cleaner over time and will continue to become cleaner due to State law and utility policies, the GHG emissions associated with using a unit of natural gas has remained constant, as natural gas is a fossil fuel and cannot become a cleaner energy source. To reduce GHG emissions, buildings can be “decarbonized,” or constructed to be mostly electric or all electric, and existing buildings can be electrified as part of retrofit activities. Advances in electric equipment, such as those used for space heating, water heating, and cooking, can also help make building electrification easier and more cost-effective.

Both this Land Use Element and the Safety Element include policies and actions to plan ahead for future climate conditions and protect San Mateo residents from climate hazards. The Public Services and Facilities Element includes policies and actions to promote energy conservation and renewable energy.

While this General Plan includes policy guidance to help reduce GHG emissions, data about existing and projected GHG emissions in San Mateo and strategies for the reduction of GHG emissions can also be found in the City’s Climate Action Plan.

GOALS, POLICIES, AND ACTIONS

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

POLICIES



Policy LU 10.1 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 sea level rise, flooding, higher groundwater, less availability of drinking water, hotter temperatures, increased wildfire risk, and changing air quality. Prioritize protecting equity priority communities from the disproportionate burden of climate hazards, including against risks of displacement and challenges in rebuilding after major incidents.



Policy LU 10.2 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 at the time of building alteration through requirements for all-electric construction.



Policy LU 10.3 Sustainable Improvements. Ensure that all improvements to existing structures are developed or remodeled in a sustainable and resilient manner.

ACTIONS



Action LU 10.4 Climate Action Plan Implementation. Implement the greenhouse gas reduction strategies to meet the City’s Climate Action Plan emission-reduction goals.



Action LU 10.5 Climate Action Plan Monitoring. Monitor and report progress on the implementation of the City's Climate Action Plan on an annual basis. Regularly review new opportunities and approaches to reduce emissions consistent with the Climate Action Plan's goals.



Action LU 10.6 Greenhouse Gas Inventory. Every five years, prepare an updated greenhouse gas emissions inventory consistent with the Climate Action Plan.



Action LU 10.7 Engage 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 10.8 Building Decarbonization. Evaluate and adopt reach codes and other policies to decarbonize the building stock.



Action LU 10.9 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.



Action LU 10.10 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.



A SUSTAINABLE ECONOMY

The City's fiscal health and livability depend on maintaining a diverse community of businesses that are supported by residents, visitors, and workers. High-quality public services, reliable infrastructure, and local quality of life are critical to attracting, retaining, and growing local businesses. In addition to providing land where businesses can locate and expand, the City plays a key role in building, maintaining, and/or coordinating infrastructure to support businesses, including roadways, water and sewer services, solid waste disposal, and energy and telecommunications systems. The financial resources to address these needs require that the City maintain a healthy and fiscally sustainable budget. This, in turn, depends on cultivating a diverse tax base that includes a broad mix of businesses and balances the need for both housing and job-generating land uses.

The economic success of regional industry clusters, such as technology, life science, and entertainment has generated a concentration of jobs on the Peninsula. As a result, demand for housing from workers moving to the area for job opportunities has increased at a much higher rate than housing production. Limited housing production in the Bay Area region has created a housing shortage, which has in turn led to rising costs and other housing challenges, such as overcrowding and displacement.

A sustainable economy in 2040 will harness the strength of the regional job market to create quality jobs, support the growth of local businesses, and provide local housing opportunities for residents and workers at all income levels. An important component of a sustainable economy includes balancing job growth with housing development to ensure that all workers have an opportunity to live in proximity to their job. There is also a need to support local workers and the local economy by encouraging local hires, living wages, and training for workers, such as an apprenticeship program. The City currently charges a Commercial Linkage Fee for new job-generating construction like offices, hotels, medical buildings, retail, and restaurants to support the creation or preservation of affordable housing to assist lower- and moderate-wage workers who cannot afford the current housing market prices.

During the development of the Strive San Mateo General Plan 2040, the City completed a comprehensive update to the Housing Element. Please refer to the Housing Element for programs aimed at supporting households facing housing challenges, such as overcrowding and potential displacement. The Housing Element also encourages housing for all income groups.

GOALS, POLICIES, AND ACTIONS

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

POLICIES

Policy LU 11.1 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 11.2 Local Employment. Encourage a diverse mix of uses that provide opportunities for employment of residents of all skill and education levels.

Policy LU 11.3 Local Hiring and a Living Wage. Encourage developers and contractors doing work in the city to evaluate hiring local labor from the Bay Area region and providing living wages.

Policy LU 11.4 Diverse Economic Base. Strive to maintain a reasonable similarity between potential job generation and the local job market by maintaining a diverse economic base.

Policy LU 11.5 Jobs to Housing Balance. Strive to maintain a reasonable balance between income levels, housing types, and housing costs within the city. In future area-wide planning efforts, rather than with individual projects, recognize the importance of matching housing choice and affordability with job generation in the city, through an emphasis on the jobs-housing balance.



Policy LU 11.6 Job Training Programs. Collaborate with educational services, nonprofits, labor, and businesses to provide job training programs that meet the needs of businesses and industries. Help connect local businesses with programs, organizations, or educational institutions, such as NOVAworks, College of San Mateo, the San Mateo County Community College District, San Mateo Union High School District, and Small Business Development Centers.

Policy LU 11.7 Apprenticeship Programs. Encourage employers within San Mateo, especially building and construction companies, to evaluate hiring from or contributing to apprenticeship training programs that provide on-the-job training and are certified by the State's Division of Apprenticeship Standards (DAS).

Policy LU 11.8 State-of-the-Art Telecommunications. Support the development of telecommunications policies and infrastructure, including public Wi-Fi, to meet the needs of local businesses and residents and support remote work.

ACTIONS

Action LU 11.9 Quality Local Jobs. 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 11.10 Small Business Support. Help small businesses stay and grow by offering tools and support, such as multilingual outreach, assistance accessing free educational services and financing opportunities, connecting with the Chamber of Commerce and Downtown San Mateo Association, and assistance understanding City requirements and preparing for code compliance.

Action LU 11.11 Commercial Displacement. Provide proactive support to local businesses affected by construction and redevelopment by communicating with business owners well in advance of construction and assisting in identifying potential locations for temporary relocation. Encourage and support the retention of existing businesses in new or renovated spaces that are a part of redevelopment projects.

Action LU 11.12 First Source Hiring. Explore the feasibility of establishing a First Source Hiring Program that encourages developers and contractors to make best efforts to hire new employees, workers, and subcontractors that are based in San Mateo County, and to partner with organizations that offer job training programs, such as the San Mateo County Community College District and San Mateo Union High School District.

Action LU 11.13 Living Wage Incentives. Maintain provisions in the Affordable Housing Commercial Linkage Fee that offer fee reductions to developers who voluntarily enter into Area Standard Wage Participation Agreements with the City.

GOAL LU-12 Create financial stability for the City by maintaining its ability to pay for public improvements, core infrastructure, and essential services.

POLICIES

Policy LU 12.1 Revenue Generators. Retain and grow existing businesses and attract new businesses that can generate and diversify the City's tax revenue and increase job opportunities to ensure the City has adequate resources for infrastructure improvements and essential City services, such as police, fire, parks, recreation, and libraries.

Policy LU 12.2 Commercial Linkage Fee. Maintain the City's Affordable Housing Commercial Linkage Fee assessed to new nonresidential construction that recognizes the connection between increased workers in San Mateo and increased demand for housing at all levels. Use the fees collected to support the creation or preservation of affordable housing to assist the workers who will make lower or moderate wages and cannot afford the current housing market prices.

ACTION

Action LU 12.3 Fiscal Neutrality. Study the feasibility and potential impacts of adopting a Fiscal Neutrality Policy that would require new development to offset any difference between future tax revenue and the cost of City services to that development. The policy should also consider the City's goals to provide a diverse range of housing affordable to all members of the community.

DEVELOPMENT REVIEW

New development projects in San Mateo go through a planning review process to ensure that all applicable City standards and requirements are addressed. Most development projects require a Planning Application, which is a written request for approval of a project before a building permit application can be submitted. Before a formal Planning Application, applicants usually meet with staff in the Community Development Department to discuss the scope of the project, application requirements, and applicable codes and policies. Most projects also require community outreach and engagement, usually in the form of mailed notification and a neighborhood meeting, prior to a Planning Application submittal to collect early input from residents. Larger projects can also include a Planning Commission study session. These early steps help to ensure success when a project's formal Planning Application is submitted.



Once the Community Development Department receives the plans and required application materials, the project is reviewed by other City departments, like Public Works, Parks and Recreation, Police, and Fire, for completeness and compliance with applicable codes, policies, and City requirements. During this time, the City also determines the scope of the environmental review, which could include an exemption, an Initial Study/Mitigated Negative Declaration, or an Environmental Impact Report, consistent with the California Environmental Quality Act (CEQA). After being deemed complete and finishing the environmental review process, City staff prepare findings and conditions of approval for the project. Depending on the size and scope of the project, and the type of approval being sought, final approval may come from the Zoning Administrator, the Planning Commission, or the City Council.

GOALS, POLICIES, AND ACTIONS

GOAL LU-13 Maintain Development Review and Building Permit processes that are comprehensive and efficient.

POLICIES

Policy LU 13.1 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 13.2 Public Education. Promote public awareness of the development review and permitting process.

Policy LU 13.3 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 of information sharing with the public.

REGIONAL COOPERATION

Many issues addressed in the Strive San Mateo General Plan 2040 extend beyond the city boundaries; therefore, it is important to highlight the need for collaboration between the City and other public agencies on these issues. This General Plan encourages inter-agency cooperation and engagement by the City in current and long-range plans prepared by other regional agencies, such as Plan Bay Area. The Metropolitan Transportation Commission (MTC), in partnership with the Association of Bay Area Governments (ABAG), prepared Plan Bay Area 2050, which includes strategies that connect housing, the economy, transportation, and the environment. The vision of the plan is to ensure the Bay Area is affordable, connected, diverse, healthy, and vibrant for all by the year 2050. Plan Bay Area focuses on land use and transportation investments in Priority Development Areas, which are areas identified by local jurisdictions where housing and job growth will be concentrated close to public transit. San Mateo has identified five Priority Development Areas that are included in Plan Bay Area 2050.

GOALS, POLICIES, AND ACTIONS

GOAL LU-14 Collaborate and communicate with other public agencies regarding regional issues.

POLICIES

- Policy LU 14.1 Interagency Cooperation.** Promote and participate in cooperative planning with other public agencies and the jurisdictions within San Mateo County, such as the 21 Elements regional collaboration, 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.
- Policy LU 14.2 Public Agency Developments.** Require developments constructed by other governmental agencies to conform to the City's General Plan, Zoning Ordinance, and other development regulations, to the extent possible.
- Policy LU 14.3 Plan Bay Area.** Remain engaged in current and future long-range plans prepared by Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (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.
- Policy LU 14.4 Priority Development Areas.** Support the strategies outlined in Plan Bay Area 2050, especially within City-identified Priority Development Areas.



GENERAL PLAN MAINTENANCE

Long-range planning in San Mateo does not end with the adoption of the Strive San Mateo General Plan 2040. To achieve the community's vision, decisions about development projects, capital improvements, specific plans, and other plans and policies affecting land use, transportation, and the physical environment will need to be consistent with this General Plan.

GOALS, POLICIES, AND ACTIONS

GOAL LU-15 Ensure that the City's General Plan is consistent with State law, legally adequate, and up to date.

POLICIES

Policy LU 15.1 General Plan Amendments. Amendments to the General Plan shall be considered as needed. Revisions to the General Plan may be needed to ensure that elements remain consistent with each other and in compliance with State law.

Policy LU 15.2 Specific and Master Plans. All adopted plans, including transportation plans, Specific Plans, and Master Plans, shall be consistent with this General Plan.

ACTIONS

Action LU 15.3 Annual General Plan Progress Report. 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 of each year, per Government Code Section 65400.

Action LU 15.4 Specific Plans and Master Plans. 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.



CHAPTER 3

Circulation Element





CIRCULATION ELEMENT

INTRODUCTION

This Circulation Element provides the policy framework for attaining a future multimodal transportation system that meets the community's needs, is sustainable, advances environmental justice, and improves the community's welfare. This element promotes a circulation system that serves the land use plan in the Land Use Element and is designed for all users and modes of transportation, welcomes innovation, and addresses the challenges of roadway improvements and parking.

For the larger Bay Area region, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) coordinate transportation and land use planning through the Regional Transportation Plan/Sustainable Communities Strategy, known as Plan Bay Area 2050. Plan Bay Area 2050 guides transportation funding and policy decisions for the region.

Transportation is the movement of people and goods and plays a significant role in a community's quality of life. A well-planned circulation system allows people and goods to get from where they are to where they want or need to go in an equitable, efficient, and timely manner. People, regardless of socioeconomic status, age, and physical ability, should be able to move around using many modes of transportation, whether that is walking, bicycling, using a mobility device, taking transit, driving, or other emerging technologies. Just as important, the circulation system plays a critical role in creating and enhancing public spaces like sidewalks, paseos, and pedestrian plazas for community interaction; providing access for goods to be transported and delivered; and managing the amount and location of parking and curbside access. With this in mind, the Circulation Element presents the priorities for developing a multimodal transportation network in the city based on a complete streets approach.

This element addresses these eight transportation priorities:

- Multimodal Transportation Network
- Transportation Demand Management
- Pedestrian Network
- Bicycles and Micromobility Network
- Transit Services
- Roadway Network Improvements
- Parking and Curbside Management
- Future Mobility and Technology



RELEVANCE TO GENERAL PLAN THEMES



Sustainability in this Element:

- Increases the safety, convenience, and appeal of walking, bicycling, and transit use to reduce reliance on gas-powered vehicles, one of the City's primary sources of greenhouse gas (GHG) emissions.
- Requires new development to include specific, measurable strategies to reduce motor vehicle trips.
- Establishes new parking management practices to support both economic growth and environmental sustainability.
- Encourages urban spaces that promote walking and multi-modal transportation improvements, through methods such as requiring sidewalks as part of new development or through the implementation of a "superblock" or similar concept in the downtown that focuses on creating car-light realms.



Environmental Justice in this Element:

- Reduces single-occupant vehicle trips to reduce air pollution that causes acute and chronic illnesses in equity priority communities.
- Prioritizes new transportation amenities in equity priority communities based on community input and data analysis.
- Recommends safety improvements near transit stops and supports collaboration with transit agencies to improve transit services for residents who cannot drive or do not have access to a car.



Community Engagement in this Element:

- Ensures that the City will involve the community early in the process so that future improvements in neighborhoods reflect community input.
- Engages seniors, students, transit users, community organizations, and residents of equity priority communities to provide input on solutions for different users.





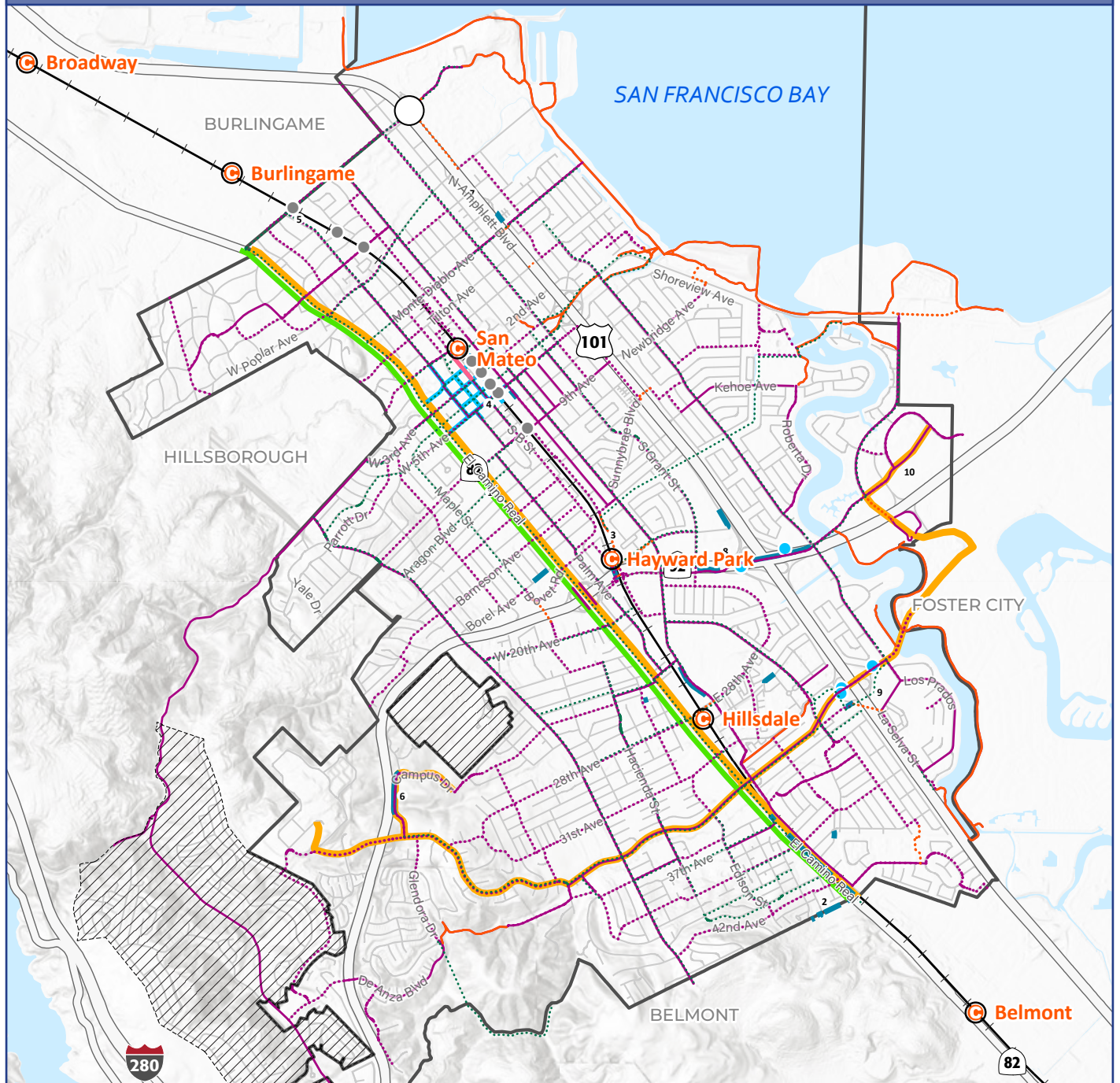
MULTIMODAL TRANSPORTATION NETWORK

In transportation planning, “modes” refer to different ways of getting around: walking, bicycling, riding transit, and driving. A “multimodal” transportation network accommodates many different modes of transportation, while embracing complete streets principles. A complete street includes safety improvements that benefit all users (i.e., drivers, pedestrians, and bicyclists) and incorporates green infrastructure elements to improve stormwater quality. By increasing travel options that don’t rely solely on driving, GHG emissions and congestion from the transportation system can be reduced. Figure C-1 represents possible options for the 2040 Circulation Network; while the identified pedestrian, bicycle, and transit improvements may change over the lifespan of the Strive San Mateo General Plan 2040, the goal will be to complete travel gaps and maintain and improve the transportation network as the city grows.

Achievement of a multimodal transportation network requires both big-picture policy direction and focused policies and actions for infrastructure improvements. The policies and actions in this section provide a high-level approach to attain a multimodal network, with subsequent sections focused on the programmatic infrastructure policies, including those focused on biking, pedestrians, and transit use, to support such a network. In addition to this Circulation Element, the Land Use Element includes Action LU 5.3 to implement multi-modal improvements along El Camino Real.

Recognizing the importance of improving the safety of the multimodal transportation network, this element also includes a Vision Zero policy. Vision Zero is based on the five elements of a Safe Systems Approach advanced by the Federal Highway Administration to eliminate traffic fatalities and serious injuries on the roadways: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

Figure C-1 2040 Circulation Scenario (Specific improvements may change)



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

- City Limits
- Sphere of Influence
- C Caltrain Station
- Existing Pedestrian Mall (Street Closure)



00 0.25 .5 1 Miles

Source ESRI, 2022; PlaceWorks, 2022.

TRANSPORTATION INFRASTRUCTURE FUNDING

San Mateo uses a variety of federal, State, regional, and local sources of funding for transportation infrastructure. While these funding sources fluctuate over time, they have proven to be reasonably reliable. Different sources can be used for different types of projects, and many sources are restricted to specific uses. For example:

- Federal sources, like the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants and the Fixing America's Surface Transportation (FAST) Act, can be used for roadway improvements, bridges, trails, and bicycle facilities.
- Funding from the California High Speed Rail Authority and the San Mateo County Transportation Authority (SMCTA) was used for Caltrain grade separation projects.
- Measure S, a local quarter-cent sales tax, can be used to fund pavement maintenance.

Individual transportation plans, such as the Bicycle Master Plan and the Pedestrian Master Plan, include detailed sections on costs and potential funding sources for the specific types of projects described.

GOALS, POLICIES, AND ACTIONS

GOAL C-1 Design and implement a multimodal transportation system that prioritizes walking, bicycling, and transit, and is sustainable, safe, and accessible for all users; connects the community using all modes of transportation; and reduces vehicle miles traveled (VMT) per capita.

POLICIES



Policy C 1.1 Sustainable Transportation. Reduce greenhouse gas (GHG) emissions from transportation by increasing mode share options for sustainable travel modes, such as walking, bicycling, and public transit.



Policy C 1.2 Complete Streets. Apply complete streets design standards to future projects 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, and should include landscaping and shade trees as well as green streets stormwater infrastructure to reduce runoff and pollution.

Policy C 1.3 Vision Zero. 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 to eliminate traffic fatalities and serious injuries in our roadways.



Policy C 1.4 Prioritize Pedestrian and Bicycle Mobility Needs. Prioritize local pedestrian and bicycle projects that enhance mobility, connectivity, and safety when designing roadway and intersection improvements.



Policy C 1.5 El Camino Real. Facilitate efficient travel and pedestrian safety along El Camino Real.



Policy C 1.6 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 1.7 Equitable Multimodal Network. Prioritize new amenities, programs, and multimodal projects, developed based on community input and data analysis, in San Mateo's equity priority communities.

Policy C 1.8 New Development Fair Share. Require new developments to pay a transportation impact fee to mitigate cumulative transportation impacts.

Policy C 1.9 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 1.10 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 equity priority communities.

ACTIONS

Action C 1.11 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 1.12 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 1.13 El Camino Real Improvements. Collaborate with Caltrans, SamTrans, and other partners to support accommodating higher-capacity and frequency travel along El Camino Real, Bus Rapid Transit, and other modes of alternative transportation.



Action C 1.14 Transit-Oriented Development Pedestrian Access Plan. Coordinate with interagency partners and community stakeholders to seek funding opportunities to design, construct, and build the priority projects identified in the Transit-Oriented Development Pedestrian Access Plan.



Action C 1.15 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 equity priority communities.

Action C 1.16 Residential Speed Limits. Evaluate opportunities to reduce speed limits on residential streets to 20 miles per hour.

- Action C 1.17 Data-Driven Approach to Project Design and Prioritization.** Inform the prioritization of improvement projects through the consistent collection and analysis of modal activity data that reveals where the highest concentration of pedestrian, bicycle, and transit trips occur, and study routes and places people would like to access but are currently unable to because of limitations in pedestrian, bicycle, and transit infrastructure.
- Action C 1.18 Safety Education.** Pursue safety education to increase awareness for all street users.
- Action C 1.19 Transportation Funding.** Regularly update adopted City master plans to secure reliable funding for transportation infrastructure projects identified in these plans.
- Action C 1.20 Transportation Fees.** Adopt and maintain fees and fiscal policies to fund circulation improvements and programs equitably and achieve operational goals.
- Action C 1.21 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

Transportation Demand Management (TDM) is an approach that promotes the use of modes other than driving alone, using a multimodal transportation network that provides safe and accessible options for travelers. TDM programs help the City achieve its sustainability and environmental justice goals by reducing the amount of GHG emissions from vehicle trips. These programs have successfully expanded access to other transportation modes and reduced car trips in specific plan areas near the Hillsdale and Hayward Park Caltrain stations and from recent development projects. Examples of TDM strategies include providing free or subsidized transit passes for employees or residents, offering carshare discounts, offering on-site bicycle parking and repair stations, shuttle services, and other bicycle and pedestrian amenities.

San Mateo will continue to require and expand the use of TDM strategies by developing a citywide TDM ordinance, working to secure funding for new TDM programs, and educating residents, developers, employers, and employees about transportation options and incentive programs. The citywide ordinance will establish trip-reduction requirements to be met by development, include measures to consider for reaching these goals, and consider options if projects fall short of the trip-reduction requirements. Through implementation of this ordinance, the City can shift trips from single-occupancy vehicle to multiple modes, using the multimodal circulation network envisioned in this element.



GOALS, POLICIES, AND ACTIONS

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

POLICY



Policy C 2.1 TDM Requirements. Require new or existing developments that meet specific size, capacity, and/or context conditions to implement TDM strategies.

ACTIONS

Action C 2.2 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. Reduce parking requirements for projects that include TDM measures.

Action C 2.3 Education and Outreach. Pursue education for developers and employees about programs and strategies to reduce VMT, parking demand, and the resulting benefits.

Action C 2.4 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 2.5 Facilitate TDM Services. Facilitate the provision of TDM services to employees and residents through development agreements, Transportation Management Associations, and coordination with regional partners.

Action C 2.6 Travel to Schools. Reduce school-related VMT 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, including educating students and the community about the benefits of walking and bicycling and making physical improvements to streets and neighborhoods that make walking and bicycling safer. Prioritize school travel safety improvements in equity priority communities.

Action C 2.7 New Development Shuttle Services. Encourage new developments to provide shuttle services as an option to fulfill TDM requirements. Shuttles should serve activity centers, such as the College of San Mateo, Caltrain stations, downtown, the Hillsdale Shopping Center, or other areas and should accommodate the needs and schedules of all riders, including service workers.

Action C 2.8 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.



PEDESTRIAN NETWORK

A safe and easy-to-navigate pedestrian network with connections to transit, schools, commercial areas, and parks and recreation facilities provides a healthier and more sustainable way to travel. Figure C-1 shows a representation of San Mateo’s 2040 Circulation Network, which includes the existing and planned pedestrian network from the Pedestrian Master Plan. The future pedestrian network will include improvements from other adopted or future City plans, such as an updated Pedestrian Master Plan, the Transit-Oriented Development Pedestrian Access Plan, and the Complete Streets Plan.

Nearly every street in San Mateo has a sidewalk, with some exceptions in the single-family neighborhoods of San Mateo Park and Sugarloaf. Downtown includes a permanent pedestrian mall along B Street between 1st and 3rd Avenues, which is a pedestrian-only zone with space for outdoor dining and special events in the public right-of-way. Moving forward, the City plans to increase car-light spaces in the downtown by implementing elements of a “superblock” design that prioritizes pedestrian spaces. The City also plans for pedestrian improvements through the Safe Routes to School program, which encourages students and families to travel to school by means other than a car.

The City uses a data-driven approach to focus pedestrian safety improvements on the areas with the greatest need. For example, the Americans with Disabilities Act (ADA) citywide assessment evaluated City facilities, right-of-ways, and programs to identify and prioritize measures to remediate ADA deficiencies. A similar approach was undertaken to identify pedestrian improvements needed to support safe walking routes for seniors. The City’s Age Friendly Action Plan used public data to identify likely walking routes for older adults and whether sidewalk improvements were needed to improve these routes.

While this element establishes the big-picture pedestrian policy framework for San Mateo, the City has two completed implementation plans that identify projects and policies to create a more walkable future:

- The San Mateo Pedestrian Master Plan (PMP) includes a list of priority pedestrian infrastructure recommendations for corridors and intersections throughout the city. The PMP introduces a new Greenway Pedestrian Corridor Network, a pedestrian-friendly network of streets that are intended to improve pedestrian connections to neighborhood destinations, transit, and recreational opportunities. Improving the pedestrian network for all abilities and ages is one of the PMP’s primary objectives.
- The 2022 Transit Oriented Development (TOD) Pedestrian Access Plan provides a roadmap to enhance pedestrian safety and create comfortable walking routes to transit for all ages and abilities. The plan focuses on improving conditions for pedestrians around the city’s three Caltrain stations and along El Camino Real.

GOALS, POLICIES, AND ACTIONS

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 3.1 Pedestrian Network. Create and maintain a safe, walkable environment in San Mateo to increase the number of pedestrians. Maintain an updated recommended pedestrian network for implementation. Encourage “superblock” or similar design in certain nodes of the city, such as the downtown, that allows vehicle access at the periphery and limits cut-through vehicles to create pedestrian-focused, car-light spaces.



Policy C 3.2 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 3.3 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 adjacent to the site.

ACTIONS

Action C 3.4 Implement Pedestrian Improvements. Prioritize implementation of goals, programs, and projects in the City’s adopted plans that improve the comfort, safety, and connectivity of the pedestrian network.

Action C 3.5 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 3.6 Access for Users of All Ages and Abilities. Implement the ADA Transition Plan and maintain accessible streets and sidewalks. Use ADA requirements when implementing design standards.

Action C 3.7 Pedestrian Connectivity. Incorporate design for pedestrian connectivity across intersections in transportation projects to improve visibility at crosswalks for pedestrians and provide safe interaction with other modes. Design improvements should focus on increasing sight lines and removing conflicts at crosswalks.

Action C 3.8 Safe Routes to School. Fund and implement continuous Safe Routes to School engagement and improvements with San Mateo elementary, middle, and high schools, and provide support to increase number of students walking and bicycling to school.

Action C 3.9 Downtown Pedestrian Mall. Complete design and fund improvements to fully transition B Street between 1st Street and 3rd Street into a pedestrian mall.

BICYCLES AND MICROMOBILITY NETWORK

Biking or traveling by other micromobility devices is an efficient, healthy, and sustainable mode of travel. Micromobility devices are small, lightweight, and typically low-speed, such as bicycles, electric-assisted or electric bicycles and scooters, hoverboards, and skateboards. Infrastructure supporting bicycling and micromobility devices complements the pedestrian network, and it is an important component of the city's multimodal transportation system.

Bicycles and micromobility devices allow people to reach destinations that they might otherwise drive to, and are well-suited for shorter trips that comprise the majority of San Mateans' transportation needs. They also help travelers complete their first- and last-mile transit connections, closing a travel gap that many people find too far to walk because of time constraints, safety concerns, and mobility issues. San Mateo's existing bicycle network provides some connections to destinations within the city and to neighboring city bikeway networks. The City's Bicycle Master Plan describes the existing and proposed bikeway network in more detail and includes programs and policies to help implement the goals outlined in the plan. In implementing the Bicycle Master Plan, the City will continue to build a safe and efficient bicycle and micromobility network.

The San Mateo bicycle network contains six classifications of existing and planned bicycle facilities as described herein. The classifications are described in order of the level of separation between bicyclists and motorists. Shared-use paths offer the most separation, while bicycle routes would require bicyclists to ride alongside motorists.

- **Shared-use paths (Class I):** Off-road pathways designed for people walking, biking, and rolling (e.g., skateboard or scooter).
- **Separated bike lanes (Class IV):** A designated lane separated from vehicular traffic by a buffer with vertical protection (e.g., flexible posts, planters, parked vehicles, curbs).
- **Buffered bike lanes (Class II):** A designated bicycle lane adjacent to vehicular traffic separated by a striped buffer area on the pavement.
- **Standard bike lanes (Class II):** A designated bicycle lane directly adjacent to vehicular traffic.
- **Bicycle boulevards (Class III):** Bicyclists share a lane with vehicular traffic and are identified with bicycle signage and pavement markings to increase driver awareness of bicyclists and aid bicyclists with navigation; however, bicycle boulevards include traffic-calming treatments and are solely implemented on low-speed (i.e., less than 25 miles per hour) and low-volume (i.e., less than 3,000 vehicles per day) streets to ensure they are low-stress facilities.
- **Bicycle routes (Class III):** Bicyclists share the lane with vehicular traffic and are identified with bicycle signage and pavement markings to increase driver awareness of bicyclists and aid bicyclists with navigation. The City is phasing out this type of route within the bicycle network and upgrading to other facility types.



GOALS, POLICIES, AND ACTIONS

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.

POLICIES



Policy C 4.1 **Bicycle Network.** Create and maintain a bicycle-friendly environment in San Mateo and increase the number of people who choose to bicycle.



Policy C 4.2 **Bicycle Master Plan.** Maintain an updated recommended bicycle network for implementation in the adopted Bicycle Master Plan and related City plans.



Policy C 4.3 **First- and Last-Mile Connections.** Encourage and facilitate provision of bicycle parking and shared mobility options at transit centers and other community destinations to provide first- and last-mile connections.

Policy C 4.4 **Bicycle-Related Technology.** Explore ways to use technology to improve bicycle safety and connectivity.



Policy C 4.5 **Bicycle and Shared Mobility-Related Technology.** Explore ways to use technology to improve bicycle and shared mobility safety and connectivity.



Policy C 4.6 **Bicycle Improvements.** Require new developments to construct or contribute to improvements that enhance the cyclist experience, including bicycle lanes.



Policy C 4.7 **Coordination with Other City Projects.** Maximize opportunities to implement bicycle facilities through other City of San Mateo projects.



Policy C 4.8 **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 4.9 **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.

Action C 4.10 **Paving Coordination.** Coordinate and fund the implementation of bicycle facilities and pedestrian improvements identified in the Bicycle and Pedestrian Master Plans with the City's paving program.

- Action C 4.11 Connectivity Across Freeway Barriers.** Conduct feasibility studies and design alternatives for overcrossings and undercrossings at US Highway 101 and State Route 92 to facilitate connectivity across major barriers.
- Action C 4.12 Bay Trail.** Identify State and County programs to maintain safe pedestrian and bicycle access to and extension of the San Francisco Bay Trail through coordination with neighboring jurisdictions.
- Action C 4.13 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 4.14 Bicycle Detection Devices.** Install 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 4.15 Increased Bicycle Capacity on Caltrain and SamTrans.** Coordinate with Caltrain and SamTrans to support/increase 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 SERVICES

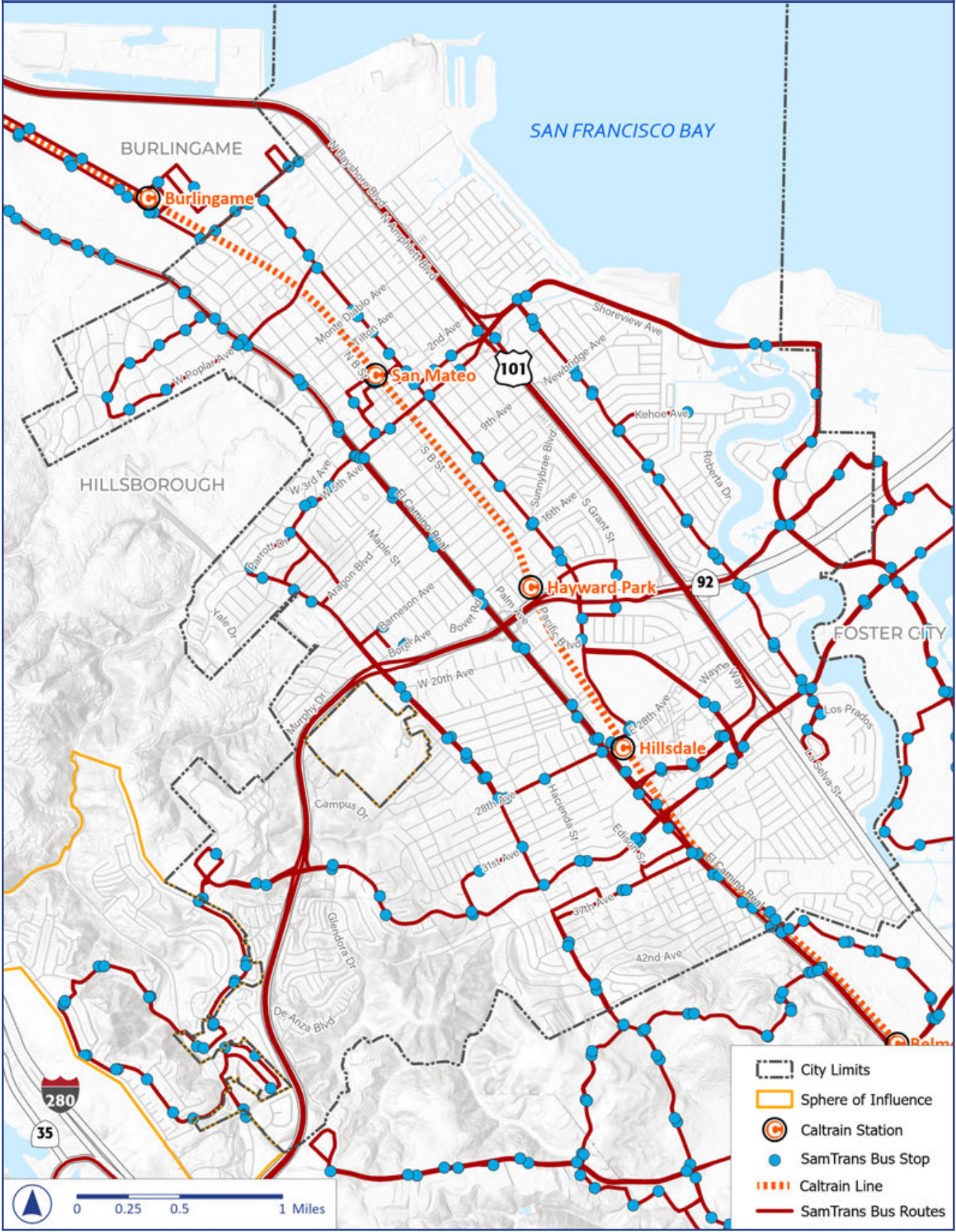
Public transit plays an important role in the multimodal transportation network by providing an efficient and affordable transportation option, offering equitable, economic, and community health benefits. Transit providers' primary objectives are to increase mobility options, reduce congestion, improve the environment by reducing GHG emissions, and contribute to the region's economic success by connecting workers, visitors, and other travelers to their destinations. Transit service is most successful in reaching these goals when there is a land use pattern focusing housing and jobs near transit, as the General Plan Land Use Map (Figure LU-1 in the Land Use Element) aims to do.

Local transit services are primarily provided by Caltrain, a commuter rail system, and SamTrans, a public bus service. Additional shuttle services are funded by various agencies and private companies that offer first- and last-mile connections from Caltrain stations. Figure C-2 shows the Caltrain stations and SamTrans bus stops and routes within San Mateo as of 2023.

Caltrain provides multiple connections to other transit operators around the Bay Area, enabling travelers to reach regional destinations. In San Mateo, Caltrain has three stations: San Mateo Station, Hayward Park Station, and Hillsdale Station, of which, the Hillsdale Station has express service (i.e., Baby Bullet). To improve commuter rail service, Caltrain adopted the Caltrain 2040 Long Range Service Vision to guide the long-range development of rail service. The Vision plans for a future with substantially expanded rail service and new regional and mega-regional connections and includes a business plan to work towards the vision. As an immediate effort to improve service, Caltrain is working on the Peninsula Corridor Electrification Project, which will provide increased service throughout the network and provide the infrastructure needed for High-Speed Rail.

There are multiple SamTrans bus routes that operate within and through the City Limits. These routes connect to Caltrain and Bay Area Rapid Transit (BART) stations, and local and regional destinations, such as the San Mateo Central Park, Downtown, Hillsdale Shopping Center, and San Francisco International Airport. SamTrans' long-range service plan, called ReImagine SamTrans, plans for operational improvements such as increased bus frequency and new routes and connections, including enhanced transit access on the El Camino Real corridor.

Figure C-2 Transit Routes



Source: ESRI, 2022; PlaceWorks, 2023.
Note: This map is included for informational purposes and is not adopted as part of this General Plan.



Although the City does not directly provide transit service, there are many things the City can do to make it easier, safer, and more appealing to use transit in San Mateo. The City's Complete Streets Plan includes policy guidance and proposes improvements for pedestrian, bicycle, and micromobility connections to transit. Further, the Transit-Oriented Development Pedestrian Access Plan identifies specific improvements to enhance pedestrian access to the City's current transit stations. Creating a circulation system that improves access to transit centers and stops, requiring new development projects to include transit supportive features, and working collaboratively with the transit providers to improve the system will bolster transit service in the community.

The City can also support transit providers to make improvements that would encourage ridership, such as:

- Transit priority treatments, such as signal priority, on high-frequency transit corridors.
- Extended hours to provide service for shift workers.
- Free Clipper cards to youth/students.
- Bus rapid transit (BRT), on-demand transit, or microtransit services in San Mateo.
- Caltrain modernization, electrification, transit experience improvements, and increased service frequency.
- Implementation of Caltrain's business plan, including increased service to San Mateo's three stations.
- Caltrain station access improvements such as sidewalks and bikeways near each station that are designed to provide safe and convenient access to and from transit.
- Regional transit integration and expansion to improve seamless access to BART, High-Speed Rail, and other regional transit systems.

GOALS, POLICIES, AND ACTIONS

GOAL C-5 Make transit a viable transportation option for the community by supporting frequent, reliable, cost-efficient, and connected service.

POLICIES



Policy C 5.1 **Transit Ridership.** Support SamTrans and Caltrain in their efforts to increase transit ridership.



Policy C 5.2 **Caltrain.** Support Caltrain as a critical transit service in the city and Peninsula.



Policy C 5.3 **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.

Policy C 5.4 **Safety at At-Grade Rail Crossings.** Eliminate existing at-grade rail crossings to improve safety and local multimodal circulation.



Policy C 5.5 **Transit Improvements.** Support implementation of transit improvements by local and regional transit providers.



Policy C 5.6 **Transit Safety.** Prioritize improvements to increase safety, access, and comfort at transit centers and bus stops in equity priority communities, along commercial corridors, and in dense, mixed-use neighborhoods.



Policy C 5.7 **Transit Access in New Developments.** Require new development projects to incorporate design elements that facilitate or improve access to public transit.

Policy C 5.8 **Transit Education.** Educate the public about the benefits of transit use.

ACTIONS

Action C 5.9 **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.



Action C 5.10 **Transit Experience Improvements.** Prioritize installing new transit shelters and benches or other seating and an energy-efficient street lighting program at transit stops in equity priority communities and areas that improve transit access, safety, and experience.



Action C 5.11 **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 NETWORK IMPROVEMENTS

A well-planned roadway network is key to supporting safe and efficient travel for all users and accomplishing the transition to a multimodal system, as described throughout this element. Different modes of transportation have different infrastructure needs; by prioritizing improvements that support multiple modes, the City can meet the needs of multiple users. For example, adding bicycle lanes can make bicycling safer and more convenient, encouraging more people to bike instead of drive while also reducing traffic congestion for those who do drive. Another example is lowering vehicle speeds and installing traffic-calming measures in residential neighborhoods improves safety for all roadway users, making walking and bicycling more viable transportation options.

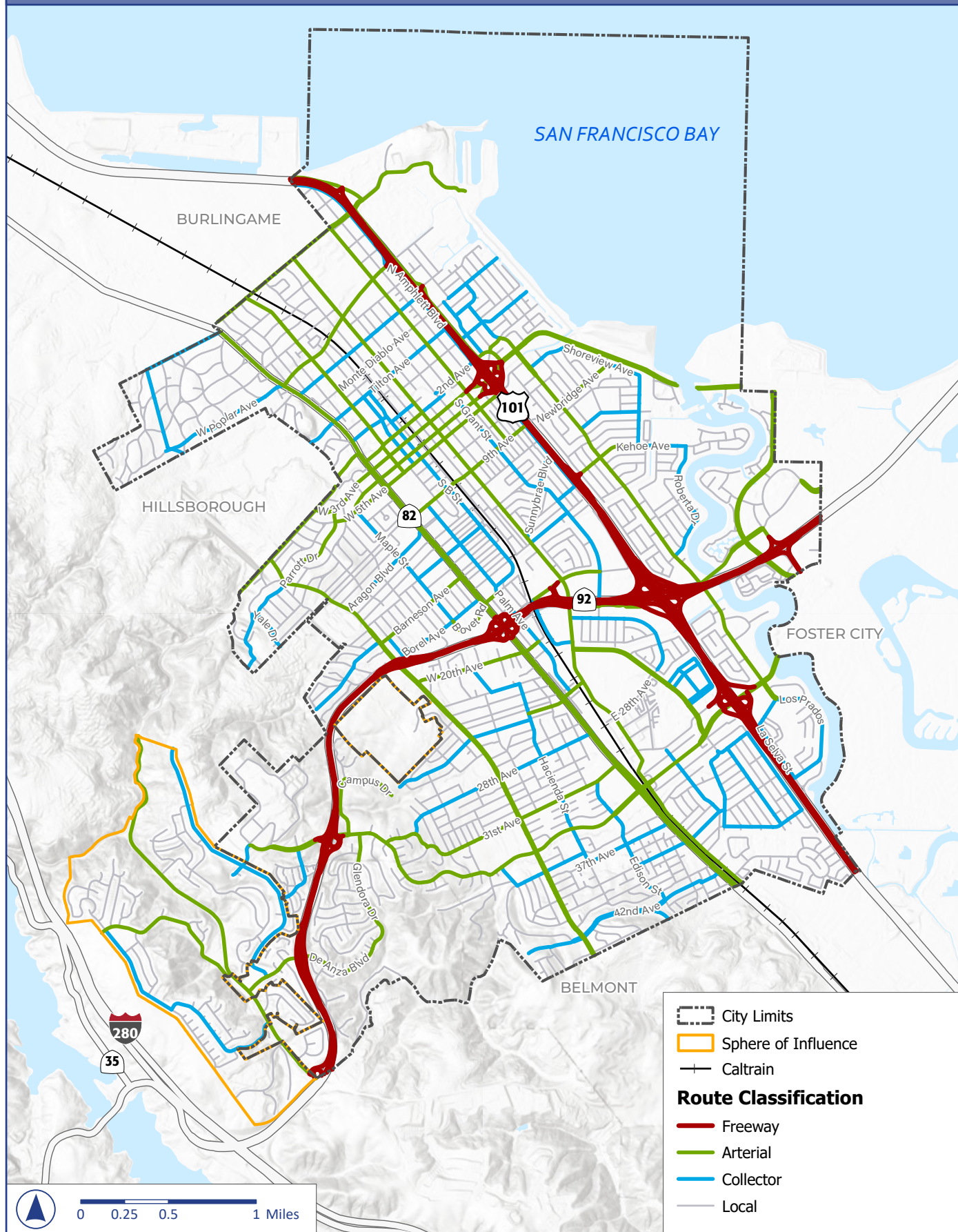
To identify future improvements needed to support the shift to a truly multimodal roadway network, the City will evaluate and consider adopting a Multimodal Level of Service (MLOS) standard or other transportation metric. MLOS is a rating system used to evaluate roadway operation efficiency for vehicles, pedestrians, bicyclists, transit, and other roadway users in place of Level of Service standards that consider vehicles only.

Decisions about appropriate improvements are also made based on the role of a roadway within the city's network. The City uses roadway classifications to define the function of various street types in the transportation network, monitor performance, track multimodal use, and plan for improvements needed to accommodate changes in traffic over the life of the Strive San Mateo General Plan 2040. Roadway improvements may include traffic signal installation, signal timing adjustments for different modes, and upgrading traffic signals to give priority to emergency vehicles. Some funding sources for roadway maintenance and improvements can only be used for specific roadway classifications. Figure C-3 shows the roadway classifications in San Mateo:

- **Local Streets and Alleyways.** Local streets and alleyways make up the majority of the roadway system and typically have lower speeds and vehicular traffic volumes.
- **Collectors.** Collectors link neighborhoods together and allow travelers to reach places outside of their neighborhoods. They have higher speeds than local streets and can handle more traffic volume. Collectors are important segments of San Mateo's existing and proposed bikeway network.
- **Arterials.** Arterial streets connect the regional roadway network with collectors. Most intersections along arterials are signalized, often with a coordinated and interconnected signal system. Compared to collectors, arterials have higher capacity to accommodate traffic volumes, and they provide for longer, continuous movement throughout the city.
- **Freeways.** Freeways are high-speed roadways without intersections that allow users to reach destinations outside of the city, either by car or transit. US Highway 101 and State Route 92 run through the city, while Interstate 280 is just west of the City Limits.

In addition to planning and building physical improvements to the roadway network, the City is also responsible for maintaining streets, bridges, bicycle paths, signage, lighting, sidewalks, and other transportation facilities so that all users can travel safely and efficiently. Preventative maintenance of roadways and infrastructure keeps costs lower in the long term, and results in accessible, safe, and easy to navigate surfaces that improve conditions for motorists, bicyclists, and pedestrians.

Figure C-3 Street Classification



Source: ESRI, 2022; PlaceWorks, 2023.
Note: This map is included for informational purposes and is not adopted as part of this General Plan.



Roadway improvements and congestion reduction in San Mateo require a collaborative approach because the roadway network is regulated by multiple entities with roles that sometimes overlap. For example, US Highway 101, State Route 92, and El Camino Real (State Route 82) are all Caltrans facilities that are not controlled by the City. At the regional level, the City/County Association of Governments of San Mateo County (C/CAG), the Congestion Management Agency for the County, is responsible for developing and updating a variety of transportation plans and programs while the San Mateo County Transportation Authority (SMCTA) is an independent agency that administers funding generated by the voter-approved countywide transportation sales tax. At the local level, the City of San Mateo Public Works Department operates, maintains, and improves City-owned infrastructure, including roadways, bicycle facilities, and pedestrian facilities.

GOALS, POLICIES, AND ACTIONS

GOAL C-6 Achieve a transportation system that prioritizes user safety, accommodates future growth, reduces VMT per capita, and maintains efficient and safe operations for all modes and all residents.

POLICIES

- Policy C 6.1 Roadway Operations.** Maintain acceptable roadway operations for all intersections and all modes within the city.
- Policy C 6.2 Circulation Improvement Plan.** Maintain a transportation network that will accommodate future growth, reduce VMT per capita, and equitably implement complete streets.
- Policy C 6.3 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 6.4 Operations Analysis for Development Projects.** Require new development to determine the need for new or modified circulation improvements, operations, or alignments where developments identify operational deficiencies that were not previously identified in a transportation impact fee study. Require development applicants to prepare an analysis to determine the need for modifications, such as signalization, turn restrictions, roundabouts, etc. Require applicants to fund identified off-site improvements if warranted, as determined by the appropriate transportation analysis, and as approved by City staff.
- Policy C 6.5 Neighborhood Traffic.** Implement traffic-calming measures on residential streets to reduce the volume of pass-through traffic and vehicular speeds.
- Policy C 6.6 Truck Routes.** Maintain and update the truck route network to use roadways that are adequately designed for truck usage and minimize potential conflicts with other transportation modes.
- Policy C 6.7 Capital Improvement Program.** Prioritize improvements that increase person throughput in project prioritization to reduce VMT.
- Policy C 6.8 Emergency Signal Preemption.** Require new and upgraded signals to include preemption for emergency vehicles to maintain and enhance emergency response times.

ACTIONS

- Action C 6.9 Network Operations Standard.** Evaluate and adopt an operational metric for all roadway users that accounts for the safe, equitable, and efficient roadway access.
- Action C 6.10 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 equity priority communities; and correlation with the distribution and pace of development, reflecting the degree of need for mitigation.
- Action C 6.11 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 AND CURBSIDE MANAGEMENT

Driving is part of a multimodal transportation network, which requires consideration of vehicle parking. Efficient management of parking is important to support economic growth, environmental sustainability, and transportation equity. Many San Mateo residents currently drive to their destinations, which leads to demand for vehicle parking. However, parking requires valuable real estate, whether on-street, off-street, or at the curb, and making parking abundant and readily available may encourage additional vehicle trips. As the competing demands for land increase, the City is exploring strategies that manage the curbside and leverage innovative tools and technologies that support a more sustainable and equitable parking system to more fully support the multimodal network.

On-street parking is often in high demand by motorists who prefer to park near their destination. The on-street public right-of-way has competing priorities throughout the city, necessitating decisions about how to best allocate this limited space for vehicle circulation, parking, bicycling, pedestrians, parklets, and loading. Effective curb management strategies, such as maintaining flexible curb space that can be easily used for multiple purposes, can help the City meet these future needs for this critical right-of-way.

New development projects evaluate and provide parking that is appropriate for all travel modes, and the City operates public off-street parking structures within the Downtown core. Space or structures for parking add significant cost to new development, which translates into higher rents for residents and businesses, and also encourages driving. In some cases, sharing parking resources can help to reduce both the amount of parking provided on-site as well as the cost of building. Provision of parking at levels that meet needs without inducing additional trips or hindering development is a key part of the City's future multimodal network.

Parking, especially structured parking, is very expensive to build and is a significant factor in the cost of new development. As one strategy to reduce the cost of building needed new housing, California has explored State laws that limit local governments' ability to require parking as part of new development. For example, in 2022, California passed Assembly Bill (AB) 2097, which prohibits minimum parking requirements for most development projects within a half-mile radius of a major transit stop. As the State continues to grapple with solutions to California's housing crisis, it is possible that there could be additional future legislation that affects parking requirements and regulations in San Mateo.

GOALS, POLICIES, AND ACTIONS

GOAL C-7 Use parking, enforcement, and curb management strategies to effectively administer parking supply and maximize use of public assets.

POLICIES



Policy C 7.1 **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 used at levels that meet ongoing needs without inducing additional demand or hindering future development.



Policy C 7.2 **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 7.3 **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 7.4 **Bicycle Parking.** Require the provision of bicycle parking as part of new private developments.

Policy C 7.5 **Curbside Management.** Manage the supply and use 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 7.6 **Loading for New Development.** Require adequate loading to meet the needs of new development, including evaluation of shared use of loading zones.

ACTIONS

Action C 7.7 **Parking Requirements.** Evaluate options to amend minimum parking requirements, consistent with State and regional policy, to provide parking appropriate to the context of the development and support the multimodal transportation network, such as parking maximums or parking demand analyses.

Action C 7.8 **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 7.9 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 7.10 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 7.11 Truck Loading.** Evaluate and implement ways to reduce conflicts between truck loading and pedestrian, bicycle, and transit networks.
- Action C 7.12 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 7.13 Mechanical Parking Lift.** Adopt and maintain a code or policy that sets standards for mechanical parking lift systems.

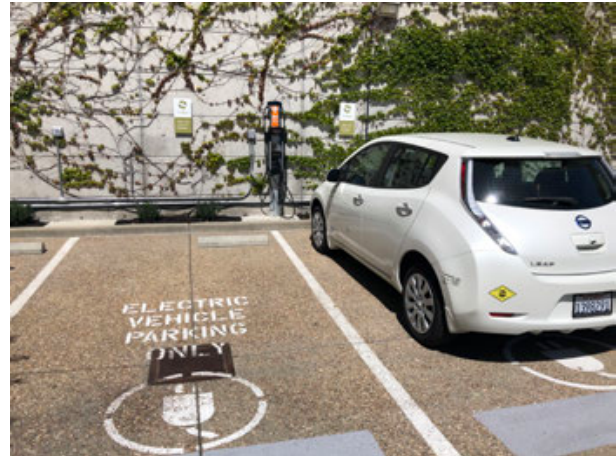
FUTURE MOBILITY AND TECHNOLOGY

Transportation technology is an important component in transportation network management today. Intelligent transportation systems allow for improved emergency response times, congestion relief, and safety benefits for all users. Active network management can share real-time information with roadway users to help inform their travel patterns. Technology will continue to be important to help manage future increased demand on the City's transportation network.

Additionally, advancement in mobility technologies and services is fueling rapid changes in travel behavior, transportation options, and land use. Future transportation technologies, such as autonomous vehicles (AVs), electric-assist bicycles and scooters, shared mobility options, micromobility devices, ride sharing, advancements in transit operations, and other transportation innovations, will greatly impact the future of mobility by:

- Expanding public transit service and connections to transit
- Affecting whether and how often people drive
- Increasing or decreasing VMT
- Changing how deliveries are made and how goods travel along the transportation network.

As new transportation innovations emerge, the City will work to ensure equitable deployment and responsive transportation solutions to accommodate technology that supports the multimodal goals in this element. At a regional level, the City will continue collaborating with Caltrain and SamTrans to improve transit operations in San Mateo as new technologies come online.



GOALS, POLICIES, AND ACTIONS

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 8.1 Emerging Technologies. Monitor, evaluate, test, and implement new technologies that expand options for safe and efficient trip making.



Policy C 8.2 Equitable Mobility Options. Ensure that the needs and perspectives of residents of equity priority communities as well as those who speak limited English, and low-income, senior, and disabled travelers are considered in the design, deployment, and management of new mobility services and technologies.

Policy C 8.3 Mobility Data. Leverage mobility data to support new policies, investments, and programmatic actions in service of City goals.

ACTIONS

Action C 8.4 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 emerging technologies, such as autonomous vehicles.



Action C 8.5 Strategic Partnerships and Pilots. Create strategic partnerships and pilots with shared mobility service providers and community organizations that increase mobility options for residents.

- Action C 8.6 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 8.7 Equitable Mobility Technology.** Develop an equitable mobility policy, including a data-sharing policy, for vendors to ensure equitable deployment of emerging mobility options with consideration of residents who may be digitally challenged.
- Action C 8.8 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.



CHAPTER 5

Community Design and Historic Resources Element





COMMUNITY DESIGN AND HISTORIC RESOURCES ELEMENT

INTRODUCTION

The Community Design and Historic Resources Element sets the policy framework for San Mateo's physical form, which is shaped first by nature and then by human factors. The natural context that has shaped the community and its history includes the city's topography, sloping from the undeveloped foothills to the San Francisco Bay, as well as the urban forest. Human factors in San Mateo's community design includes the architecture of historic and new buildings, the public spaces where people gather, gateways or entrances to the city, street trees lining neighborhoods, and art decorating public spaces. Urban design distinguishes the characteristics of specific areas, like residential neighborhoods and shopping districts, through differences in landscaping, building size and orientation, and treatment of access, entryways, and parking. Archaeological resources and cultural resources that are culturally significant to Native American tribes also serve as important connections to the city's rich history.

This element includes goals, policies, and actions focused on improving the city's urban tree canopy, enhancing the visual and architectural character of mixed-use and commercial areas, and encouraging the design of residential buildings that complement the neighborhood's visual and architectural character. It also includes guidance for the preservation of historic, archaeological, and cultural resources that help maintain San Mateo's unique identity. This element encourages new mixed-use and commercial development that respects the scale and rhythm of the surrounding buildings and provides human-scale design that cultivates pedestrian activity.

The Community Design and Historic Resources Element addresses the following:

- Natural Setting and the Urban Forest
- Archaeological and Paleontological Resources and Tribal Cultural Resources
- Historic Resources
- City Placemaking
 - » Sustainable Design
 - » Gateways
 - » Corridors
 - » Public Art
- Elements of Design
 - » Residential Neighborhoods
 - » Mixed-Use and Commercial Areas



RELEVANCE TO GENERAL PLAN THEMES



Sustainability in this Element:

- Encourages sustainable design features and elements into the design of new buildings.
- Supports new development that respects and responds to the natural topography of San Mateo and minimizes grading.
- Promotes the preservation of protected heritage trees and requires tree planting for new developments, which helps sequester carbon from the atmosphere.
- Supports the preservation of historic resources by retaining existing buildings, which reduces the consumption of new construction materials, uses less energy, and sends less waste to landfills.



Environmental Justice in this Element:

- Adds climate-adapted trees in neighborhoods with less street tree canopy.
- Explores funding sources and other forms of City support for low-income homeowners to plant and/or replace trees on their properties.



Community Engagement in this Element:

- Collaborates with Native American representatives to identify locations of importance to Native Americans, including archaeological sites, sacred sites, traditional cultural properties, and other types of tribal cultural resources.
- Increases public appreciation of historic resources by supporting groups and organizations who provide neighborhood workshops, public presentations, interpretive signage, and walking tours.
- Supports community involvement in the City's efforts to develop and maintain an attractive urban fabric that reflects San Mateo's unique visual and architectural character.
- Encourages the use of outreach and engagement methods that include broad representation and are culturally sensitive.



NATURAL SETTING AND THE URBAN FOREST

The natural setting of San Mateo is the foundation of its unique character and sense of place. San Mateo is set between two dominant physical features: San Francisco Bay and the ridge of hills along the western border. The city has developed between these two natural features following early transportation corridors, and the bay and western hills remain important natural views from many places in the city. Other key natural features of San Mateo include Coyote Point County Park, the Marina Lagoon, San Mateo Creek, and Laurelwood/Sugarloaf Park. The city also has a 3-mile length of shoreline along the San Francisco Bay, which includes a scenic vista point at Seal Point Park. San Mateo County's General Plan also designates the area surrounding Interstate (I-) 280 as a scenic corridor.

The City's urban forest—including both public and privately owned trees—is also a key part of the community's identity and quality of life. Trees contribute to the visual character of a neighborhood and can improve the aesthetics in commercial areas. Regular spacing of trees that are similar in form and texture provides order and coherence and gives scale to the street. A canopy of branches and leaves creates a sense of enclosure and comfort and provides shade, which will be increasingly important not only for aesthetics but for reducing building energy use and the urban heat island effect in a warming climate. While some city streets, such as Aragon Boulevard between El Camino Real and Maple Street, are lined with trees, the tree canopy is sparse in other areas.

This section provides policy direction for preserving and enhancing San Mateo's natural setting, minimizing the impact of hillside development, and protecting and improving the urban tree canopy. Goals and policies focused on access to nature and open space lands, natural resources, and parks and recreation can be found in the Conservation, Open Space, and Recreation Element. Strategies to combat climate change are further discussed in the Land Use Element and in the City's Climate Action Plan.



GOALS, POLICIES, AND ACTIONS

GOAL CD-1 Preserve and enhance San Mateo's natural setting as an irreplaceable asset that is the physical foundation of the community.

POLICIES



Policy CD 1.1 **Respect for the Landscape.** Encourage new development to respect and respond to the natural topography of San Mateo.

Policy CD 1.2 **Preservation of Natural Views.** Preserve and enhance, to the extent feasible, publicly accessible views to the undeveloped foothills and the San Francisco Bay through the design of new development.

Policy CD 1.3 **Scenic Corridors.** Require new development adjacent to designated scenic corridors within San Mateo County's General Plan to protect and enhance the visual character of these corridors.

GOAL CD-2 Minimize the impact of hillside development on the natural environment and public safety.

POLICIES

Policy CD 2.1 **Hillside Development Principles.** Require hillside development to minimize impacts by preserving the existing topography, limiting grading or cuts and fills, clustering development, and identifying opportunities for restoration or re-wilding. Limit development on steep hillsides with a 30 percent or higher slope.

Policy CD 2.2 **Minimal Impacts.** Require new development to preserve natural topographic forms and to minimize adverse impacts on vegetation, water, soil stability, and wildlife resources.

GOAL CD-3 Protect heritage trees, street trees, and tree stands and maintain the health and condition of San Mateo's urban forest.

POLICIES



Policy CD 3.1 **Tree Preservation.** Continue to preserve heritage and street trees throughout San Mateo, where feasible.



Policy CD 3.2 Replacement Planting. Require appropriate replacement planting or payment of an in-lieu fee when protected trees on public or private property are removed.



Policy CD 3.3 Tree Protection During Construction. Require the protection of trees during construction activity; require that landscaping, buildings, and other improvements adjacent to trees be designed and maintained to be consistent with the continued health of the tree.



Policy CD 3.4 Public Awareness. Pursue public awareness and education programs concerning the identification, care, and regulation of trees.



Policy CD 3.5 Tree Maintenance. Preserve and regularly maintain existing City-owned heritage and street trees to keep them in a safe and healthy condition.



Policy CD 3.6 New Development Street Trees. Require street tree planting where feasible as a condition of all new developments.



Policy CD 3.7 Street Tree Equity. Plant new street trees to increase the tree canopy throughout the city, especially in gateway areas and in tree-deficient neighborhoods; encourage neighborhood participation in tree planting programs.



Policy CD 3.8 Tree Stand Retention. Preserve the visual character of stands or groves of trees in the design of new or modified projects, where feasible.

ACTIONS



Action CD 3.9 Urban Tree Canopy. Identify neighborhoods with less street tree canopy and adopt programs to plant climate-adapted trees within the public right-of-way, especially in equity priority communities and areas with a high heat index.



Action CD 3.10 Tree Planting Funding. Identify funding sources for tree planting programs for private, residential property on an annual basis.



Action CD 3.11 Tree Support for Low-Income Homeowners. Explore funding sources and other forms of City support for low-income homeowners to plant and/or replace trees on their property.



ARCHAEOLOGICAL AND PALEONTOLOGICAL RESOURCES AND TRIBAL CULTURAL RESOURCES

Archaeological and cultural artifacts are treasures that help to preserve the city's complex history for future generations. The Costanoan people, commonly referred to as Ohlone people, are estimated to have been some of the earliest inhabitants in the area between 5,000 and 7,000 years ago. It is estimated that in 1770, the Ohlone of the Bay Area numbered around 10,000. Forty years later, by about 1810, much of the native population and much of the traditional culture of these people had been destroyed in the face of relentless European encroachment and its devastating impacts – disease, warfare, displacement, and the California mission system. The City acknowledges its history as indigenous land as well as the rich living tribal culture in the Bay Area and strives to protect resources that are culturally significant to present-day Native American tribes through consultation and collaborative relationship-building. Grading and construction in the modern era have eliminated most aboveground record of the region's indigenous inhabitants, but records of these communities may remain undisturbed underground.

Paleontological resources (fossils) are the remains and/or traces of prehistoric plant and animal life exclusive of human remains or artifacts. Fossil remains, such as bones, teeth, shells, and wood are often found in the geologic deposits (rock formations) in which they were originally buried. Due to the scientific and educational value of paleontological resources, they are protected under federal and State law. This section provides policy direction for protecting archaeological, paleontological, and cultural resources. Policy direction for the protection of historic resources can be found under Goal CD-5 of this element.

GOALS, POLICIES, AND ACTIONS

GOAL CD-4 Protect archaeological and paleontological resources and resources that are culturally significant to Native American tribes and acknowledge San Mateo's past as indigenous land. Encourage development projects to recognize historical tribal lands.

POLICIES

Policy CD 4.1 Archaeological Resource Protection. Preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, or sociological merit for present-day residents or Native American tribes.

Policy CD 4.2 Tribal Cultural Resources. Preserve areas that 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.



Policy CD 4.3 Tribal Consultation. 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.



Policy CD 4.4 Potential Archaeological Impacts. Consistent with the California Environmental Quality Act (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 CD 4.5 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.

Policy CD 4.6 Paleontological Resource Protection. Prohibit the damage or destruction of paleontological resources, including prehistorically significant fossils, ruins, monuments, or objects of antiquity, that could potentially be caused by future development.

ACTIONS

Action CD 4.7 Preconstruction Investigations. Consistent with CEQA, establish specific procedures for preconstruction investigation of high- and medium-sensitivity sites identified in the 1983 Chavez investigation, unless superseded by more recent investigations, to assist property owners, developers, and the City in making decisions when archaeological resources may be affected.

Action CD 4.8 Archaeological Sensitivity Data. Update and maintain the City's data on areas with high archaeological sensitivity.

Action CD 4.9 Paleontological Resource Mitigation Protocol. Prepare a list of protocols in accordance with Society of Vertebrate Paleontology standards that protect or mitigate impacts to paleontological resources, including requiring grading and construction projects to cease activity when a paleontological resource is discovered so it can be safely removed.

HISTORIC RESOURCES

Spanish exploration of San Mateo began in the 1770s, but European settlement of this area started around 1793 when the San Mateo area became an asistencia, or outpost, for Mission Dolores. After Mexican independence from Spain in 1822, the missions were divided into large land grants. Rancho San Mateo and Rancho de las Pulgas encompassed what became San Mateo.

By the end of the Mexican-American War in 1848, California had become a territory of the United States and obtained statehood two years later. The small village of San Mateo began to develop at the juncture of several stagecoach lines, established in the late 1840s and 1850s, and the San Francisco and San Jose Railroad, which began servicing the community in 1864. San Mateo became a popular destination for tourists visiting Crystal Springs Canyon and for wealthy San Franciscan families, who constructed lavish mansions. The commercial downtown developed around the intersection of the railroad station and B Street, and schools, utilities, and other public services were established to support the growing population. In 1894, an overwhelming majority of residents voted to incorporate the town of San Mateo.

From the late nineteenth century through the 1930s, numerous residential neighborhoods were established throughout San Mateo, particularly as former estates were sold and subdivided. These include subdivisions in the Central neighborhood in the late nineteenth century, and the San Mateo Park, San Mateo Heights, and Hayward's Addition subdivisions in the early 1900s. Residential development intensified following the 1906 earthquake and fires, with new development concentrated in the Hayward Park, East San Mateo, and North Central neighborhoods. Other notable developments included the Glazenwood neighborhood in the 1920s and the Baywood and Aragon neighborhoods in the 1930s.

As San Mateo's population evolved, it expanded from a town to an established community in the early twentieth century. Large numbers of Irish immigrants arrived in the 1860s and were followed by the first Chinese and Japanese immigrants the following decade. Chinese residents initially formed a small Chinatown at B Street and Second Avenue and later at Claremont Street and First Avenue around 1900.



Chinese residents continued to live in small clusters in the downtown area well into the 1940s. Japanese immigrants who arrived in San Mateo found employment as domestic workers and at the local salt plant; they also opened small businesses in the burgeoning downtown and became successful gardeners as part of the Peninsula's flower industry. By the turn of the twentieth century, they made up the largest Japanese community in the county. Following World War II, development increased significantly in San Mateo. Significant postwar development included the construction of the Hillsdale shopping center and large-scale residential tract developments west of El Camino Real.

This history is represented in the almost 200 historic resources and two historic districts as identified in the 1989 Historic Building Survey. Approximately 37 of these structures are individually eligible for the National Register of Historic Places. They range from historic buildings in the downtown to single-family homes from the late nineteenth century. In addition, there are six historic resources listed on the National Register of Historic Places and six historic resources on the State Register of Historic Places, as shown in Table CD-1.

State and federal laws and programs help to protect historic and archaeological resources, including the California Historical Building Code, which preserves California's architectural heritage by ensuring historic buildings are maintained and rehabilitated in accordance with historically sensitive construction techniques. In addition, the Mills Act, enacted in 1976, provides a property tax incentive to owners of qualified, owner-occupied, historical properties to maintain and preserve the historic property in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

This section provides policy direction for the preservation of historic resources. Goals and policies focused on protecting archaeological and resources that are culturally significant to Native American tribes can be found under Goal CD-4 of this element.

Table CD-1 National Register and State Register of Historic Places in San Mateo

Historic Resource Name	Location	National Register	State Register	Year of Construction
Ernest Coxhead House	37 East Santa Inez Avenue	X	X	1891
Vollers House	353 North Claremont Street	X		1891
Hotel St. Matthew	215-229 Second Avenue	X	X	Early 1900
Eugene De Sabla J. Jr. Teahouse and Tea Garden	70 De Sabla Road	X	X	1907
National Bank of San Mateo	164 South B Street	X	X	1924
US Post Main Office – San Mateo	210 South Ellsworth Street	X	X	1935
Baywood Elementary School	600 Alameda de las Pulgas		X	1939

GOALS, POLICIES, AND ACTIONS

GOAL CD-5 Preserve historic and culturally important resources to maintain San Mateo's special identity and continuity with the past.

POLICIES

Policy CD 5.1 Historic Preservation. Identify and preserve historic 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.

Policy CD 5.2 Historic Resources Preservation. Actively identify and preserve concentrations of historic resources, which convey the flavor of local historical periods, are culturally significant, or provide an atmosphere of exceptional architectural interest or integrity, when they meet national, State, or local criteria.

Policy CD 5.3 Historic Resources Definition. Define historic resources as buildings, structures, sites, and districts that are listed in or determined to be eligible for listing in the National Register of Historic Places and/or California Register of Historical Resources, designated resources in the 1989 Historic Building Survey Report, and resources found to be eligible through documentation in a historic resources report.



Policy CD 5.4 Public Awareness. Foster public awareness and appreciation of the City's historic resources and educate the community about how to preserve and improve these resources. Increase public appreciation by supporting groups and organizations that provide neighborhood workshops, public presentations, interpretive signage, and walking tours.

Policy CD 5.5 Historic Resources Renovation and Rehabilitation. Promote the renovation and rehabilitation of historic resources 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 5.6 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, Federal and State Historic Preservation Tax Incentives Program, and State Historic Rehabilitation Tax Credit Program.

Policy CD 5.7 Demolition Alternatives. Require an applicant to submit alternatives to preserve a historic resource as part of any planning application that proposes full demolition. Implement preservation methods unless health and safety requirements cannot be met or the City Council makes a finding explaining the specific reasons why the social, economic, legal, technical, or other beneficial aspects of the proposed demolition outweigh the unavoidable adverse impacts to the historic resource. If a designated historic resource cannot be preserved, require City approval before the demolition of a historic resource.

ACTIONS

- Action CD 5.8 Historic Resources Context Statements.** Prepare a citywide historic context statement to guide future historic resource survey efforts to identify individually eligible resources and historic districts. If a neighborhood is identified as a historic district, prepare a more detailed historic context statement for that individual neighborhood.
- Action CD 5.9 Historic Resources Survey.** Establish and maintain an inventory of architecturally, culturally, and historically significant buildings, structures, sites, and districts. Proactively maintain an up-to-date historic resources inventory by seeking funding opportunities to update the historic survey. Prepare neighborhood-specific historic context statements prior to updating the historic resources survey.
- Action CD 5.10 Historic Preservation Ordinance.** Update the City's Historic Preservation Ordinance to create a framework for the designation of historic resources and districts, establish review and permitting procedures for historic alterations, demolitions or relocations, be consistent with federal and State standards and guidelines, and align with the other goals and policies outlined in this Element.
- Action CD 5.11 Preservation Incentives.** Explore the option to create incentives to preserve historic and cultural resources, such as reducing parking and other prescriptive requirements, allowing adaptive reuse, or establishing a transfer of development rights program.
- Action CD 5.12 Historic Resources Design Standards.** Create objective design standards for alterations to historic resources and new development adjacent to historic resources within historic districts. Use the Secretary of the Interior's Standards as the basis for these objective design standards to ensure projects have a contextual relationship with land uses and patterns; spatial organization; visual relationships; cultural and historic values; and the height, massing, design, and materials of historic resources.
- Action CD 5.13 Certified Local Government.** Explore the feasibility of becoming a Certified Local Government (CLG) to become eligible for federal grant funds and technical assistance in support of historic resource preservation efforts.

CITY PLACEMAKING

San Mateo's image and unique identity is composed of distinct residential neighborhoods, major open spaces, key views and gateways, major corridors, distinct shopping areas, train stations, landscaping, and the spatial arrangement of buildings and architectural styles. Public art can be found throughout the city, from murals and mosaics to interactive sculpture to temporary installations. The city's vibrant downtown, popular Hillsdale Shopping Center, and active dining scene also contribute to the city's image, create a sense of place for residents, and attract visitors from outside of the city.

Sustainable Design

Since many goals and policies throughout the Strive San Mateo General Plan 2040 promote San Mateo as a sustainable city, it is important to recognize that site layout and the design of buildings are major factors in meeting the objectives of sustainable design. Sustainability starts in the early design stages of a development, and the Land Use Element includes a number of policies and actions to ensure that features like walkability, transit access, and open space are integrated into new development. High-efficiency heating and cooling equipment and appliances can reduce water use, maximize energy efficiency, and improve indoor air quality, and are called for in the Public Services and Facilities Element. Drought-tolerant landscaping and the use of pervious paving materials can also reduce water waste and runoff into the bay, as noted in the Conservation, Open Space, and Recreation Element. This Community Design and Historic Resources Element focuses on locating and orienting structures on a site to take full advantage of solar access and shading, and to preserve natural resources, such as mature vegetation.

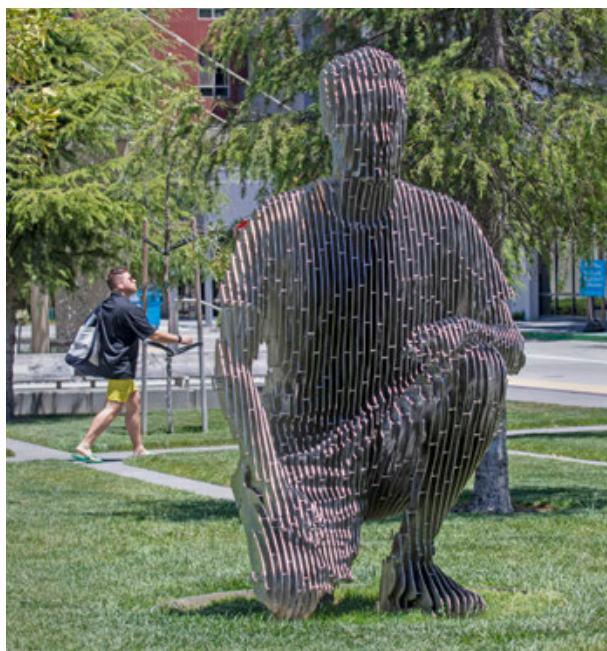
Gateways

Gateways are the key locations where people enter and leave the city, distinct districts, and neighborhoods. They act as a point of distinction between different areas and contribute to a sense of arrival to one place from another. Gateways into and within San Mateo include El Camino Real as it crosses the north and south borders of the city, entrances from US Highway 101 and State Route (SR-) 92, or Third Avenue at the edge of downtown. As gateways convey a sense of arrival and provide initial and lasting impressions, they should be attractive and identifiable. Gateways can express a pleasant welcome through architectural features, landscaping, and art. Signage can also help define city gateways uniformly.

Corridors

Corridors are the way residents and visitors most commonly see the city as they move through it. A well-designed corridor should connect to important destinations, provide a sense of orientation, be attractive, and project a positive image of the city. It should provide appropriate street width for neighborhood character, adequate lighting, accommodation for pedestrians and bicycles, and public spaces for gathering. Heights, setbacks of buildings, and the color and texture of paving materials should also be considered in corridor design.

Major corridors in the city include El Camino Real, US Highway 101, and the railroad. In addition to this element, the City's El Camino Real Master Plan also provides direction for enhancements to El Camino Real from SR-92 to the Belmont border, which will further its role as an important community corridor that supports a vibrant mixed-use community.



Public Art

Public art helps create an inviting atmosphere for gathering, fosters economic development, and contributes to vital public spaces. San Mateo’s Art In Public Places program recognizes that cultural and artistic resources enhance the quality of life for individuals living, working, and visiting the city. The program requires new commercial and multifamily residential projects valued over a certain amount to provide publicly visible art or pay an in-lieu art fee. Since its adoption, the program has resulted in new art installations throughout the city.

This section provides policy direction for developing and maintaining the city’s vibrant image. See the Land Use Element for guidance on different types and locations of future development; the Circulation Element for discussion of roadways, bike paths, sidewalks, and other transportation infrastructure; the Public Facilities and Services Element regarding utility undergrounding; and the Open Space, Conservation, and Recreation Element on the importance of parks and open space as integral parts of the community.

GOALS, POLICIES, AND ACTIONS

GOAL CD-6 Develop and maintain an attractive urban fabric that reflects San Mateo’s unique visual and architectural character.

POLICIES

Policy CD 6.1 Community Cohesion. Design new private development, streets, and public spaces to enhance social connection by providing human-scale street-fronting uses and community spaces, as appropriate.

Policy CD 6.2 Gateways. Develop gateways that visually announce key entrances to San Mateo by maintaining or establishing distinctive architectural, art, or landscape features.



Policy CD 6.3 Sustainable Design. Encourage integration of sustainable design features and elements into the design of new buildings, including locating and orienting buildings to access solar exposure, preserving mature vegetation to the extent feasible, and using green building materials.

Policy CD 6.4 El Camino Real (SR-82) Corridor. Strive to make El Camino Real a destination, not just a corridor for people to pass through, by encouraging 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. Examples of such improvements include redesigned transit stops, an improved pedestrian realm, and updated/improved building façades. Incorporate the Guiding Principles of the Grand Boulevard Initiative into future plans for the El Camino Real corridor in San Mateo.

Policy CD 6.5 US Highway 101 Frontage. Encourage upgrading of the appearance of US Highway 101 and properties adjacent to the freeway through design treatment, screening, and right-of-way landscaping.

Policy CD 6.6 Signage. Maintain signage controls that appropriately regulate the design, size, type, illumination, and quantity of signs visible from corridors and create consistent signage that reinforces San Mateo's unique identity.

Policy CD 6.7 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, unique, and functional spaces. Require signage that clearly delineates these spaces as publicly accessible.

Policy CD 6.8 Public Art. Continue to require public art as part of new development and ensure the art is visible and accessible to the public. 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 6.9 Inclusive Outreach. Involve the community in the City's efforts to develop and maintain an attractive urban fabric that reflects San Mateo's unique visual and architectural character. Use outreach and engagement methods that include broad representation and are culturally sensitive, particularly for equity priority communities. Communicate clearly how and at what stages members of the public can provide input for development projects under review.



Policy CD 6.10 Nighttime Lighting. Require nighttime lighting to be energy efficient, be designed to minimize light pollution and light spillage to adjacent properties, while protecting public safety.

ACTION

Action CD 6.11 Brand Identity Package. Develop a brand identity package for the City.

ELEMENTS OF DESIGN

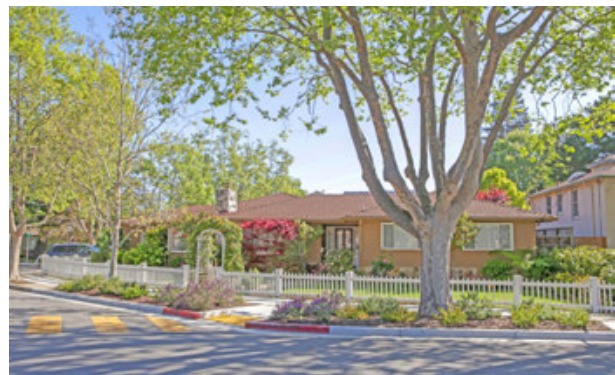
Site design and the architectural style of buildings contribute to the look and feel of a city. The orientation of buildings, the massing and scale of the building, and other design elements can improve the visual aesthetic of an area. Buildings can be oriented to take advantage of surroundings such as fronting sidewalks in commercial districts, capturing scenic views, and/or minimizing environmental impacts such as flooding, wind, shadows, etc. Massing refers to the height, width, and shape of a building. Scale is the relative size of the building overall as well as the elements that make up the façade. Building materials, lighting, landscaping, and outdoor spaces also contribute to the overall appearance and experience of a site. The design choices for buildings vary depending on the area. For example, the design elements for an active mixed-use downtown, auto-oriented shopping center, office park, or residential neighborhood will be different.

Outside of this General Plan, other City regulations and plans also influence the design and architecture of new development. The Zoning Code adds more detail on allowed uses of land and buildings, the density of development and population, the height and bulk of structures, parking provisions, open space requirements, landscaping standards, and other design requirements. The Multifamily and Mixed-Use Objective Design Standards (ODS) provide clear and specific requirements for everything larger than a single-family home. Specific Plans guide infill development in several areas, including Bay Meadows and near the Hayward Park and Hillsdale Caltrain stations, and tend to allow greater flexibility in design than in areas not covered by Specific Plans. Throughout the city, projects that require a higher level of review must submit a Planning Application to ensure consistency with the General Plan and any applicable community or specific plans.

Streetscaping and other public landscaping also shapes the look and feel of San Mateo. The City's Department of Public Works has detailed engineering standards that work in combination with the Municipal Code and adopted plans to establish objective design standards within the public right-of-way.

Residential Neighborhoods

Each neighborhood in San Mateo is a reminder of the unique blend of architectural styles, building materials, scale, and street patterns that were typical at the time of its development. The shape of a house, its placement on the lot, its arrangement of doors and windows, its roof style, and its architectural style all make up the character of a building and contribute to the collective appearance of the neighborhood. In every community, residential neighborhoods grow and evolve while balancing the continuity and consistency of existing physical characteristics through the appropriate design of new development.



This section provides policy direction for the design of residential neighborhoods, and mixed-use and commercial areas. The Land Use Element includes additional goals and policies for shopping areas in transition and three focused planning areas in the city: Downtown, El Camino Real Corridor, and the Hillsdale Station Area. For additional policy direction on sustainability, see the Climate Change and Land Use section of the Land Use Element.

GOALS, POLICIES, AND ACTIONS

GOAL CD-7 Balance the growth and evolution of residential neighborhoods with the need to maintain and enhance their existing characteristics and physical qualities through the appropriate design of new development.

POLICIES

- Policy CD 7.1 Low-Density Residential Development.** Require new homes in the Low- and Very Low-Density residential designations, including single-family dwellings, duplexes, triplexes, four-plexes, and accessory dwelling units (ADUs) to be consistent with objective design standards as outlined in the City’s Residential Design Standards.
- Policy CD 7.2 Single-Family Design.** Encourage single-family additions and new dwellings that address the preservation and enhancement of neighborhood visual and architectural character through context-sensitive building scale, materials, architectural style and details, and privacy.
- Policy CD 7.3 Multifamily Design.** Encourage architectural design of new multifamily developments that enhances a neighborhood’s visual and architectural character by providing context-sensitive building and pedestrian-scale elements, high-quality materials and construction, open space, and resident amenities.
- Policy CD 7.4 Multifamily Parking.** Require new multifamily developments to design and site parking to avoid blank, ground-floor walls and to screen views of parking from the street.
- Policy CD 7.5 Multifamily Open Space.** Require that a portion of required open space for new multifamily projects be useable for passive or active recreation.

ACTION

- Action CD 7.6 Objective Design Standards.** Develop and adopt objective design standards that clearly outline the City’s design expectations for new single-family and multifamily projects.

Mixed-Use and Commercial Areas

This element aims to improve the visual and architectural character, livability, and vitality of mixed-use and commercial areas in San Mateo. It supports human-scale design that cultivates pedestrian activity in commercial and mixed-use areas by providing adequate sidewalk widths; activating ground-floor street façades with windows, plantings, and awnings; using high-quality construction materials; and including human-scale details and architectural features. New mixed-use and commercial development that respect the scale and rhythm of surrounding buildings, including by providing breaks in the building face at spacings common to buildings in the area and by stepping back upper floors, feels more appealing and welcoming to visitors. Sidewalk and pedestrian mall outdoor dining and parklets, the outdoor display of goods for retail uses, and public seating areas can add visual interest and activity to commercial and mixed-use areas.



GOALS, POLICIES, AND ACTIONS

GOAL CD-8 Improve the visual and architectural character, livability, and vitality of mixed-use and commercial areas.

POLICIES

- Policy CD 8.1 Objective Design Standards.** Provide clear, objective, and quantifiable design standards to guide new mixed-use and commercial development.
- Policy CD 8.2 Human-Scale Design.** Cultivate pedestrian activity in commercial and mixed-use areas by providing adequate sidewalk widths, activating ground-floor street façades with active uses, windows, plantings, and awnings, using high-quality construction materials, and including human-scale details and architectural features.
- Policy CD 8.3 Respect Existing Scale and Rhythm.** Encourage new mixed-use and commercial development to respect the scale and rhythm of surrounding buildings, including by providing breaks in the building face at spacings common to buildings in the area and by stepping back upper floors.
- Policy CD 8.4 Commercial Parking.** Encourage commercial projects to provide required parking underground to minimize the amount of ground-floor area dedicated to parking. When parking is at grade, it should be located towards the rear of a parcel, away from active street frontages and public spaces.
- Policy CD 8.5 Outdoor Display and Eating.** Support sidewalk and pedestrian mall outdoor dining and parklets, the outdoor display of goods for retail uses, and public seating areas to add visual interest and activity to commercial and mixed-use areas.

ACTIONS

- Action CD 8.6 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.
- Action CD 8.7 Commercial Development Adjacent to Residential.** Develop and adopt objective design standards that define and require appropriate design transitions from commercial to residential zones.



CHAPTER 6

Conservation, Open Space, and Recreation Element





CONSERVATION, OPEN SPACE, AND RECREATION ELEMENT

INTRODUCTION

The Conservation, Open Space, and Recreation Element provides the policy framework for the development, management, and preservation of San Mateo's natural and recreational resources.

San Mateo is home to a variety of natural resources, open spaces, and parks and recreational facilities that are cherished by the San Mateo community. The city's air quality and open spaces, creeks, and wetlands provide habitats for plants and animals, natural infrastructure that supports resilience, and access to nature that offers social, physical, and mental health benefits. The City's system of parks and recreation programs and facilities promotes a healthy and active lifestyle and lifelong learning.

The Conservation, Open Space, and Recreation Element combines the State-mandated elements for Open Space and Conservation given the interrelatedness of the two. It contains the following topics:

- Natural Resources
- Access to Nature and Preservation of Open Space
- Creeks and Riparian Areas
- Air Quality
- Parks and Recreation



RELEVANCE TO GENERAL PLAN THEMES



Sustainability in this Element:

- Protects the City's natural resources from development, including wetlands, riparian habitats, and other sensitive natural communities.
- Manages public access to the City's natural resources to balance connections to nature and disturbance to habitats.
- Affirms that all San Mateo residents should be able to breathe safe, clean air.
- Guides park and recreation management using environmentally, socially, and economically sustainable practices.



Environmental Justice in this Element:

- Prioritizes preservation, restoration, rewilding, and enhancement of natural landscapes in or near equity priority communities.
- Establishes mitigation requirements for construction activities or new developments that could be a source of toxic air contaminants (TACs).
- Prioritizes rehabilitation of parks and recreation facilities in equity priority communities.



Community Engagement in this Element:

- Fosters appreciation and awareness for natural conservation opportunities through enhanced programs and public outreach.
- Cultivates opportunities for community engagement through the City's park and recreation programs.
- Provides experiences for all community members, including children, youth, and aging adults to promote personal enrichment and lifelong learning.





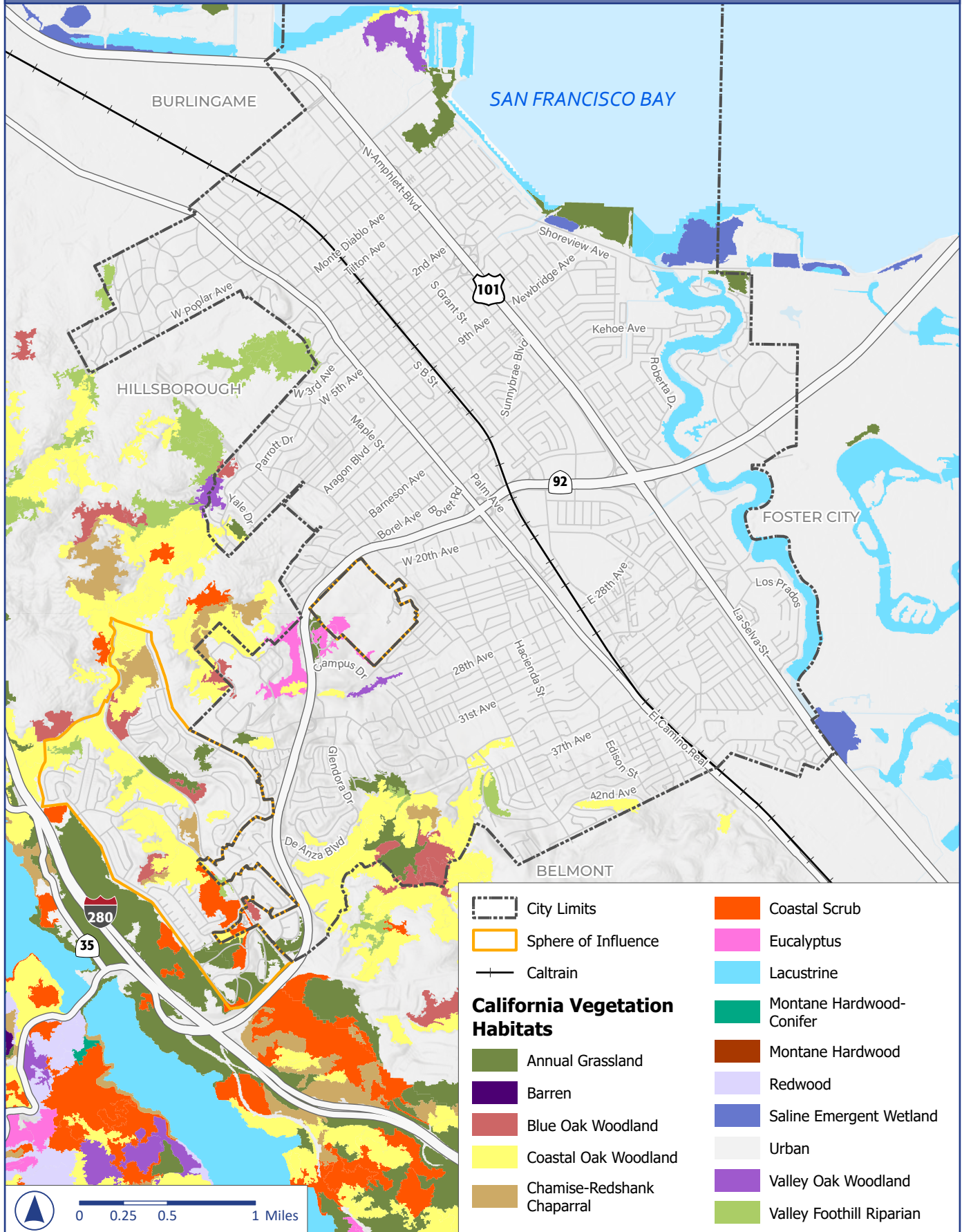
NATURAL RESOURCES

Natural resources are abundant in and around San Mateo. These diverse open spaces comprise an integrated natural network supporting the city's livability and resiliency and are important recreational and scenic resources highly valued by the community. The City's natural environment is part of the broader San Francisco Bay Area ecosystem. The San Francisco Bay and Delta form the largest estuary on the Pacific Coast, encompassing approximately 1,600 square miles of waterways and is the outlet for over 40 percent of California's fresh water. The marshes and mudflats of the San Francisco Bay provide important feeding and roosting habitat for migrating waterfowl along the Pacific Flyway.

Natural features that define San Mateo's local setting include the city's three-mile length of shoreline and marshes along the San Francisco Bay, Coyote Point County Park, the Marina Lagoon, San Mateo Creek, and a number of smaller creeks, Sugarloaf Mountain, and hillsides to the west. These natural areas host biological communities that are home to many plant and animal habitats and serve as wildlife corridors. Riparian and wetland habitats in and around San Mateo are recognized and protected sensitive habitats under the jurisdiction of the California Department of Fish and Wildlife (CDFW) and the US Army Corps of Engineers (USACE). Figure COS-1 shows the sensitive vegetation habitats within San Mateo.

This section provides policy direction for protecting and enhancing the City's natural resources. Goals and policies focused on preserving and enhancing San Mateo's natural setting, minimizing the impact of hillside development, and protecting and improving the city's urban tree canopy can be found in the Community Design and Historic Resources Element.

Figure COS-1 Vegetation Habitats



Source: USDA, 2013; ESRI, 2022; PlaceWorks, 2023.

Note: This map is included for informational purposes and is not adopted as part of this General Plan.

GOALS, POLICIES, AND ACTIONS

GOAL 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.

POLICIES



Policy COS 1.1 Sensitive Natural Communities. Protect riparian habitat and other sensitive natural communities. When an opportunity arises, restore natural resources, including wetlands.



Policy COS 1.2 Interjurisdictional Coordination. Coordinate with adjacent jurisdictions and regional, State, and federal agencies to protect critical wildlife habitat, including by participating in comprehensive habitat management programs.



Policy COS 1.3 Site Evaluations. Require independent professional evaluation of sites for any public or private development within known or potential habitat of species designated by State and federal agencies as rare, threatened, or endangered.

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., US Fish and Wildlife Service and California Department of Fish and Wildlife). 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.

In lieu of the site evaluation, presence of special-status plant and animal species may be assumed, and the City may require “no net loss” mitigation of sensitive habitat acreage be applied to the satisfaction of the City and appropriate governmental agencies.

Policy COS 1.4 Avoidance of Nesting Birds. Native bird nests in active use should be avoided in compliance with State and federal regulations. For new development sites where nesting birds may be present, vegetation clearing and construction should be initiated outside the bird nesting season (March 1 through August 31) or preconstruction surveys should be conducted by a qualified biologist in advance of any disturbance. If active nests are encountered, appropriate buffer zones should be established based on recommendations by the qualified biologist and remain in place until any young birds have successfully left the nest.

Policy COS 1.5 Surveys for Sensitive Natural Communities. Require that sites with suitable natural habitat, including creek corridors through urbanized areas, be surveyed for the presence or absence of sensitive natural communities prior to development approval. Such surveys should be conducted by a qualified biologist and occur prior to development-related vegetation removal or other habitat modifications.

Policy COS 1.6 Surveys for Regulated Waters. Require that sites with suitable natural habitat, including creek corridors through urbanized areas, be surveyed for the presence or absence of regulated waters prior to development approval. Such surveys should be conducted by a qualified wetland specialist and occur prior to development-related vegetation removal or other habitat modifications.

Policy COS 1.7 Surveys for Wildlife Movement Corridors. Require that sites with suitable natural habitat, including creek corridors through urbanized areas, be surveyed for the presence or absence of important wildlife corridors prior to development approval. Such surveys should be conducted by a qualified biologist and occur prior to development-related vegetation removal or other habitat modifications.



Policy COS 1.8 Development Near Wetlands or Water. Avoid wetlands development where feasible (as defined under California Environmental Quality Act [CEQA] Guidelines, Section 15364). 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 should 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 1.9 Wetland Development Mitigation. If an applicant has demonstrated that wetlands avoidance is not feasible, provide replacement habitat on-site through restoration and/or habitat creation to 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 on-site restoration is not feasible. Off-site wetland mitigation should consist of the same habitat type as the wetland area that would be lost.

Policy COS 1.10 Wetland Access Design. Design public access to avoid or minimize disturbance to sensitive resources, including necessary setback/buffer areas, while facilitating public use, enjoyment, and appreciation of wetlands.

Policy COS 1.11 Marina Lagoon Island. Maintain Marina Lagoon Island as a bird nesting and breeding site.

Policy COS 1.12 Reduced Risk of Bird Collision. Require that taller structures be designed to minimize the potential risk of bird collisions using input from the latest bird-safe design guidelines and best management practice strategies to reduce bird strikes.

ACTION

Action COS 1.13 Environmental Review. Review the environmental documents for projects adjacent to City boundaries regarding impacts and mitigation to species and habitat.

ACCESS TO NATURE AND PRESERVATION OF OPEN SPACE

Spending time in nature is known to have positive social, physical, and mental health benefits. Ensuring that the City’s natural resources, including open space areas, are accessible is critical for maintaining the quality of life in San Mateo for city residents and visitors. Preserving open space is also essential for maintaining the uniqueness of San Mateo and the ecological health of its environment.

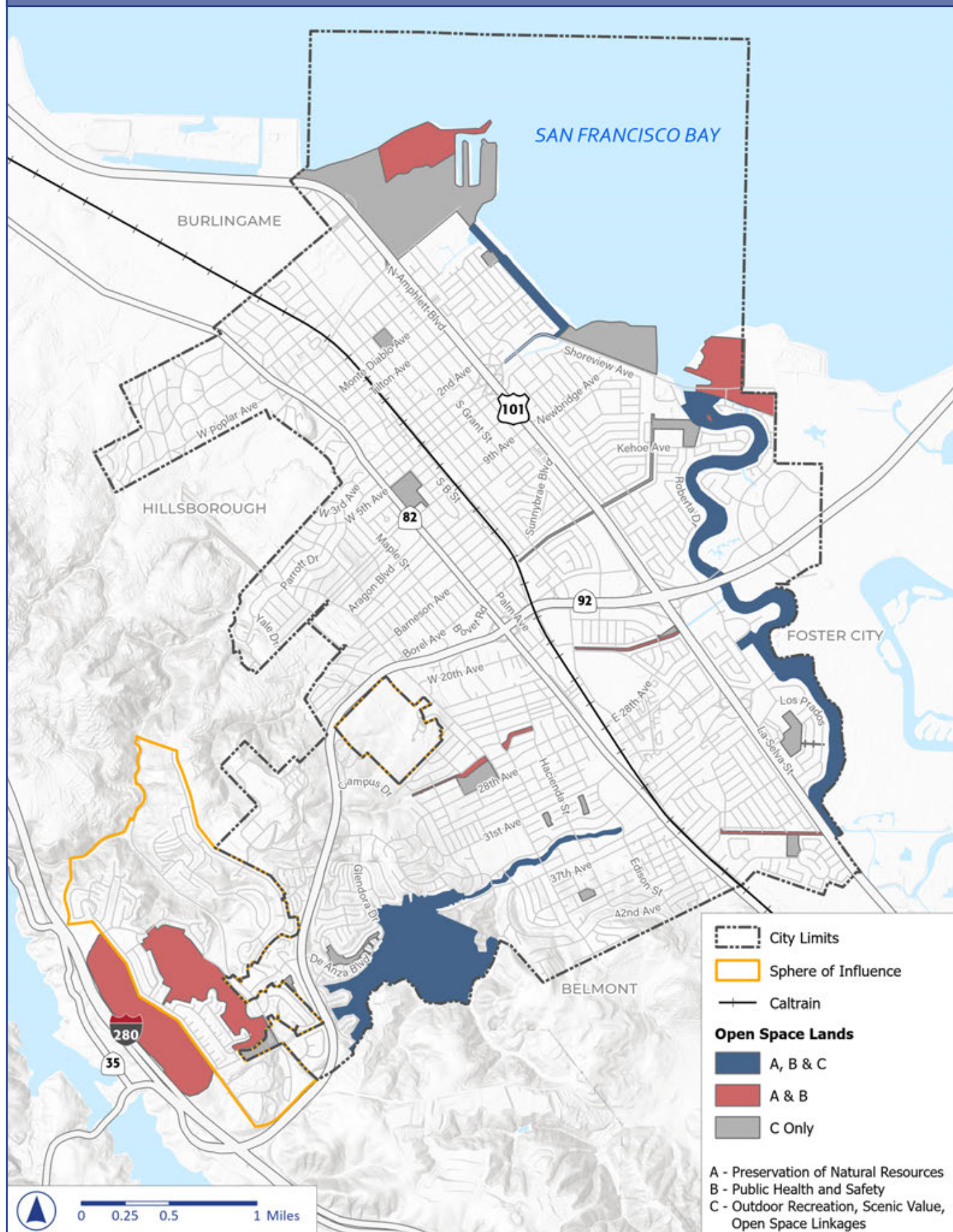
Figure COS-2 illustrates the type and nature of open space land in the City of San Mateo as defined by State law. “Open space land” is any parcel or area of land or water that is essentially unimproved and devoted to an open-space use, as defined in this section, and that is designated on a local, regional, or State open-space plan as any of the following:



- **Open Space for Natural Resources.** This includes areas required for plant and animal habitat or for ecological and scientific study. In San Mateo, these open spaces include areas such as the Bay Marshes, creeks, private open spaces, and Sugarloaf Mountain.
- **Open Space for Outdoor Recreation.** This includes parks and areas of scenic and cultural value, stream banks, trails, and other links between open spaces. In San Mateo, these open spaces include Marina Lagoon, Seal Point, Sugarloaf Mountain, designated private land reserves, and a variety of park sites.
- **Open Space for Public Health and Safety.** This includes areas that require special management because of hazardous conditions, such as unstable soils, fire risk, fault zones, or flood. In San Mateo, these open spaces include portions of the shoreline, Sugarloaf Mountain, and San Mateo Creek.
- **Open Space for Tribal Resources.** This includes protected tribal resources as described in Sections 5097.9 and 5097.993 of the Public Resources Code, which includes Native American historic, cultural, or sacred sites. San Mateo does not have any protected open space tribal resource areas, but it is possible that tribal resources may exist in open spaces.
- **Open Space for Managed Production of Resources.** This includes forest and agricultural lands, water bodies important to the management of commercial fisheries, and mineral deposits. San Mateo does not have any such areas.
- **Open Space for Military Support.** This includes areas in support of military installations, such as areas adjacent to military installations, military training routes, and underlying restricted airspace. San Mateo does not include any open space areas for military support.

This section provides policy direction for access to nature and the preservation of open space. Goals and policies focused on access to parks, recreation, and facilities can be found under Goals COS-5 and COS-6 of this element.

Figure COS-2 Open Space Lands



Source: ESRI, 2022; City of San Mateo Parks and Recreation, 2023; PlaceWorks, 2023.
 Note: This map is included for informational purposes and is not adopted as part of this General Plan.

GOALS, POLICIES, AND ACTIONS

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 2.1 Preservation of Open Space. Preserve, protect, and enhance open space areas in San Mateo that provide health benefits and access to nature for all residents.



Policy COS 2.2 Sustainable Access. Continue to design and manage public access to the City's natural resources, including open space areas, 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 2.3 Equitable Conservation. Prioritize preservation, restoration, rewilding, and enhancement of natural landscapes in or near underserved communities for their role in improving air quality and community health.



Policy COS 2.4 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 that are in character with the adjacent open spaces.

Policy COS 2.5 Marina Lagoon and Shoreline Public Access. New development having frontage on Marina Lagoon shall provide and retain public access to provide a connection to the Marina Lagoon.



Policy COS 2.6 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 2.7 Sugarloaf Mountain Interpretive Opportunities. Promote public awareness of the value and care of Sugarloaf Mountain through on-site interpretive programs or displays that are in character with the open space, consistent with the adopted management plan.

ACTIONS

Action COS 2.8 Improvements to Bayfront Nature Area. Review plans for the remaining uncompleted portions of Shoreline Park, including the Bayfront Nature Area, Bay Marshes, and J. Hart Clinton Drive to ensure they reflect current environmental and programmatic needs.

Action COS 2.9 Volunteer Program. Focus volunteer resources on restoring native habitat around the city, especially in the creeks, where feasible.



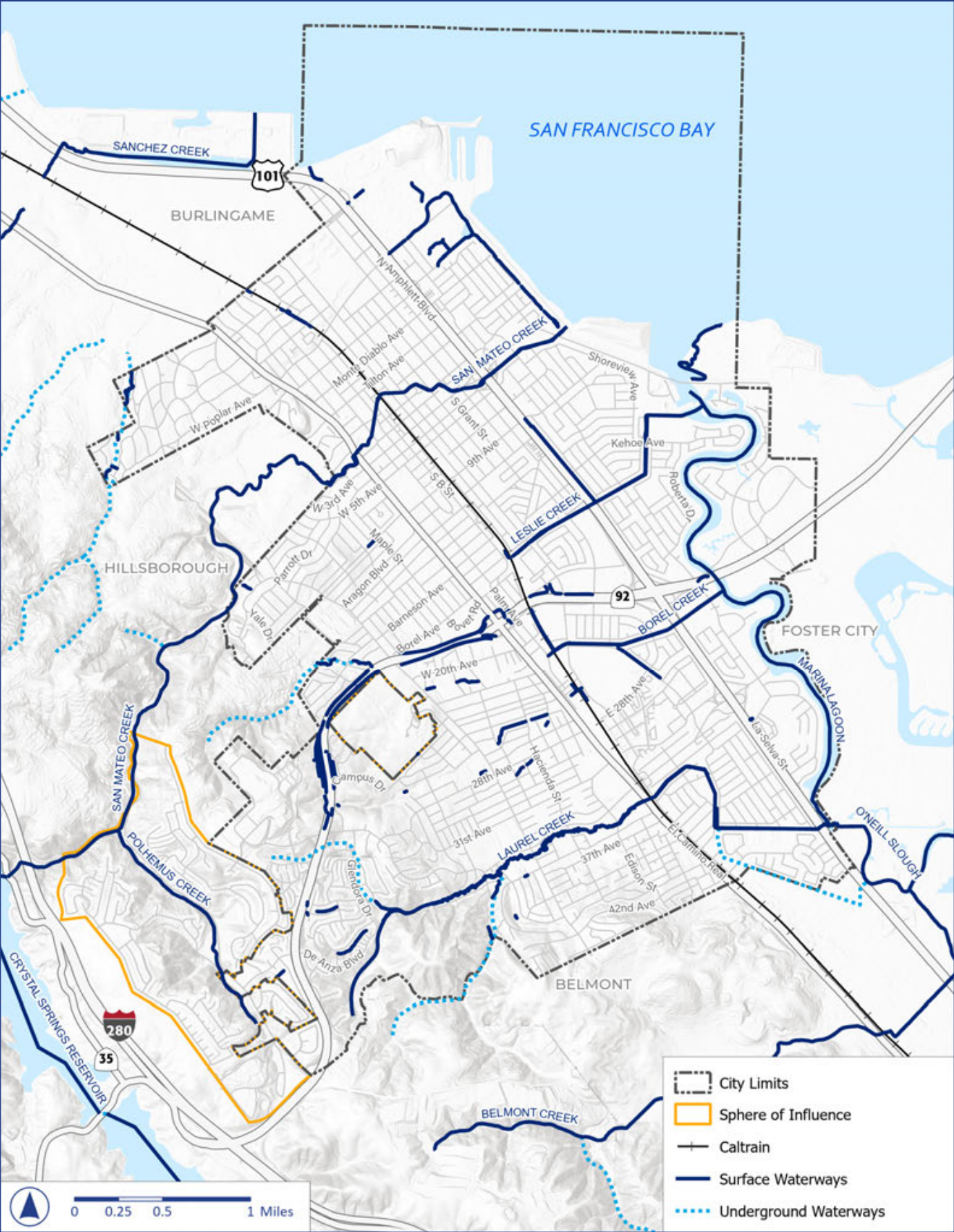
CREEKS AND RIPARIAN AREAS

San Mateo has many waterways and riparian areas that offer immense biological benefits. They provide valuable natural habitats for wildlife and fauna, are a part of the city's hydrologic system, and serve as groundwater recharge areas and wildlife corridors. Some of the city's prominent waterways include the Marina Lagoon (formally Seal Slough), San Mateo Creek, Polhemus Creek, and Laurel Creek. Other waterways in the city include Leslie Creek, Borel Creek, and the Marina Lagoon. Figure COS-3 shows waterways in San Mateo, including underground waterways.

While the creeks and riparian areas serve important ecological functions, they are also susceptible to stormwater runoff and pollution. The City strives to protect and improve the system of creeks so wildlife habitats can continue to thrive, current and future generations can continue to enjoy them, and the city's hydrologic system is more resilient to flooding and sea level rise.

This section provides policy direction for protecting and enhancing creeks. Goals and policies focused on water supply and flood-control infrastructure can be found in the Public Services and Facilities Element, and policies and actions to protect against flooding and sea level rise are in the Safety Element.

Figure COS-3 Waterways



Source: USGS and City of San Mateo Public Works; ESRI, 2022; PlaceWorks, 2023.

GOALS, POLICIES, AND ACTIONS

GOAL COS-3 Protect and improve San Mateo's creeks as valuable habitat and components of human and environmental health.

POLICIES



Policy COS 3.1 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, rewilding, erosion control, and adequate setbacks for structures.



Policy COS 3.2 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 COS-3.

Policy COS 3.3 Groundwater Protection. Support the County of San Mateo's efforts to protect the quality and quantity of groundwater resources in the city.



Policy COS 3.4 Groundwater Infiltration. Protect existing open spaces, natural habitat, floodplains, and wetland areas that allow for percolation and infiltration of stormwater runoff to slow and reduce the flow of runoff and improve water quality and identify areas to protect when considering new development.



Policy COS 3.5 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.



AIR QUALITY

Clean and safe air is essential to the health of everyone in San Mateo. While San Mateo benefits from fresh air that blows in from the bay and the Pacific Ocean, air quality remains a concern due to the serious and lifelong health impacts of exposure to air pollution. “Mobile sources,” including cars and trucks along US Highway 101 and State Route (SR-) 92, are a significant source of air pollution in San Mateo. While San Mateo and its neighbors do not include much heavy industry, smaller “stationary sources,” like gas stations and dry cleaners, also emit pollutants. Finally, natural sources, such as windblown dust and wildfire smoke from other parts of the state, can have drastic effects on air quality in San Mateo.

San Mateo neighborhoods do not have equal access to safe and clean air. For example, neighborhoods along US Highway 101, and around the US Highway 101/SR-92 interchange, are exposed to significantly more diesel particulate matter than neighborhoods in the hills or along the bay. These tiny particles, emitted by diesel engines in trucks, buses, and other heavy equipment, are particularly harmful because they are breathed deep into our lungs, and are known to increase cancer risk, asthma attacks, and chronic heart and lung disease. Improving air quality and health outcomes in equity priority communities is a theme throughout this General Plan.

This section provides policy direction on improving air quality throughout San Mateo. Some of the policies support mitigation measures focused on lessening air quality impacts, as identified in the General Plan 2040 Environmental Impact Report (EIR). Those policies that also serve as mitigation for air quality impacts are detailed, specific, and quantitative to meet the requirements of State environmental law.

GOALS, POLICIES, AND ACTIONS

GOAL COS-4 Goals, policies, and actions focused on equity priority communities can be found throughout the General Plan. The Land Use Element also includes goals and policies on environmental justice under Goal LU-8. All San Mateo residents should have the ability to breathe safe, clean air.

POLICIES



Policy COS 4.1 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 4.2 Health Risk Assessment. Require new development not exempt from CEQA that includes sensitive receptors to prepare Health Risk Assessments. Identify appropriate mitigation, based on the findings of the Health Risk Assessment, to reduce health risks from major sources of toxic air pollution, such as high-volume roadways, stationary sources, permitted sources from BAAQMD, and warehousing.



Policy COS 4.3 BAAQMD Planning for Healthy Places. Require new development to adhere to BAAQMD's Planning for Healthy Places guidance when local conditions warrant.



Policy COS 4.4 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 of the California Code of Regulations (CCR).



Policy COS 4.5 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 Board [CARB] 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 CARB and BAAQMD), or filters or other equipment/solutions shall be provided to reduce the potential exposure to acceptable levels.



Policy COS 4.6 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 CARB 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 CARB and BAAQMD), or filters or other equipment/solutions shall be provided to the source to reduce the potential exposure to acceptable levels.



Policy COS 4.7 Air Quality Construction Impacts. Require new construction and grading activities to mitigate air quality impacts generated during construction activities in compliance with BAAQMD's regulations and guidelines on construction activity impacts.



Policy COS 4.8 Truck Facilities. Require new development, when applicable, to provide adequate truck parking loading space, and generators for refrigerated trucks to prevent idling during truck operation.



Policy COS 4.9 Air Pollution Exposure. For new development that is located within 1,000 feet from US Highway 101 and State Route 92, require installation of enhanced ventilation systems and other strategies to protect people from respiratory, heart, and other health effects associated with breathing polluted air.

ACTIONS



Action COS 4.10 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 4.11 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.

PARKS AND RECREATION

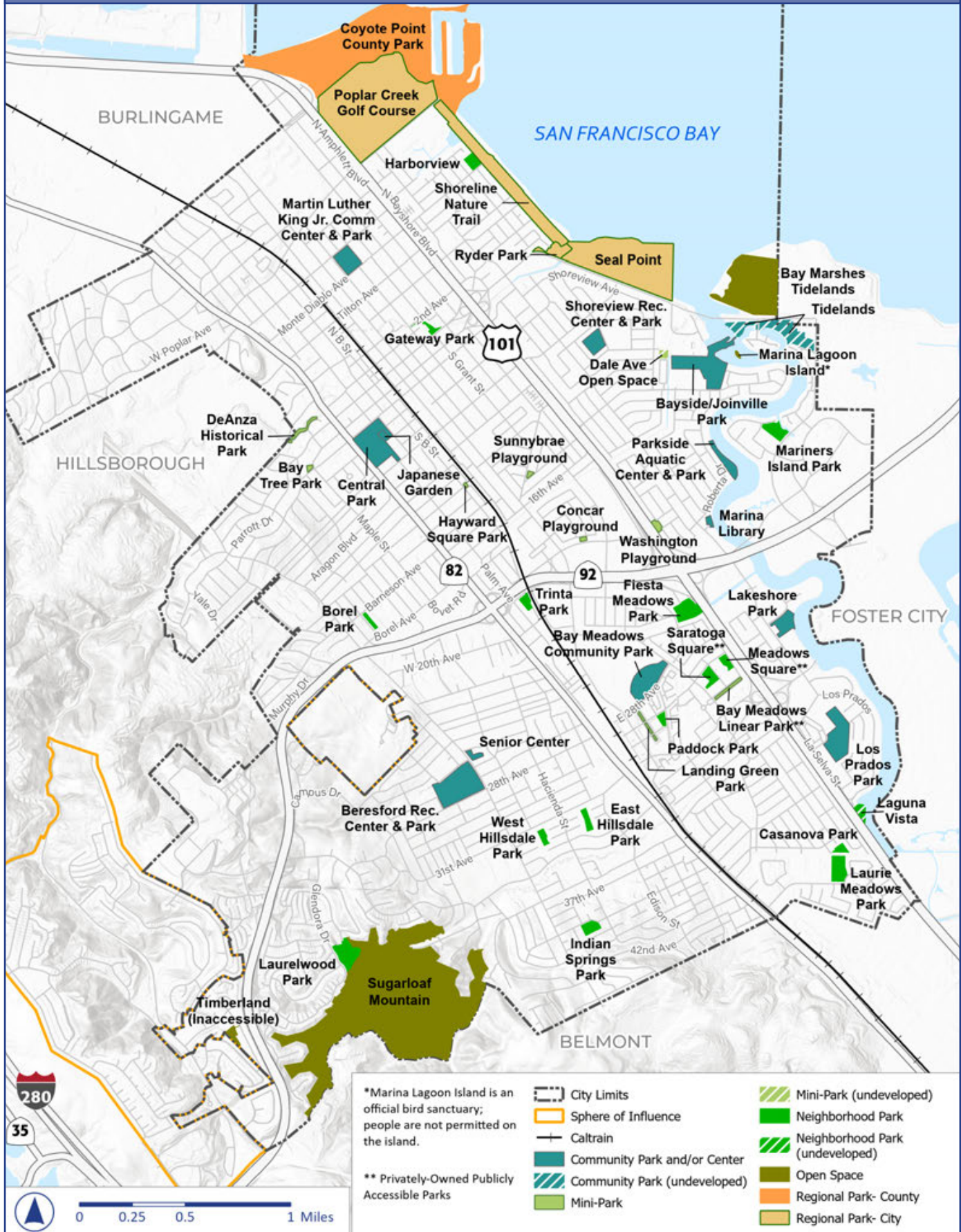
The City of San Mateo has a variety of parks and recreational facilities that provide community members with access to nature, encourages healthy lifestyles, and support a mixture of active and passive recreation opportunities. The City's park system includes more than a dozen neighborhood parks, nine community parks, six recreation/community centers, two pools, the Shoreline regional park system, several small "mini" parks, and an estuary lagoon for boating. Within the City Limits, the County of San Mateo owns and operates the 155-acre Coyote Point Recreation Area. Combined, the San Mateo community has access to approximately 795 acres of parks and open space, or 7.36 acres per every 1,000 residents. Figure COS-4 depicts the location of the parks and open spaces within San Mateo and Figure COS-5 shows a one-third-mile radius around each park and open space area. As shown in Figure COS-4, Marina Lagoon Island is a bird breeding and nesting site, which means people are not permitted on the island.

San Mateo offers many recreation facilities and programs for its members, guided by the Recreation Facilities Strategic Plan. The City's facilities include six recreation/community centers, two pools, and the 18-hole Poplar Creek Golf Course. People of all ages participate in the City's extensive menu of community activities, which includes youth and family aquatics, children's summer camps, adult fitness programs, teen programs, and interactive classes for older adults and seniors. Throughout the year, the City hosts special community events to foster community engagement and provide family friendly fun for San Mateo residents.

This section provides policy direction for parks, recreational programs, and facilities in San Mateo. Goals and policies focused on access to nature and the preservation of open space can be found under Goal COS-2 of this element. Other City services and facilities are addressed in the Public Services and Facilities Element, and expectations for the integration of parks and open spaces into new development are found in the Land Use Element.



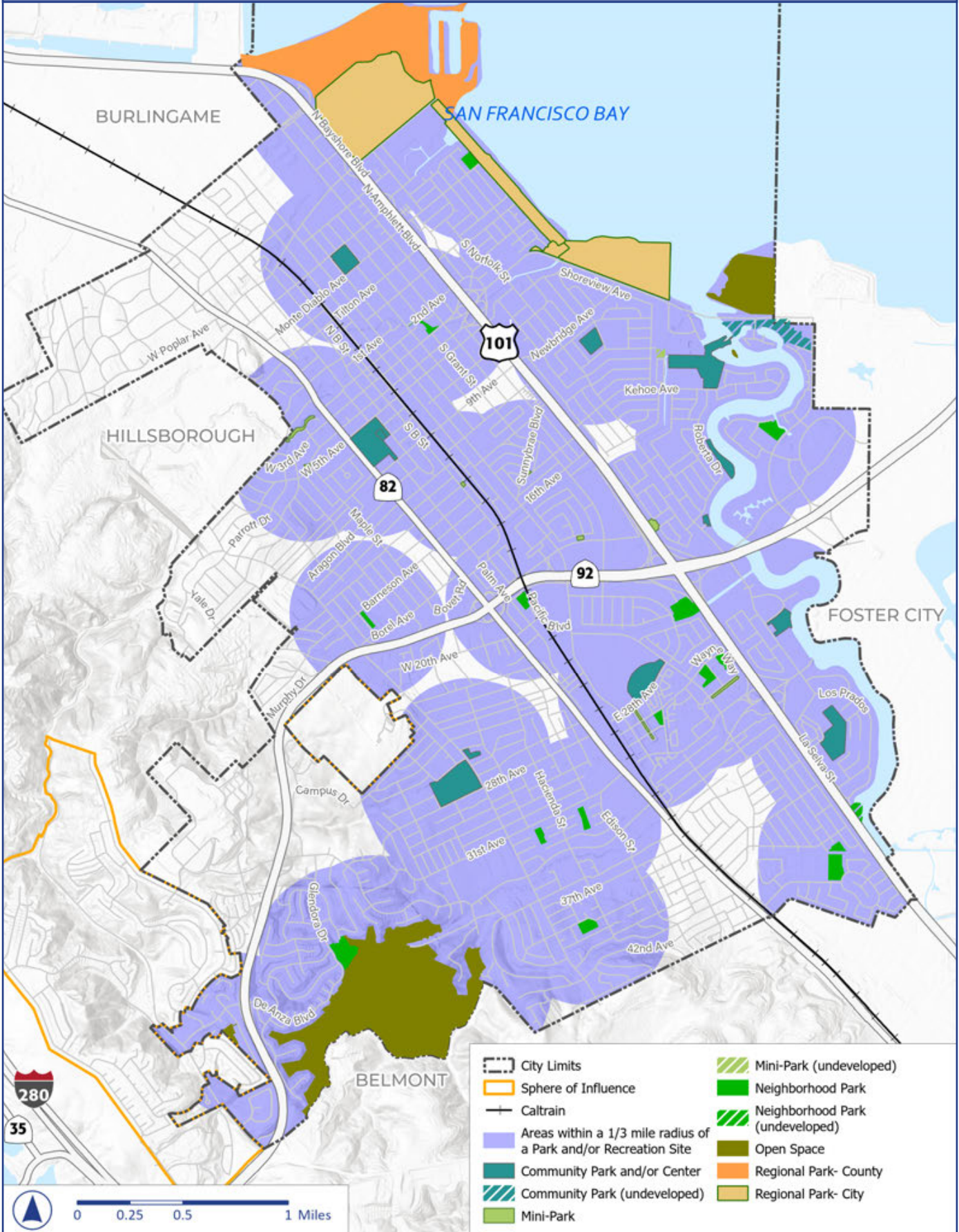
Figure COS-4 Public Parks and Recreation Sites



Source: ESRI, 2022; PlaceWorks, 2023.

Note: This map is included for informational purposes and is not adopted as part of this General Plan.

Figure COS-5 Public Parks and Recreation Sites Service Radius



Source: ESRI, 2022; PlaceWorks, 2023.
Note: This map is included for informational purposes and is not adopted as part of this General Plan.

GOALS, POLICIES, AND ACTIONS

GOAL COS-5 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 5.1 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, walking and bicycling as a mode of healthy transportation, and youth fitness activities.



Policy COS 5.2 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 5.3 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 5.4 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 5.5 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 5.6 Child and Youth Development. Provide preschool 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 5.7 Aging Adults. Promote policies, programs, services, and public infrastructure improvements through either direct City provision or through collaborative partnerships with other agencies to ensure that older adults can age in place while feeling valued and supported.



Policy COS 5.8 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 5.9 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 5.10 Community Gardens. Support community gardens on sites with quasi-public uses and on publicly owned land, such as City parks or facilities, or as part of new private development, where feasible and appropriate.



Policy COS 5.11 Central Park. Promote Central Park’s character as the City’s signature park and community gathering place.

ACTION

Action COS 5.12 Coordination with Education Providers. Coordinate with education providers, including local school districts, the College of San Mateo, and the San Mateo Public Library, to identify appropriate service targets and provide activities within those identified targets.

GOAL COS-6 Provide equitable and convenient access to parks, recreational programs, and facilities so that all residents experience the physical and mental health benefits of parks and open space.

POLICIES



Policy COS 6.1 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 boat access). Address the lack of access to recreational facilities for neighborhoods east of El Camino Real, especially east of US Highway 101.

Policy COS 6.2 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.

Policy COS 6.3 Privately Owned Public Spaces. Require privately owned publicly accessible open space to be designed in a way that is welcoming for all, including public access signage and minimal physical or visual barriers, to ensure that the space is open and available to the community.

Policy COS 6.4 Equitable Access Analysis. When developing park master plans, include an equitable access analysis to identify deficiencies and potential solutions to address deficiencies found in the analysis.

ACTIONS

Action COS 6.5 Customer Service. Adopt policies and practices that create satisfied customers and develop life-long relationships with our users.

Action COS 6.6 Inclusion and Accessibility. Create policies, programs, and facility designs that are age-integrated, inclusive, respectful, and supportive for all members of the community. Expand cultural awareness and appreciation through culturally relevant programs and special events.

Action COS 6.7 Privately Owned Public Spaces Inventory. Develop and maintain a list of all publicly accessible private open space in the city.



Action COS 6.8 Resident Input. Solicit a broad spectrum of resident input for major park improvements or park master plans. Conduct multilingual 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 6.9 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 6.10 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.

GOAL COS-7 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 7.1 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 7.2 Acreage Standards. Acquire or accept for dedication two acres of neighborhood and community parks per 1,000 residents.

Policy COS 7.3 Walkable Parks and Amenities. Provide accessible public park or other recreational opportunities that are within approximately one-third of a mile (a 15-minute walk) of residents without travel over significant barriers. Ideally, one or more of the following amenities should be available: multipurpose turf area, children's play area with preschool and youth apparatus, seating areas, picnic areas, a multiuse court, and an opportunity for passive enjoyment of an aesthetically landscaped space.

Policy COS 7.4 Passive Recreation. Support efforts to create a passive recreation system that connects parks and nodes in the city to increase connectivity on select public rights-of-way for pedestrians.

Policy COS 7.5 Active-Use Facilities. Provide sufficient active-use facilities to support current needs and future trends, including, but not limited to, multiuse athletic turf areas; court games; action sports, e.g., bicycling; and a system of pedestrian and bicycle trails that will provide inter-connectivity between parks.

Policy COS 7.6 Master Planning. Continue to prepare and maintain master plans for all undeveloped parks and for those parks over two acres prior to development or major redevelopment. Allow interim uses if such uses will not adversely impact or limit potential permanent uses.

Policy COS 7.7 Rehabilitation or Purchase of School Sites. Consider contributions towards rehabilitation or the purchase of recreational facilities on surplus school sites based on an evaluation of their value as community recreation resources.

ACTIONS

Action COS 7.8 Regional Facilities. Explore the feasibility of developing regional recreational and sports complexes with neighboring cities.

Action COS 7.9 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.

GOAL COS-8 Plan and develop well-designed parks and recreation facilities compatible with surrounding uses that promote accessibility, efficient use, and practical maintenance.

POLICIES

Policy COS 8.1 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 in equity priority communities.

Policy COS 8.2 Park Preservation. Preserve existing parklands, open spaces, and the golf course for open space, habitat, and recreational use.

Policy COS 8.3 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 8.4 Optimum Cost-Effectiveness. Proactively maintain and upgrade park infrastructure to optimize its cost-effectiveness and value in meeting community recreation needs.



Policy COS 8.5 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 8.6 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 8.7 Environmentally Sound Park Operations. Use 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 8.8 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 8.9 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, childcare, aquatics, and multigenerational programming.

Action COS 8.10 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 that includes the effective use of signage, color, lighting, and plant material that meets both aesthetic and maintenance needs.

Action COS 8.11 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 8.12 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 8.13 Neighborhood-Supported Projects. Increase efforts to seek neighborhood support for enhancement and beautification projects as the City's fiscal resources become constrained. Prioritize enhancement and beautification efforts in equity priority communities.

Action COS 8.14 School Facility Access. Partner with local school districts to explore ways to expand public access to school facilities, including gymnasiums and swimming pools.



GOAL COS-9 Provide stable and adequate operational and capital funding for the parks and recreation system.

POLICIES

- Policy COS 9.1 Program Fees and Cost Recovery.** Maintain and periodically update program fees to recover costs.
- Policy COS 9.2 Maintenance and Operating Costs.** Consider long-term maintenance and operating costs in acquisition, development, and redevelopment decisions.
- Policy COS 9.3 Park Equipment and Maintenance.** Phase out the use of gas-powered equipment and increase the use of more environmentally friendly fertilization options in City parks and facilities over time.
- Policy COS 9.4 Parks and Facilities in Major Projects.** Factor park and facility maintenance and operating costs into park master plans or major facility upgrades.
- Policy COS 9.5 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 9.6 Cooperative Service Delivery.** Use opportunities for cooperative acquisition, development, operation, and programming with private organizations or other public agencies that will provide more effective or efficient service delivery.

This page is intentionally blank.



CHAPTER 7

Public Services and Facilities Element





CITY OF SAN MATEO
City Hall

PUBLIC SERVICES AND FACILITIES ELEMENT

INTRODUCTION

Public services and facilities contribute to San Mateo's high quality of life. The City of San Mateo is committed to ensuring our community is safe and has adequate and equitable infrastructure and services. The Public Services and Facilities Element is not one of the required elements for a General Plan. However, the City understands the importance of public services and facilities, and the goals, policies, and actions in this element work to maintain and enhance these services as our community changes. This element covers the following topics:

- Community safety
- Water supply
- Wastewater and flood-control infrastructure
- Energy and telecommunications infrastructure
- Public facilities
- Child care and schools
- Healthcare and social services
- Solid waste

RELEVANCE TO GENERAL PLAN THEMES



Sustainability in this Element:

- Manages wastewater and stormwater to protect water quality in our waterways.
- Supports a resilient building stock that reduces or eliminates carbon emissions.
- Maintains the quality of public services as the city grows.
- Supports solid waste reduction and recycling.
- Supports plans for water management and conservation.



Environmental Justice in this Element:

- Provides for the equitable distribution of public services and facilities throughout the city so that everyone, including vulnerable residents such as children, low-income households, and seniors, can continue to thrive in San Mateo.
- Supports efforts to explore creative options such as reduced permit fees, reduced impact fees, and tax incentives to provide better healthcare services in equity priority communities.
- Commits to code enforcement that advances equity.



Community Engagement in this Element:

- Continues to support public facilities, such as libraries, schools, and child care centers that engage with the community and help them discover, enjoy, connect, and learn in an ever-changing world.
- Ensures that the San Mateo community is informed about potential public services and facilities improvements in their neighborhood by applying outreach and engagement strategies that encourage broad representation and are culturally sensitive.



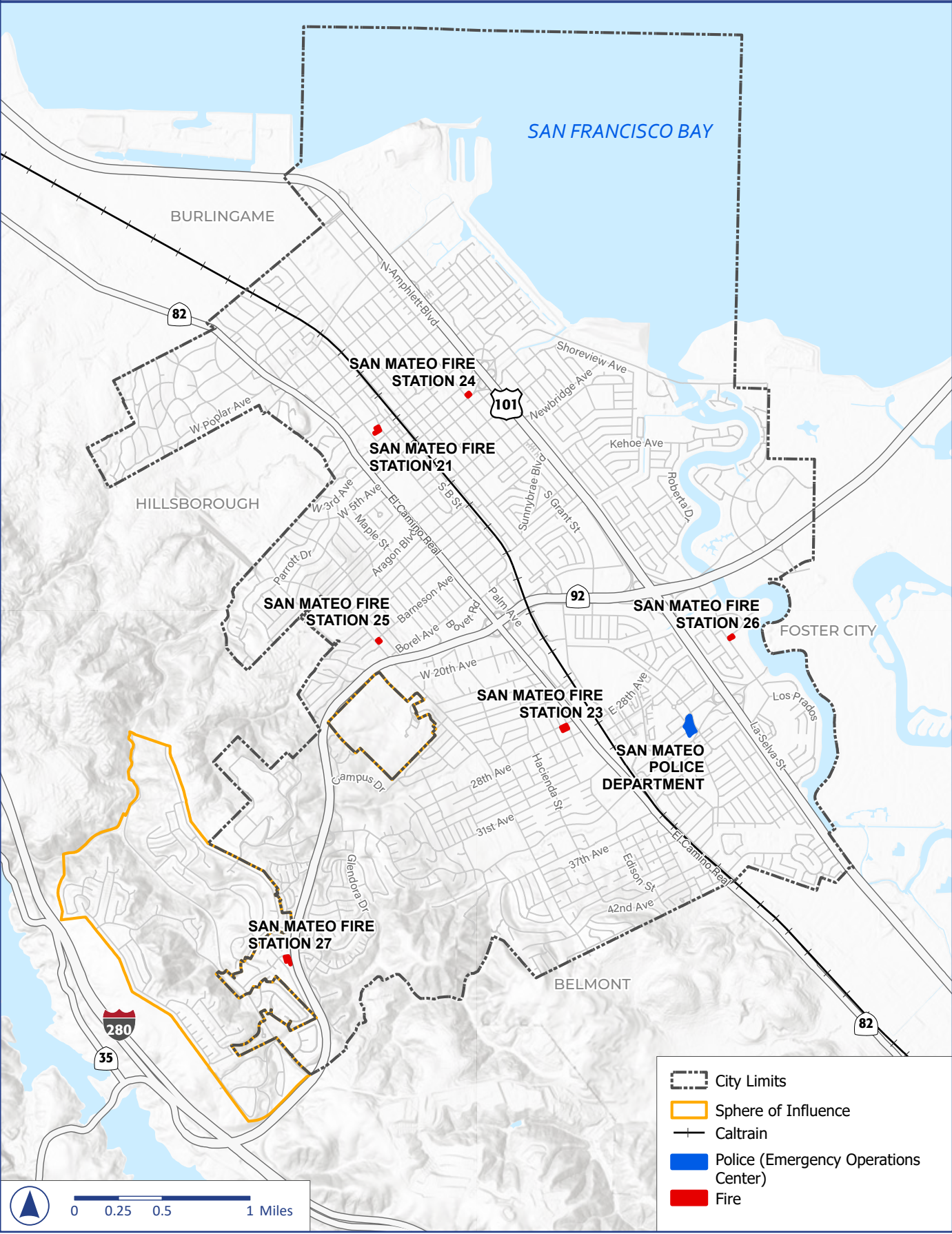
COMMUNITY SAFETY

Community safety services, such as law enforcement, fire personnel, and Emergency Medical Service (EMS) Readiness are vital to protecting the community's health, safety, and welfare. The San Mateo Police Department (SMPD) is a 24/7 comprehensive community policing department that provides many types of services, including responding to crime, enforcing traffic and parking regulations, and working with the city's youth on education and community-building programs. Fire services are provided by the San Mateo Consolidated Fire Department (SMC Fire), a separate agency that serves San Mateo, Belmont, and Foster City. SMC Fire's goals are to meet the State fire protection requirements for all land uses. There are six fire stations in San Mateo, each of which has one fire engine staffed by one Fire Captain and two Firefighters/Engineers. Figure PSF-1 shows the police and fire stations in San Mateo.

The City works with the San Mateo County EMS to respond to medical emergency needs. The County's EMS system is a public/private partnership between a private consulting service that offers ambulance service and paramedic first response, fire service agencies in San Mateo County, and the County Health Services Department's EMS office.

While community safety services are invaluable to San Mateo, the City also recognizes and understands that code enforcement to address safety issues has the potential to both benefit and harm low-income households. The City believes and will work towards a future where code enforcement is used to advance equity, while still continuing to provide high-quality service to the community.

Figure PSF-1 Fire and Police Services



Source: City of San Mateo, 2022; ESRI, 2022; PlaceWorks, 2023.
Note: This map is included for informational purposes and is not adopted as part of this General Plan.

GOALS, POLICIES, AND ACTIONS

GOAL PSF-1 Protect the community’s health, safety, and welfare by maintaining adequate police, fire, and life safety protection.

POLICIES

Policy PSF 1.1 Effective Police and Fire Services. 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.

Policy PSF 1.2 Police Station. 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.

Policy PSF 1.3 Fire Stations. Coordinate with and support San Mateo Consolidated Fire Department (SMC Fire) to maintain a high level of service by modernizing fire stations, as needed. 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.

Policy PSF 1.4 Fire Inspections. Coordinate with and support SMC Fire 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.

Policy PSF 1.5 Maintenance and Replacement. Coordinate with and support SMC Fire to provide fire apparatus replacement and maintenance programs to achieve a high state of readiness.

Policy PSF 1.6 Emergency Medical Service (EMS) Readiness. Maintain the highest level of Emergency Medical Service (EMS) readiness and response capabilities possible by encouraging interagency 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 PSF 1.7 Equitable Code Enforcement. Continue to use code enforcement to equitably enforce the City’s property maintenance codes to ensure that all residents, specifically those living in equity priority communities, have safe and sanitary living conditions.

WATER SUPPLY

San Mateo receives water from two primary providers: the California Water Company (Cal Water) and Estero Municipal Improvement District (EMID). Cal Water's Mid-Peninsula District, which includes the City of San Carlos, serves the majority of San Mateo, while EMID provides services to the bayside portions of San Mateo east of Seal Slough and Foster City.

Cal Water and EMID distribute and sell water directly to consumers; however, both agencies receive their water supply from the San Francisco Regional Water System (SF RWS) operated by the San Francisco Public Utilities Commission (SFPUC). Most of San Mateo's current water supply comes from Hetch Hetchy reservoir and the Tuolumne River watershed in the Sierras, while the remaining supply comes from the Alameda Creek and San Mateo County watersheds. Figure PSF-2 identifies the watersheds in San Mateo.

Given that drought will be a persistent challenge in California and could affect future water supply, the City will continue to require water conservation and support alternatives to the current water supply to increase the resilience of this critical resource. In addition, the City will continue to explore strategies to increase the water supply such as the SF-Peninsula Regional PureWater project that would turn wastewater from San Mateo and other areas into drinking water.

This section focuses on policy direction for water supply and flood-control infrastructure. Policy direction for protecting and enhancing the city's waterways can be found in the Conservation, Open Space, and Recreation Element, and policies and actions to protect the community from flooding and sea level rise are in the Safety Element.

GOALS, POLICIES, AND ACTIONS

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

POLICIES



Policy PSF 2.1 Supplemental Water Sources. Support efforts by California Water Service, Estero Municipal Improvement District, and adjacent jurisdictions to develop supplemental and resilient water sources.



Policy PSF 2.2 Water Supply Planning. Coordinate with Cal Water and Estero Municipal Improvement District upon each update of their respective Urban Water Management Plans to ensure there is an adequate and sustainable water supply for current and future development.



Policy PSF 2.3 Water Conservation. Work with California Water Service, Estero Municipal Improvement District, Bay Area Water Supply Conservation Agency, and other mid-peninsula cities to support local, regional, and statewide water conservation efforts. Encourage all properties to convert to water-efficient landscaping.

Figure PSF-2 Watershed Areas

The map displays the following watersheds and their corresponding colors:

- 1. Laurel Creek (Brown)
- 2. Nineteenth Avenue (Green)
- 3. Sixteenth Avenue (Light Green)
- 4. San Mateo Creek (Purple)
- 5. North San Mateo (Blue)
- 6. Shoreview Park (Light Blue)
- 7. Mariners Island (Yellow)

Key features and locations include:

- Cities:** Burlingame, Hillsborough, Foster City, Belmont.
- Highways:** 101, 82, 92, 280, 35.
- Waterways:** Sanchez Creek, San Mateo Creek, Lesue Creek, Borel Creek, Laurel Creek, Belmont Creek, Polhemus Creek, Crystal Springs Reservoir, Marin Lagoon, O'Neill Slough.
- Streets:** N Amphlett Blvd, Monte Diablo Ave, Tilton Ave, S Grant St, 9th Ave, Shoreview Ave, Newbridge Ave, Kehoe Ave, Robert Dr, W 3rd Ave, W 5th Ave, W 7th Ave, W 9th Ave, W 11th Ave, W 13th Ave, W 15th Ave, W 17th Ave, W 19th Ave, W 21st Ave, W 23rd Ave, W 25th Ave, W 27th Ave, W 29th Ave, W 31st Ave, W 33rd Ave, W 35th Ave, W 37th Ave, W 39th Ave, W 41st Ave, W 43rd Ave, W 45th Ave, W 47th Ave, W 49th Ave, W 51st Ave, W 53rd Ave, W 55th Ave, W 57th Ave, W 59th Ave, W 61st Ave, W 63rd Ave, W 65th Ave, W 67th Ave, W 69th Ave, W 71st Ave, W 73rd Ave, W 75th Ave, W 77th Ave, W 79th Ave, W 81st Ave, W 83rd Ave, W 85th Ave, W 87th Ave, W 89th Ave, W 91st Ave, W 93rd Ave, W 95th Ave, W 97th Ave, W 99th Ave, W 101st Ave, W 103rd Ave, W 105th Ave, W 107th Ave, W 109th Ave, W 111th Ave, W 113rd Ave, W 115th Ave, W 117th Ave, W 119th Ave, W 121st Ave, W 123rd Ave, W 125th Ave, W 127th Ave, W 129th Ave, W 131st Ave, W 133rd Ave, W 135th Ave, W 137th Ave, W 139th Ave, W 141st Ave, W 143rd Ave, W 145th Ave, W 147th Ave, W 149th Ave, W 151st Ave, W 153rd Ave, W 155th Ave, W 157th Ave, W 159th Ave, W 161st Ave, W 163rd Ave, W 165th Ave, W 167th Ave, W 169th Ave, W 171st Ave, W 173rd Ave, W 175th Ave, W 177th Ave, W 179th Ave, W 181st Ave, W 183rd Ave, W 185th Ave, W 187th Ave, W 189th Ave, W 191st Ave, W 193rd Ave, W 195th Ave, W 197th Ave, W 199th Ave, W 201st Ave, W 203rd Ave, W 205th Ave, W 207th Ave, W 209th Ave, W 211th Ave, W 213rd Ave, W 215th Ave, W 217th Ave, W 219th Ave, W 221st Ave, W 223rd Ave, W 225th Ave, W 227th Ave, W 229th Ave, W 231st Ave, W 233rd Ave, W 235th Ave, W 237th Ave, W 239th Ave, W 241st Ave, W 243rd Ave, W 245th Ave, W 247th Ave, W 249th Ave, W 251st Ave, W 253rd Ave, W 255th Ave, W 257th Ave, W 259th Ave, W 261st Ave, W 263rd Ave, W 265th Ave, W 267th Ave, W 269th Ave, W 271st Ave, W 273rd Ave, W 275th Ave, W 277th Ave, W 279th Ave, W 281st Ave, W 283rd Ave, W 285th Ave, W 287th Ave, W 289th Ave, W 291st Ave, W 293rd Ave, W 295th Ave, W 297th Ave, W 299th Ave, W 301st Ave, W 303rd Ave, W 305th Ave, W 307th Ave, W 309th Ave, W 311th Ave, W 313rd Ave, W 315th Ave, W 317th Ave, W 319th Ave, W 321st Ave, W 323rd Ave, W 325th Ave, W 327th Ave, W 329th Ave, W 331st Ave, W 333rd Ave, W 335th Ave, W 337th Ave, W 339th Ave, W 341st Ave, W 343rd Ave, W 345th Ave, W 347th Ave, W 349th Ave, W 351st Ave, W 353rd Ave, W 355th Ave, W 357th Ave, W 359th Ave, W 361st Ave, W 363rd Ave, W 365th Ave, W 367th Ave, W 369th Ave, W 371st Ave, W 373rd Ave, W 375th Ave, W 377th Ave, W 379th Ave, W 381st Ave, W 383rd Ave, W 385th Ave, W 387th Ave, W 389th Ave, W 391st Ave, W 393rd Ave, W 395th Ave, W 397th Ave, W 399th Ave, W 401st Ave, W 403rd Ave, W 405th Ave, W 407th Ave, W 409th Ave, W 411th Ave, W 413rd Ave, W 415th Ave, W 417th Ave, W 419th Ave, W 421st Ave, W 423rd Ave, W 425th Ave, W 427th Ave, W 429th Ave, W 431st Ave, W 433rd Ave, W 435th Ave, W 437th Ave, W 439th Ave, W 441st Ave, W 443rd Ave, W 445th Ave, W 447th Ave, W 449th Ave, W 451st Ave, W 453rd Ave, W 455th Ave, W 457th Ave, W 459th Ave, W 461st Ave, W 463rd Ave, W 465th Ave, W 467th Ave, W 469th Ave, W 471st Ave, W 473rd Ave, W 475th Ave, W 477th Ave, W 479th Ave, W 481st Ave, W 483rd Ave, W 485th Ave, W 487th Ave, W 489th Ave, W 491st Ave, W 493rd Ave, W 495th Ave, W 497th Ave, W 499th Ave, W 501st Ave, W 503rd Ave, W 505th Ave, W 507th Ave, W 509th Ave, W 511th Ave, W 513rd Ave, W 515th Ave, W 517th Ave, W 519th Ave, W 521st Ave, W 523rd Ave, W 525th Ave, W 527th Ave, W 529th Ave, W 531st Ave, W 533rd Ave, W 535th Ave, W 537th Ave, W 539th Ave, W 541st Ave, W 543rd Ave, W 545th Ave, W 547th Ave, W 549th Ave, W 551st Ave, W 553rd Ave, W 555th Ave, W 557th Ave, W 559th Ave, W 561st Ave, W 563rd Ave, W 565th Ave, W 567th Ave, W 569th Ave, W 571st Ave, W 573rd Ave, W 575th Ave, W 577th Ave, W 579th Ave, W 581st Ave, W 583rd Ave, W 585th Ave, W 587th Ave, W 589th Ave, W 591st Ave, W 593rd Ave, W 595th Ave, W 597th Ave, W 599th Ave, W 601st Ave, W 603rd Ave, W 605th Ave, W 607th Ave, W 609th Ave, W 611th Ave, W 613rd Ave, W 615th Ave, W 617th Ave, W 619th Ave, W 621st Ave, W 623rd Ave, W 625th Ave, W 627th Ave, W 629th Ave, W 631st Ave, W 633rd Ave, W 635th Ave, W 637th Ave, W 639th Ave, W 641st Ave, W 643rd Ave, W 645th Ave, W 647th Ave, W 649th Ave, W 651st Ave, W 653rd Ave, W 655th Ave, W 657th Ave, W 659th Ave, W 661st Ave, W 663rd Ave, W 665th Ave, W 667th Ave, W 669th Ave, W 671st Ave, W 673rd Ave, W 675th Ave, W 677th Ave, W 679th Ave, W 681st Ave, W 683rd Ave, W 685th Ave, W 687th Ave, W 689th Ave, W 691st Ave, W 693rd Ave, W 695th Ave, W 697th Ave, W 699th Ave, W 701st Ave, W 703rd Ave, W 705th Ave, W 707th Ave, W 709th Ave, W 711th Ave, W 713rd Ave, W 715th Ave, W 717th Ave, W 719th Ave, W 721st Ave, W 723rd Ave, W 725th Ave, W 727th Ave, W 729th Ave, W 731st Ave, W 733rd Ave, W 735th Ave, W 737th Ave, W 739th Ave, W 741st Ave, W 743rd Ave, W 745th Ave, W 747th Ave, W 749th Ave, W 751st Ave, W 753rd Ave, W 755th Ave, W 757th Ave, W 759th Ave, W 761st Ave, W 763rd Ave, W 765th Ave, W 767th Ave, W 769th Ave, W 771st Ave, W 773rd Ave, W 775th Ave, W 777th Ave, W 779th Ave, W 781st Ave, W 783rd Ave, W 785th Ave, W 787th Ave, W 789th Ave, W 791st Ave, W 793rd Ave, W 795th Ave, W 797th Ave, W 799th Ave, W 801st Ave, W 803rd Ave, W 805th Ave, W 807th Ave, W 809th Ave, W 811th Ave, W 813rd Ave, W 815th Ave, W 817th Ave, W 819th Ave, W 821st Ave, W 823rd Ave, W 825th Ave, W 827th Ave, W 829th Ave, W 831st Ave, W 833rd Ave, W 835th Ave, W 837th Ave, W 839th Ave, W 841st Ave, W 843rd Ave, W 845th Ave, W 847th Ave, W 849th Ave, W 851st Ave, W 853rd Ave, W 855th Ave, W 857th Ave, W 859th Ave, W 861st Ave, W 863rd Ave, W 865th Ave, W 867th Ave, W 869th Ave, W 871st Ave, W 873rd Ave, W 875th Ave, W 877th Ave, W 879th Ave, W 881st Ave, W 883rd Ave, W 885th Ave, W 887th Ave, W 889th Ave, W 891st Ave, W 893rd Ave, W 895th Ave, W 897th Ave, W 899th Ave, W 901st Ave, W 903rd Ave, W 905th Ave, W 907th Ave, W 909th Ave, W 911th Ave, W 913rd Ave, W 915th Ave, W 917th Ave, W 919th Ave, W 921st Ave, W 923

Note: This map is included for informational purposes and is not adopted as part of this General Plan.

- Policy PSF 2.4 Water Supply for New Development.** Require applicants to provide will-serve letters from water purveyors prior to issuing building permits for new development to demonstrate that water supply is available.
- Policy PSF 2.5 Water-Conserving Fixture Retrofits.** Require that all residences and commercial properties that apply for a building permit for alternations or renovations provide proof of water-conserving plumbing fixtures.
- Policy PSF 2.6 Water Offset Requirements.** Require all new development or redevelopment projects to comply with the water conservation and offset policies and requirements imposed by California Water Service or Estero Municipal Improvement District, depending on the water service area in which the project is located.
- Policy PSF 2.7 Water Shortage Plans.** Coordinate with California Water Service and Estero Municipal Improvement District to conduct community outreach and take other steps to ensure compliance with their Water Shortage Contingency Plans during water shortages, such as a drought or supply interruption.
-  **Policy PSF 2.8 Water Efficiency.** Support increased water efficiency in all new development and existing building stock.

ACTIONS

- Action PSF 2.9 Recycled Water.** Continue working with California Water Service, the San Francisco Public Utilities Commission, the Bay Area Water Supply & Conservation Agency, the City of Redwood City, and Silicon Valley Clean Water to develop an advanced water purification facility that treats wastewater from the San Mateo wastewater treatment plant to tertiary treatment standards.
- Action PSF 2.10 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 water-reduction strategies and to create an outreach program that will help inform residents and businesses of increased costs, the need for conservation efforts, and available incentives and rebates.
- Action PSF 2.11 Water Purification Facility.** Continue working with California Water Service, the San Francisco Public Utilities Commission, the Bay Area Water Supply & Conservation Agency, the City of Redwood City, and Silicon Valley Clean Water to develop an advanced water purification facility that treats wastewater from the San Mateo wastewater treatment plan to tertiary treatment standards.
- Action PSF 2.12 Water Usage.** Work with Cal Water to collect and track water use by land use type and make this information available to the community.



WASTEWATER AND FLOOD-CONTROL INFRASTRUCTURE

Wastewater

Wastewater is produced by using sinks, flushing the toilet, showering, and doing laundry. Commercial services, industrial facilities, and other sources also create wastewater as a part of their normal business operations.

The City of San Mateo maintains wastewater infrastructure through the Department of Public Works. The City's wastewater system treats wastewater to create a healthy and sanitary environment. The City's wastewater system is made up of over 200 miles of sanitary sewer lines, more than 5,000 manholes, and dozens of sewer lift stations. A majority of the wastewater system is over 60 years old, and the City is in the process of upgrading the aging infrastructure. The Sewer System Management Plan, Integrated Wastewater Master Plan, and Clean Water Program are some of the key documents that will guide San Mateo with this effort.

This system moves the wastewater from where it is generated to the San Mateo Wastewater Treatment Plant, where the wastewater gets treated and eventually discharged into the San Francisco Bay. The wastewater treatment plant is jointly owned by the City of San Mateo, City of Foster City, and Estero Municipal Improvement District (EMID), and it serves more than 150,000 people and businesses at an average flow of 10 million gallons each day. Because of its location along the San Francisco Bay shore, upgrades to the wastewater treatment plant have been designed to anticipate and be resilient to impacts from rising sea levels.

Flood-Control Infrastructure

The city encompasses seven major drainages, both artificial and natural, between the Santa Cruz Mountains and San Francisco Bay along the eastern side of the San Francisco Peninsula. Major watersheds include the North Shoreview District, San Mateo Creek, East Third Avenue, 16th Avenue Drain, 19th Avenue Drain, Laurel Creek, and Mariners Island. The City maintains the Laurel Creek Dam, has 80 miles of storm drain lines, and 10 pump stations that all discharge to San Francisco Bay. The city is also protected against high tides and wind-generated waves from San Francisco Bay through a three-mile bayfront levee system.



The Marina Lagoon is a 1,400-acre-foot water storage facility that was created from remnants of O’Neill Slough and Seal Slough and was dredged and leveed to provide flood protection and recreational opportunities. The lagoon captures water flowing from the 16th Avenue Drainage Channel, 19th Avenue Drainage Channel, and Laurel Creek. The three tributaries provide a source of freshwater runoff during the winter. Circulation and water quality in the Marina Lagoon are enhanced by allowing bay water from Belmont Slough to flow into the lagoon at the O’Neil Tide Gate.

The 2004 San Mateo Storm Drain Master Plan provides an assessment of capital improvement projects needed for flood protection. San Mateo’s flood-control infrastructure will continue to play a key role in protecting the community from both sea level rise and extreme storm events as the climate changes.

GOALS, POLICIES, AND ACTIONS

GOAL PSF-3 Maintain sewer, storm drainage, and flood-control facilities adequate to serve existing needs, projected population, and employment growth and that provide protection from climate change risk.

POLICIES

Policy PSF 3.1 Sewer System. Provide a sewer system that 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 PSF 3.2 Sewer Requirements for New Development. Require new multifamily and commercial developments to evaluate the main sewer lines in the project vicinity, which will be used by the new development and make any improvements necessary to convey the additional sewage flows.

Policy PSF 3.3 Sewer Overflow Reduction. Eliminate sanitary sewer overflows, which create a public health hazard for residents and compromises the water quality of the city's creeks, Marina Lagoon, and San Francisco Bay.

Policy PSF 3.4 Wastewater Treatment Plant. Operate, upgrade, and maintain the Wastewater Treatment Plant to ensure ongoing wastewater treatment in compliance with regulatory requirements.

Policy PSF 3.5 Interagency 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 PSF 3.6 Stormwater System. Operate, upgrade, and maintain a stormwater drainage and flood-control system that safely and efficiently conveys runoff to prevent flooding and protect life and property; minimizes pollutants discharging to creeks and San Francisco Bay; manages stormwater as a resource and not a waste; and protects against the impacts of climate change.



Policy PSF 3.7 Water Quality Standards. Manage City creeks, channels, and the Marina Lagoon to meet applicable State and federal water quality standards. Protect and restore creeks to a level acceptable for healthy marine and bird habitat.

Policy PSF 3.8 Stormwater Pollution Prevention. In accordance with requirements in the Municipal Regional Stormwater Permit, implement programs, plans, and policies to ensure pollutants are minimized in stormwater runoff.



Policy PSF 3.9 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 PSF 3.10 New Creekside Development Requirements. Require that new creekside development protect and improve setbacks, banks, and waterways adjacent to the development projects to increase flood protection and enhance riparian vegetation and water quality. Prevent erosion of creek banks.

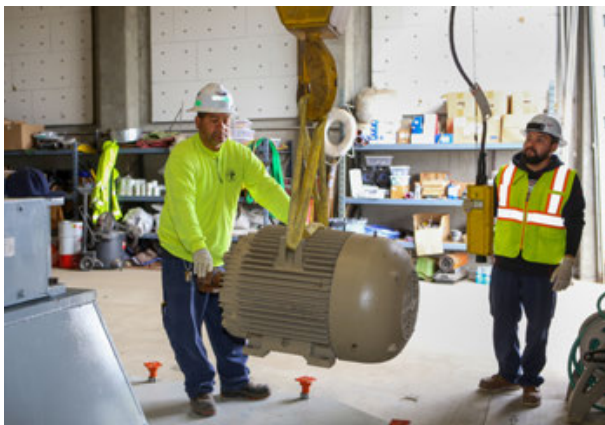


Policy PSF 3.11 Hydrologic Impacts of Creek Alteration. Ensure that improvements to creeks and other waterways do not cause adverse hydrologic impacts, adversely affect adjacent properties, or significantly increase the volume or velocity of flow of the subject creek.

Policy PSF 3.12 Levee System. Continue to assess, maintain, and upgrade the City's levee system. Collaborate with the Federal Emergency Management Agency, OneShoreline, and neighboring agencies to ensure adequate flood control and sea level rise protection.

ACTIONS

- Action PSF 3.13 City Infrastructure Studies and Master Plans.** Develop and coordinate studies and master plans to assess infrastructure and to develop a Capital Improvement Program for necessary improvements. Incorporate climate change risks, such as the impacts of droughts, increasing storm events, sea level rise, and groundwater changes in the planning process.
- Action PSF 3.14 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 PSF 3.15 Green Infrastructure.** Implement the City’s Green Infrastructure Plan to gradually shift from a traditional stormwater conveyance system (“gray”) to a more natural system that incorporates plants and soils to mimic watershed processes, capture and clean stormwater, reduce runoff, increase infiltration, and create healthier environments (“green”).
- Action PSF 3.16 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 PSF 3.17 Stormwater Requirements for Development.** In accordance with State regulatory mandates, require applicable new and redevelopment projects to incorporate site design, source control, treatment, and hydromodification management measures to minimize stormwater runoff volumes and associated pollutants. Stormwater management via green infrastructure systems shall be prioritized.
- Action PSF 3.18 Incentives for Low-Impact Development.** Develop and implement incentives to encourage applicants to include low-impact design features in new development.



ENERGY AND TELECOMMUNICATIONS INFRASTRUCTURE

Energy

In San Mateo, energy mostly comes from electricity and natural gas. Pacific Gas and Electric Company (PG&E) and Peninsula Clean Energy (PCE) provide electrical services. PCE purchases electricity that is produced from renewable energy sources and works with PG&E to distribute the electricity to consumers in San Mateo. PG&E is the sole provider and distributor of natural gas services.

Because electric utilities serving San Mateo offer clean electricity options, much of San Mateo's electricity already comes from carbon-free sources. Residents and businesses in PCE's service area, including San Mateo, are automatically enrolled in PCE's ECOplus service, which is distributed to customers through PG&E's existing grid infrastructure. Both PCE and PG&E are required by State law to accelerate the deployment of renewable energy to achieve a standard of at least 60 percent renewable electricity by 2030 and 100 percent electricity from carbon-free sources by the end of 2045. Increasing the amount of locally distributed energy resources from renewable sources, such as rooftop solar energy systems, will reduce the cost of electricity for residents and businesses and enhance the local economy. The City is also pursuing policies and building code changes that will require new and existing buildings to use all-electric energy sources and eliminate natural gas as an energy source. By expanding on-site electricity generation and storage, San Mateo will reduce greenhouse gas emissions and become more resilient to grid failures and power disruptions.

Additional policies and actions that connect energy use and climate change are in the Land Use Element.

Telecommunications

Telecommunications services, which include wireless internet, cell phone and wireline telephone, cable television, and satellite television, are offered by multiple service providers in the City of San Mateo. Mobile telephone service and wireless internet service is offered by multiple companies, which gives San Mateo residents and businesses a variety of options when choosing a mobile telephone and/or internet service provider.

The backbone of wireless networks consists of long-haul fiberoptic cables that connect major internet hubs over long distances. In San Mateo County, long-haul fiberoptic cables run north to south throughout the county. These networks can be expanded using small cell facilities, which are single small antennae placed on existing utility poles or streetlights along with small pole-mounted radios and other accessory equipment. They help wireless service providers meet the growing demand for wireless services. In general, as of 2019, residential and commercial broadband service levels in San Mateo are consistent with San Francisco Bay Area averages, according to the California Broadband Mapping Program.

Utility Undergrounding

Undergrounding electrical lines and telecommunications infrastructure helps improve safety and community aesthetics with the added benefits of a more reliable utility and increased property values.

Placing electrical lines underground reduces wildfire risks by eliminating the potential for live electrical wires to ignite fires. Utilities placed underground are also protected from wind and storm events that often disrupt service. Personal safety is also improved by removing the potential for live-wire contact injuries and reducing collision points for automobiles and people, especially those with vision or mobility disabilities, through the removal of utility poles. Although there are many benefits to utility undergrounding, the primary disadvantage is it is more costly to underground utilities compared to the traditional overhead configuration. The City will continue to require private developers to underground utility service connections for new development and underground existing overhead lines when justifiable. The City will also continue to work with PG&E and other utility providers to underground new and existing overhead infrastructure as opportunities arise and funding permits.

GOALS, POLICIES, AND ACTIONS

GOAL PSF-4 Promote the development of a clean energy supply, energy-efficient technology, and telecommunications facilities that benefit all members of the community.

POLICIES



Policy PSF 4.1 Clean Energy. Support the advancement of a carbon-neutral energy supply.



Policy PSF 4.2 Energy Conservation. Support efforts to reduce per-capita energy use.

Policy PSF 4.3 Building Electrification. Require electrification for new building stock and reduce fossil fuel usage for existing building stock at the time of building alteration.



Policy PSF 4.4 Energy Resilience. Require new development projects to incorporate energy-efficiency measures, electric equipment, solar energy systems, and battery storage into their projects (Building Integrated Photo-Voltaic/BIPV) and encourage existing development to incorporate solar energy systems and battery storage.



Policy PSF 4.5 Grid Resilience. Support PG&E's efforts to improve grid resilience and capacity to meet increased electrical demand.



Policy PSF 4.6 Renewable Energy Neighborhood Microgrids. Encourage the establishment of renewable energy neighborhood microgrids to support resilience.

Policy PSF 4.7 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 by requiring new development to underground power lines and provide underground connections, when feasible, and prioritizing cellular coverage for all areas of the city while appropriately minimizing visual impacts of cellular facilities, antennas, and equipment shelters.

Policy PSF 4.8 Access and Availability. Work with service providers to support 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 PSF 4.9 Coordinate Infrastructure Improvements. Combine, to the extent possible, upgrades and repairs to public infrastructure, such as roadways with utility needs, broadband upgrades, bicycle and pedestrian improvements, and levees.

Policy PSF 4.10 Private Utility Undergrounding. Require new private development to underground service connections onto private property.

Policy PSF 4.11 Public Wi-Fi. Provide high-speed internet access to the public at all City facilities.

ACTIONS

Action PSF 4.12 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.

Action PSF 4.13 Utility Network Undergrounding. Underground existing electrical and communication transmission and distribution lines in the public right-of-way as funds permit.

Action PSF 4.14 Utility Undergrounding Requirements. Amend the San Mateo Municipal Code to require new private development to underground utilities and service connections on and adjacent to the site and to install and maintain signs, streetlights, and street landscaping adjacent to sidewalks.



Action PSF 4.15 Renewable Energy. Increase new annual installations of solar or renewable energy systems. Partner with Peninsula Clean Energy to study and implement a sustainable and resilient system that can be used as a pilot program for locally generated power not reliant on outside power sources.



Action PSF 4.16 Solar Energy. Promote local partnerships and rebate opportunities that make solar and battery storage simpler and more affordable while ensuring that the permit process is quick and inexpensive.



PUBLIC FACILITIES

San Mateo’s public facilities provide a range of community services that support and enrich the lives of the city’s residents. The San Mateo Public Library operates three physical libraries that have services, programs, and resources for members of all ages, such as Project Read – an adult literacy program, activities for teens, and a Job Seekers Center. It also has an eLibrary that allows users to borrow digital copies of printed material. Other public facilities include City Hall, the Corporation Yard, and the Senior Center and the Martin Luther King Jr. Community Center. The City is proud to provide these services and facilities for its residents, and it will continue to ensure that all San Mateo residents, particularly those in vulnerable communities such as youths, low-income households, and seniors have access to well-maintained facilities that serve their needs.

The San Mateo County Events Center is a public facility within the city, but it is owned and operated by the County. The Events Center covers 48 acres and includes a park, outdoor space, and 195,000 square feet of meeting space for trade events, corporate meetings, sporting events, festivals, etc.

For background information and policies about the City’s park and recreation facilities and programs, please refer to the Conservation and Open Space Element.

GOALS, POLICIES, AND ACTIONS

GOAL PSF-5 Maintain and develop public facilities, and ensure they are equitably available to all current and future members of the community.

POLICIES



Policy PSF 5.1 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 facilities and services for vulnerable communities, such as children, low-income households, and seniors, in a variety of settings.

Policy PSF 5.2 Joint Use. Encourage joint use and public-private partnerships where feasible.

Policy PSF 5.3 City Hall. Consider upgrading or expanding City Hall to ensure sufficient space is available and consider establishment of a downtown facility or civic campus to support City staffing and service needs through the year 2040 and beyond.



Policy PSF 5.4 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. Continue to offer quality library services and programs to a diverse community promoting literacy and lifelong learning. Maintain a materials budget, staffing, and service hours for the City's library system that are adequate to meet the community needs and meet the continuing changes in information technology.

Policy PSF 5.5 Library Facilities. Maintain capital investment for essential repairs and space-enhancements to meet current and future needs of library patrons and community organizations.

Policy PSF 5.6 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 PSF 5.7 Incentives for Public Facilities. Provide incentives to developers to encourage space for public facilities in new development.



Policy PSF 5.8 Martin Luther King Jr. Community Center. Improve and maintain the Martin Luther King Jr. Community Center as an important neighborhood-serving community and recreational facility in the North Central Equity Priority Community.

Policy PSF 5.9 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 PSF 5.10 San Mateo County Events Center. Promote the physical and aesthetic improvement of the San Mateo County Events Center.



Policy PSF 5.11 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 equity priority communities.

CHILD CARE AND SCHOOLS

Although the City doesn't have direct control over educational institutions, it can support local schools through efforts like coordinating on construction and improvements, calming traffic along student travel routes, and communicating about major projects and planned growth to help all parties adequately prepare for the future.

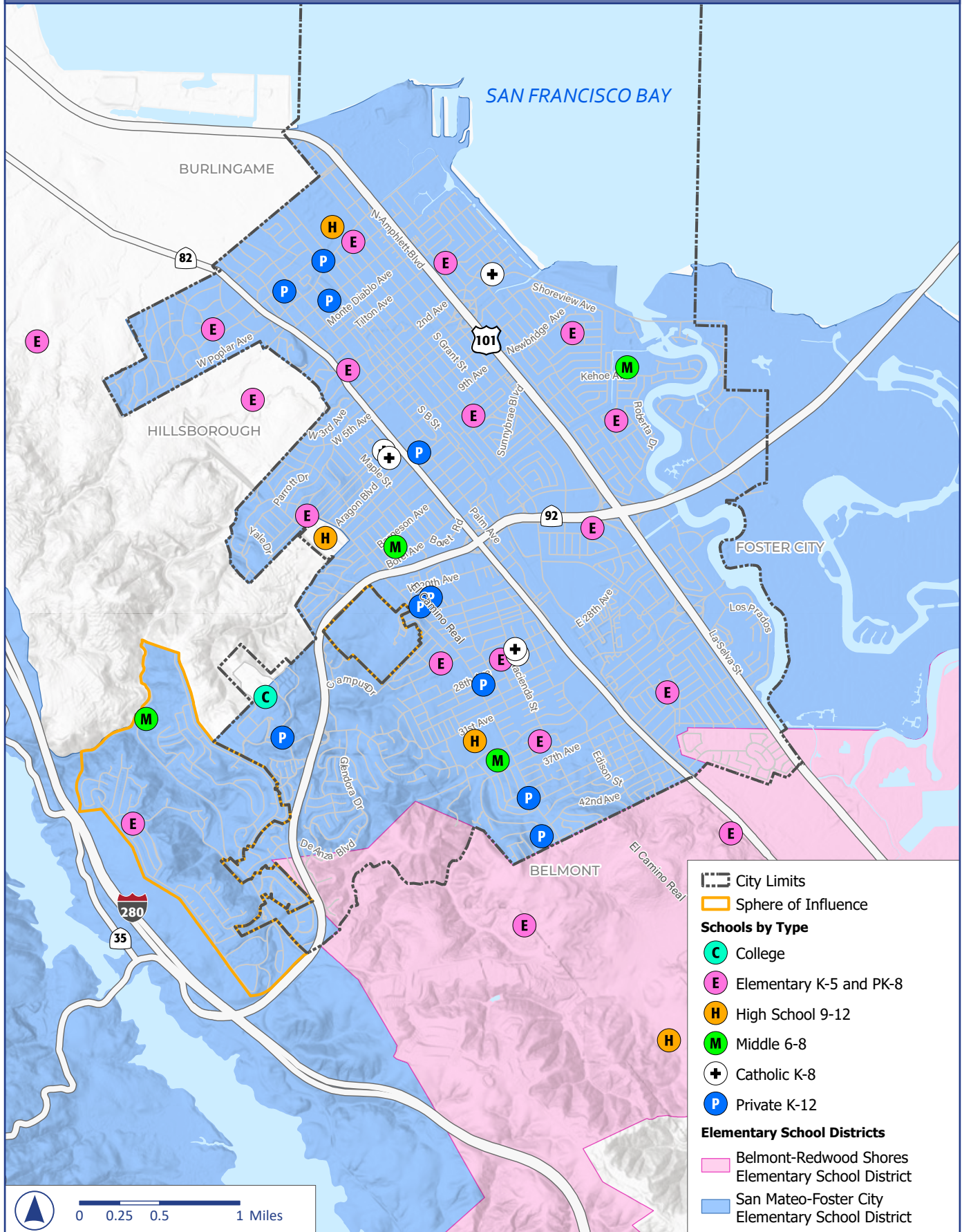
Within the City Limits, there are four public school districts with 19 public elementary, middle, and high schools; the College of San Mateo; and multiple K-12 private schools. A majority of the public school students in San Mateo attend elementary and middle schools through the San Mateo-Foster City School District, and high school through the San Mateo Union High School District, as shown in Figures PSF-3 and PSF-4. Public school students in southern portions of the city adjacent to Belmont are within the Belmont-Redwood Shores Elementary School District and the Sequoia Union High School District. All four public school districts are highly ranked for their quality of education when compared to districts across the San Francisco Bay Area.

The San Mateo County Community College District (SMCCCD) operates the College of San Mateo, a community college that offers associate degrees and certificate programs. These include the Associate in Arts Degree for Transfer (AA-T) and Associate in Science Degree for Transfer (AS-T), which offer guaranteed admission to the California State University system.

Child care facilities are important components of the city's infrastructure. However, working families have historically struggled to find child care services in San Mateo. Affordable and high-quality child care services that are equitably distributed throughout the city allow parents, grandparents, and guardians to work and contribute to the local economy. The City is committed to increasing child care facilities within its City Limits. In 2004, the City adopted a Child Care Development Fee for new residential and commercial development to fund child care facilities. Recognizing the ongoing need to address this challenge, the City will continue to collaborate with child care providers, employers, young families, and other stakeholders and support policies to provide more child care facilities in San Mateo.



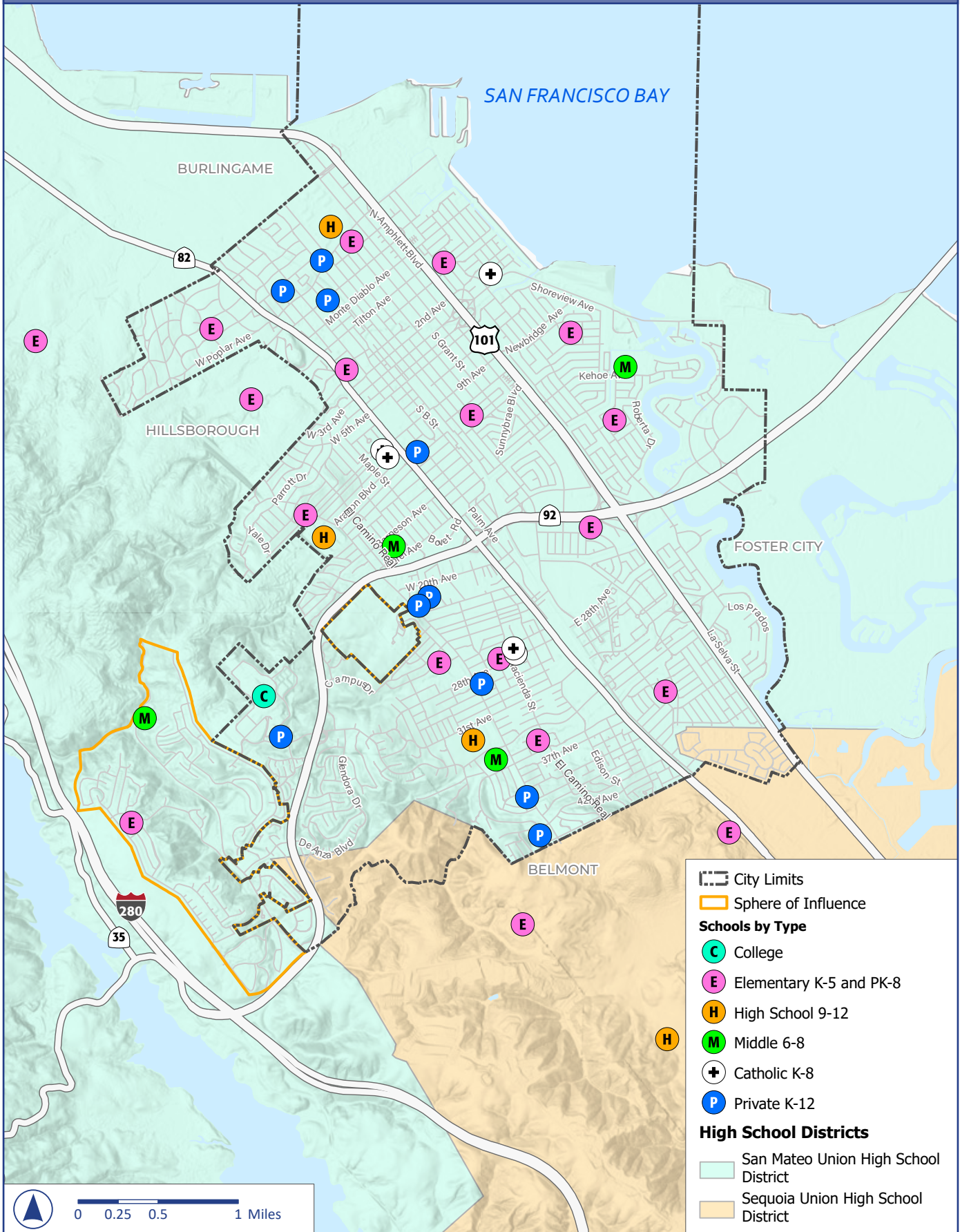
Figure PSF-3 School Sites and Elementary School Districts



Source: City of San Mateo, 2022; ESRI, 2022; PlaceWorks, 2023.

Note: This map is included for informational purposes and is not adopted as part of this General Plan.

Figure PSF-4 School Sites and High School Districts



Source: City of San Mateo, 2022; ESRI, 2022; PlaceWorks, 2023.

Note: This map is included for informational purposes and is not adopted as part of this General Plan.

GOALS, POLICIES, AND ACTIONS

GOAL PSF-6 Foster the healthy development and education of children of all abilities, incomes, and backgrounds.

POLICIES

- Policy PSF 6.1 School Assistance.** Support efforts by the school district to maintain facilities, equipment, and personnel to provide quality public education to students in San Mateo.
- Policy PSF 6.2 Child Care Needs.** Support the provision of child-care programs and facilities to meet the needs of children of all abilities, incomes, and backgrounds through 2040.
- Policy PSF 6.3 Provision of Child Care.** Encourage public and private agencies and employers to provide child-care services and facilities.
- Policy PSF 6.4 Child Care Centers at Public and Quasi-Public Facilities.** Encourage retention of existing child care centers and support programs at public and private school sites and other quasi-institutional facilities because of their suitability for such uses and proximity to adjacent residential neighborhoods.
- Policy PSF 6.5 Child Care Centers in Residential and Employment Areas.** Encourage child care centers in residential neighborhoods where they meet City standards and at employment centers.

ACTIONS

- Action PSF 6.6 School District Coordination.** Maintain effective, collaborative relationships with all local school districts.
- Action PSF 6.7 Child Care and New Construction.** Encourage new residential and nonresidential development to include space for child care by taking the following actions:
- Provide incentives for inclusion of space for a child care center in a new development.
 - Promote child care to developers as an amenity favored by the City.
 - Continue to implement the developer impact fee for funding child care facilities.



HEALTHCARE AND SOCIAL SERVICES

Healthcare

Healthcare facilities in San Mateo, such as hospitals, clinics, and pharmacies, and social services in neighborhoods help to create a healthier city where residents can take care of their physical and mental health and social welfare. In San Mateo, two of the biggest healthcare providers are the San Mateo County Hospital, a public hospital operated by the San Mateo County Health Department, and Mills Health Center, a healthcare facility that is part of Sutter Health's Mills-Peninsula Medical Center. These facilities provide community members access to a diverse range of care, including primary care, emergency services, dental care, cancer services, behavior health care, mental illness, gynecology and women's health, and more.

Social Services

The City of San Mateo does not directly provide social services but does have partnerships with and provide finance assistance to agencies and community-based organizations to provide social services to residents who need support.

The San Mateo County Department of Human Services has offices across the San Francisco Peninsula where community members can receive assistance to participate in State and federal social welfare programs.

Community Health Advocates, a statewide nonprofit, collaborates with the City of San Mateo to provide insurance counseling and advocacy for Medicare recipients. Social Vocational Services (SVS), another California-wide nonprofit, has a local office in the city where community members with development/intellectual differences can participate in unique programs that are tailored to their needs. Locally based nonprofit organizations, such as Peninsula Family Services and Samaritan House San Mateo, support children, families, older adults, and community members in need with a variety of social services programs that not only enrich the individuals but also contribute to a better community.

GOALS, POLICIES, AND ACTIONS

GOAL PSF-7 Support access for all residents to healthcare facilities, social services, and other important community health amenities.

POLICIES

- Policy PSF 7.1 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 PSF 7.2 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 PSF 7.3 Health Centers.** Support the development of healthcare centers and the County's efforts to provide mobile clinics that are dispersed throughout the city. Avoid the concentration of health centers in any one neighborhood.
- Policy PSF 7.4 Social Services.** Support the provision of social services. Balance the need for social services in each neighborhood while ensuring that services are dispersed throughout the city and not concentrated in any one neighborhood.
- Policy PSF 7.5 Vulnerable Populations.** Support local religious institutions, nonprofit organizations, and community-based organizations in providing services and facilities for vulnerable populations.

ACTIONS

- Action PSF 7.6 Community Healthcare Facilities.** Evaluate options to support existing and potential community healthcare facilities in equity priority communities through a variety of mechanisms, such as reduced permit fees and reduced impact fees. (Environmental Justice)
- Action PSF 7.7 Incentives for Support Services.** Study and, as feasible, implement economic incentives to encourage and sustain the development of support service uses, particularly in equity priority communities.

SOLID WASTE

The City contracts with a private waste management company to provide residential and commercial solid waste collection, composting, and recycling services to San Mateo. Solid waste is transferred to the Shoreway Environmental Center in San Carlos where recyclable materials are sorted and separated. The remaining solid waste is disposed of at the Los Trancos Canyon (Ox Mountain) landfill in Half Moon Bay.

Solid waste in landfills emits methane, a powerful greenhouse gas, as it decomposes. Efforts to divert waste away from landfills helps reduce greenhouse gas emissions and raises awareness of our individual impact on the environment. Educational campaigns to repair, reduce, reuse, and recycle have helped reduce trash generation. In addition, State laws requiring many kinds of solid waste to be diverted from landfills have also significantly decreased the amount of trash that ends up in a landfill. Between 2015 and 2022, the City achieved a diversion rate of 73 percent. This means that close to three-quarters of all debris produced in the city is sent to recycling, composting, or alternative fuel centers instead of the landfill. The City aims to continue to increase this diversion rate over the life of this General Plan through ongoing active leadership to reduce trash and increase source reduction, recycling, and composting.

GOALS, POLICIES, AND ACTIONS

GOAL PSF-8 Reduce the generation of solid waste and increase the diversion of waste from landfills.

POLICIES



Policy PSF 8.1 Solid Waste Disposal. Support waste reduction and diversion programs to reduce solid waste materials in landfill areas in accordance with State requirements.



Policy PSF 8.2 Recycling. Support programs to recycle solid waste and require provisions for on-site recycling in new development, in compliance with State requirements.



Policy PSF 8.3 Composting. Maintain the curbside composting program and expand composting of organics in accordance with State requirements.

ACTION



Action PSF 8.4 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, 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.

This page is intentionally blank.



CHAPTER 8

Safety Element





SAFETY ELEMENT

INTRODUCTION

General Plans in California must identify and address potential natural and human-caused hazards that could affect the City of San Mateo's residents, businesses, visitors, environment, and services. The framework established by the Safety Element anticipates these hazards and prepares the community to reduce exposure to these risks. San Mateo is at risk from a number of natural and human-caused hazards. Climate change is likely to make many of these hazards more damaging for people, buildings and structures, ecosystems, and other important community assets.

The Safety Element does not exist in a vacuum but is instead one of several plans that address public health, safety, and related topics, including the Local Hazard Mitigation Plan, the Emergency Operations Plan, and the Climate Action Plan. The Safety Element must be consistent with these other plans to minimize conflicts between documents and ensure the City has a unified strategy to address safety and hazard issues.

The City of San Mateo is committed to the preservation of life, property, and the environment during emergencies. The City implements the most recent version of the San Mateo County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), which assesses risks from natural and human-caused hazards, including risks to people and facilities, and identifies mitigation actions to reduce or eliminate hazard risks in the county. The MJHMP for the County of San Mateo planning area, which includes the City of San Mateo, was developed in accordance with the Disaster Mitigation Act of 2000 and followed the Federal Emergency Management Agency's (FEMA's) 2011 Local Hazard Mitigation Plan guidance. The MJHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are identified, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short-term and long-term strategies, involve planning, policy changes, programs, projects, and other activities. The MJHMP can be found on the City of San Mateo's website and at <https://www.smcgov.org/ceo/2021-multijurisdictional-lhmp>. The current MJHMP, certified by FEMA, is incorporated into this Safety Element by reference, as permitted by the California Government Code.

The focus of this element is on increasing resilience throughout the city and reducing the risk of hazards. This element is organized around six key topics that are important to the San Mateo community.

- Emergency Readiness and Emergency Operations
- Geologic and Seismic Hazards
- Flood Hazards
- Sea Level Rise
- Wildfire Hazards
- Hazardous Materials



RELEVANCE TO GENERAL PLAN THEMES



Sustainability in this Element:

- Ensures the maintenance of City-owned trees that will provide relief from extreme heat, reduce energy use, and sequester greenhouse gas emissions.
- Encourages the use of natural systems to protect the community against sea level rise, which will provide shoreline habitat and capture greenhouse gas emissions.
- Ensures the cleanup of hazardous materials contaminated sites.



Environmental Justice in this Element:

- Focuses emergency readiness activities in equity priority communities and most vulnerable areas of the city.
- Prioritizes locating critical facilities and resilient infrastructure outside of hazard-prone areas.
- Expands and increases resiliency of existing community facilities to better serve neighborhoods that are currently underserved.
- Provides emergency preparedness and public safety education for equity priority communities in formats and languages consistent with the demographics of the city.



Community Engagement in this Element:

- Informs the community about safe and effective evacuation through notifications.
- Ensures inclusive outreach about potential hazards affecting neighborhoods, fire-safe education, and overall public safety.
- Supports Community Emergency Response Team (CERT) training in collaboration with San Mateo Consolidated Fire Department (SMC Fire).



EMERGENCY READINESS AND EMERGENCY OPERATIONS

Emergency preparedness activities in the city are conducted through SMC Fire. The SMC Fire Chief coordinates with the City Manager to prepare for and respond to acute events like heat emergencies, wildfires, and flooding. This department, along with the City Manager, is responsible for the operation of the City's Emergency Operations Center, which coordinates the City's emergency planning, training, response, and recovery efforts for emergencies such as fires, floods, earthquakes, acts of terrorism, public safety power shutoff (PSPS) events, extreme weather events, and pandemics. SMC Fire also provides the public with access to a CERT training program to help residents be prepared for disasters.

San Mateo uses the San Mateo County Alert Notification System (SMC Alert) and, other notification systems, to reach the community and distribute emergency information and instructions before, during, and after a disaster. Notifications are provided through telephone calls, text messages, email notifications, and various social media platforms. Other emergency alert systems include the national Emergency Alert Systems (EAS), the California Governor's Office of Emergency Services (CalOES)-operated Emergency Digital Information System (EDIS). These systems are available in multiple languages.

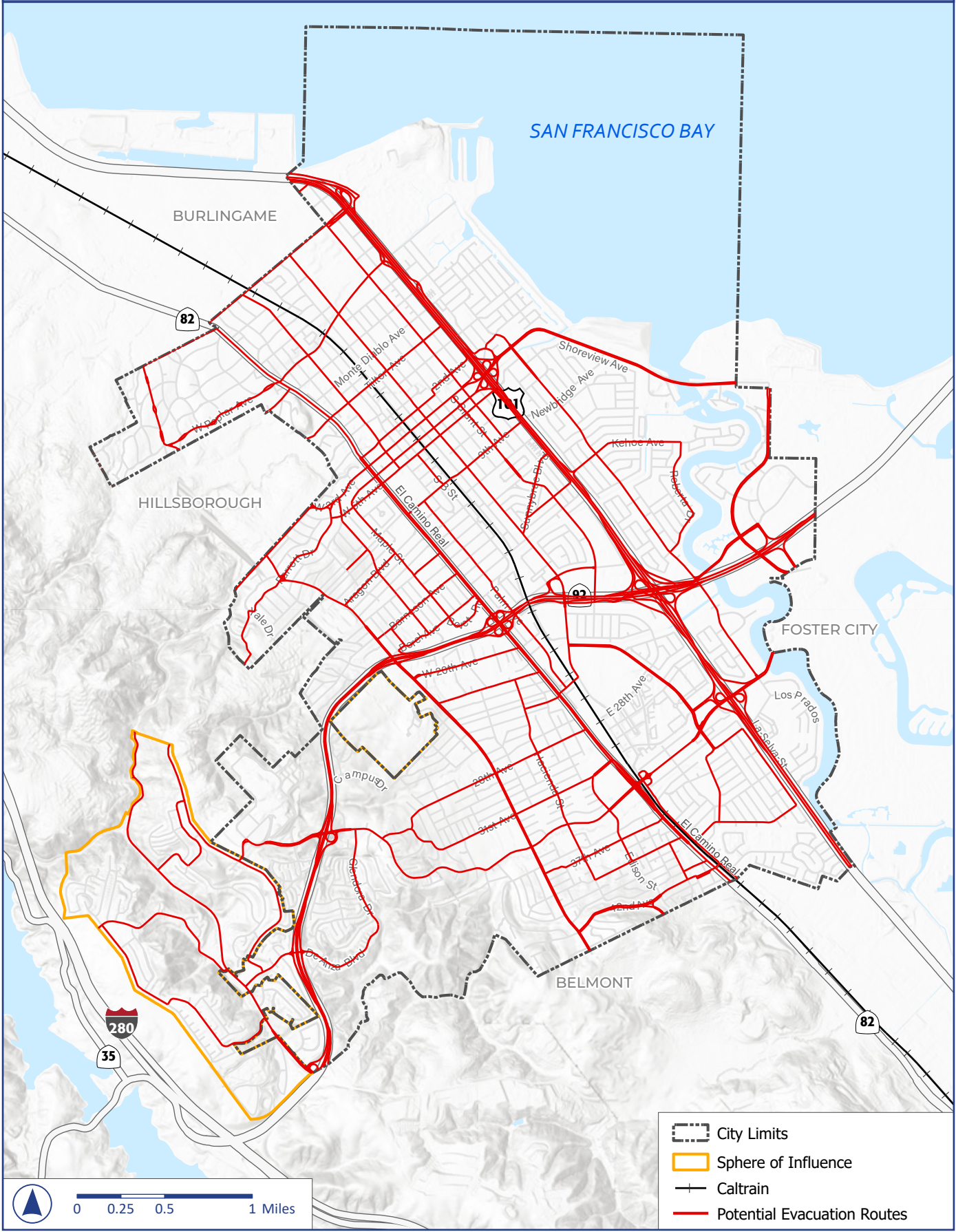
The City participates in the California Master Mutual-Aid Agreement, which is designed to ensure that adequate resources, facilities, and other support are provided to jurisdictions whenever their own resources are insufficient to cope with the needs of a given emergency. The State Office of Emergency Services Coastal Administrative Region (Mutual Aid Region II) serves the mutual-aid region that encompasses San Mateo County. Automatic-aid pacts with San Mateo County and surrounding cities provide additional emergency management and response services to the City of San Mateo during and after a disaster.

With advanced warning, evacuation can be effective in reducing injury and loss of life during a catastrophic event. The City of San Mateo uses a comprehensive evacuation support system implemented by San Mateo County. The system provides the community with critical evacuation updates, resources, and latest updates on active incidents. In the event of a wildfire or an emergency situation, the San Mateo Police Department and SMC Fire can issue evacuation warnings or evacuation orders for impacted areas.

Figure S-1 shows the evacuation routes throughout the city. All evacuation routes in San Mateo may be disrupted by a landslide, wildfire, or flooding event, which may block and damage the roadways or collapse bridges. In the event of widespread disruption to local evacuation routes, the remaining evacuation routes may become congested, slowing down evacuation of the community or specific neighborhoods.

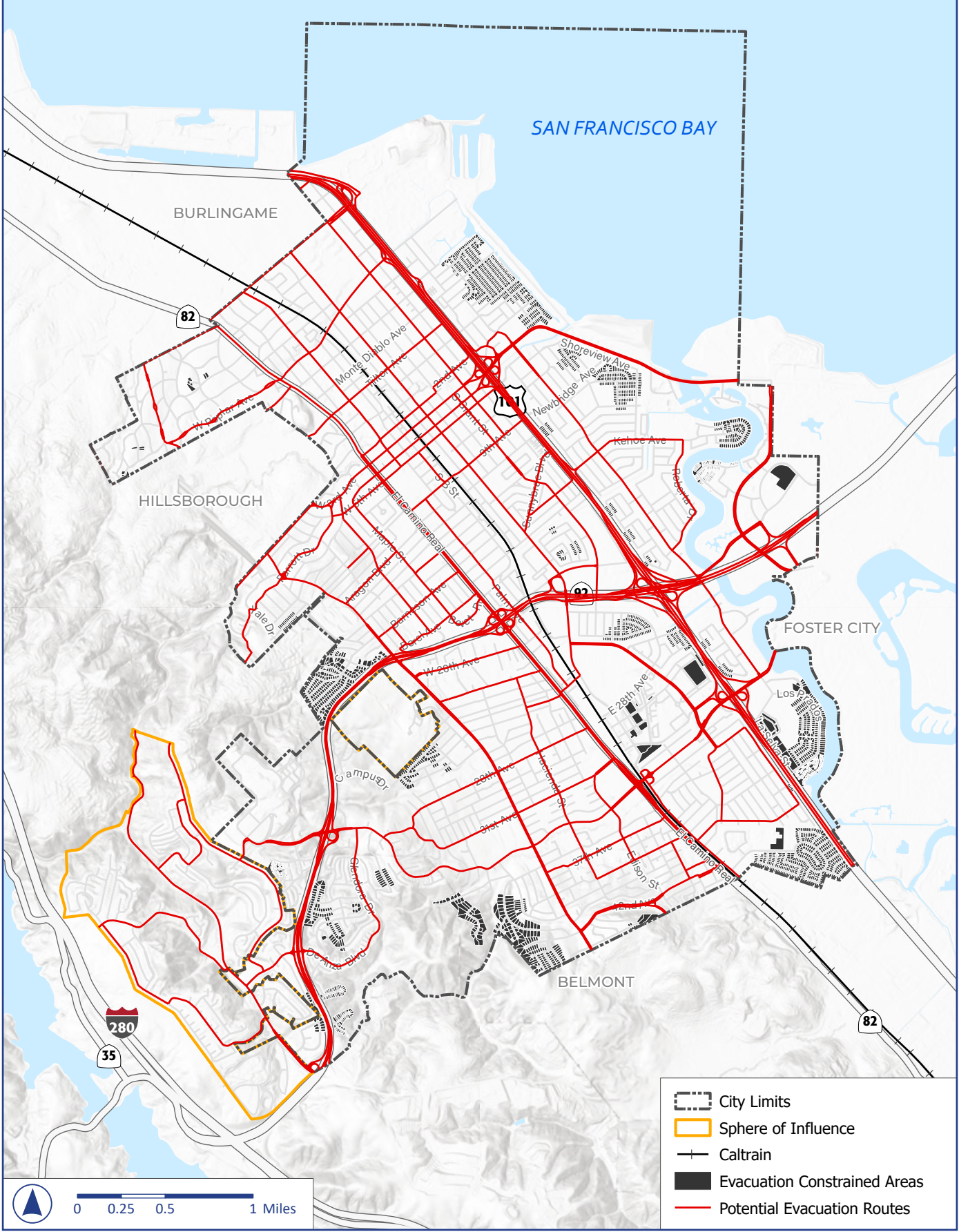
An analysis of San Mateo's roadway network and parcels, as shown in Figure S-2, was conducted as part of Strive San Mateo General Plan 2040. It identifies several evacuation-constrained residential parcels, or parcels with less than two ingress/egress routes, spread throughout the city. The majority are these parcels are in the western hillsides and east of US Highway 101, at the edge of the City Limits. Many of the evacuation-constrained parcels in these areas could be subject to damage from wildfires, flooding, or sea level rise. All evacuation-constrained parcels are in a least one hazard-prone area. The lack of multiple emergency access points limits roadway access for these properties, creating difficulties if there is a need to evacuate.

Figure S-1 Potential Evacuation Routes



Source: ESRI, 2022; PlaceWorks, 2023.
Note: This map is included for informational purposes and is not adopted as part of this General Plan.

Figure S-2 Evacuation-Constrained Areas



Source: ESRI, 2022; PlaceWorks, 2023.

GOALS, POLICIES, AND ACTIONS

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 1.1 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. Focus primarily on areas identified by the City as underserved and most vulnerable to loss of life and property due to proximity to hazardous incidences, and work to ensure funding is available to these communities as a key component of emergency readiness.
- Policy S 1.2 Local Hazard Mitigation Plan.** Incorporate by reference the San Mateo County Multi-jurisdictional Local Hazard Mitigation Plan, approved by the Federal Emergency Management Agency (FEMA) in 2021, along with any future updates or amendments, into this Safety Element in accordance with Government Code Section 65302.6.
- Policy S 1.3 Location of Critical Facilities.** Avoid locating critical facilities, such as hospitals, schools, fire, police, emergency service facilities, and other utility infrastructure, in areas subject to slope failure, wildland fire, flooding, sea level rise, and other hazards, to the extent feasible.
- Policy S 1.4 Multiple Egress Points.** Require new development to provide at least two points of emergency access (ingress and egress).
- Policy S 1.5 Emergency Planning Document Coordination.** Pursue integration of the City's existing safety and emergency management documents with one another, including this Safety Element, the Local Hazard Mitigation Plan, and other related documents.
- Policy S 1.6 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 1.7 Defensible Design.** Require that new development support effective law enforcement and fire protection by promoting a safe and accessible public realm, including investing in social gathering spaces, enhancing lighting and safety in public spaces through community-led planning, and ensuring adequate property maintenance.
- Policy S 1.8 Response Times.** When reviewing and analyzing roadway improvements, consider how emergency response times can be maintained and improved without reducing roadway user safety.

**Policy S 1.9**

Local Utility Cooperation. Work with local utility operators to coordinate any disruption in services, such as a public safety power shutoff (PSPS) event or other disruption that 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, particularly equity priority communities, to help them prepare.

Policy S 1.10

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 for recovery and reconstruction following the end of the hazard event.

**Policy S 1.11**

Evacuation Education. Include information about safe and effective evacuation as part of natural disaster 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 1.12**

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 equity priority communities.

Policy S 1.13

Emergency Training. Conduct training for all City employees to ensure basic understanding of Disaster Service Worker responsibilities, the State Emergency Management System, National Incident Management System, and the Incident Command System.

Policy S 1.14

Multijurisdictional Cooperation. Continue the development of local preparedness plans and multijurisdictional cooperation and communication for emergency situations.

Policy S 1.15

Emergency Preparedness. Coordinate with San Mateo County, neighboring cities, and nongovernmental partners to effectively prepare for and respond to hazards and natural disasters.

ACTIONS

Action S 1.16

Evacuation Routes. Maintain adequate evacuation routes as identified by arterial streets shown in the Circulation Element, Figure C-3. 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 1.17

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 1.18

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, and communications redundancies.

Action S 1.19 Community Centers and Recreation Spaces. Create an inventory of existing community center facilities and recreation spaces and assess their readiness to serve as a community shelter during a disaster. Following the inventory, create a facilities improvement plan that addresses deficiencies found in each facility or recreation space to improve resilience and disaster preparedness in the city.



Action S 1.20 Rebuilding Priorities. Establish rebuilding priorities and procedures in the event of a major disaster to expedite reconstruction and enhance access to funding opportunities with special emphasis on equity priority communities that are more vulnerable to climate hazards.

Action S 1.21 Resilient Power Systems. Explore the feasibility of on-site power generation and storage at City facilities to reduce reliance on regional power infrastructure in case of a hazard-caused power outage.



Action S 1.22 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 1.23 Community Training. Collaborate with SMC Fire to provide emergency preparedness trainings to maintain and expand existing Community Emergency Response Teams (CERTs).

Action S 1.24 Emergency Infrastructure and Equipment. Establish systems to ensure that traffic lights at major intersections, communications and radio infrastructure, and other critical infrastructure continues to function in the event of a localized power outage. Repair any damaged sets of infrastructure or equipment as needed to continue City operations.

Action S 1.25 Continuity of Operations. Regularly review, update, and implement the San Mateo Continuity of Operations/Continuity of Government Plan.

Action S 1.26 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 1.27 Emergency Notification System. Develop an emergency notification system (e.g., SMC Alert and Nixle) for flood-prone neighborhoods and businesses before, during, and after a climate hazard event, to assist with evacuation and other support activities. This includes coordination with the San Mateo County Flood and Sea Level Rise Resiliency District (One-Shoreline) on its early flood warning notification system.



GEOLOGIC AND SEISMIC HAZARDS

San Mateo is in a region of high seismicity with numerous local faults. The California Geological Survey classifies faults as “active” when they have ruptured the ground surface within the last 10,000 years, while “potentially active” faults are those formed during approximately the last 2 to 3 million years. There are two major active faults that run within six miles of the city:

- San Andreas Fault
- San Gregorio Fault

Movement on any of these two faults or other fault lines in the region could cause earthquakes, fault rupture, and liquefaction. A number of earthquakes of magnitude 5.0 or more have occurred in and near San Mateo over the last 35 years. Earthquakes are caused by a sudden dislocation of the Earth’s crust or a fault rupture, which is when the Earth’s crust slides in opposite directions along the fault line. Figure S-3 shows where the most severe ground shaking would occur from an earthquake.

The Alquist-Priolo Earthquake Fault Zoning Act is a State law that limits development along active faults in areas known as Alquist-Priolo Fault Zones. The city may also be subject to tsunami hazards from earthquakes, which is discussed in more detail in the Flood Hazards section.

A secondary effect of seismic activity is liquefaction, which occurs when sandy or silty soil materials become saturated during ground shaking and liquefy. This can damage pipelines, cause roadways and airport runways to buckle, and damage or destroy building foundations. Figure S-4 shows the potential liquefaction areas in the city. Areas along the shoreline and east of US Highway 101 are most susceptible to liquefaction.

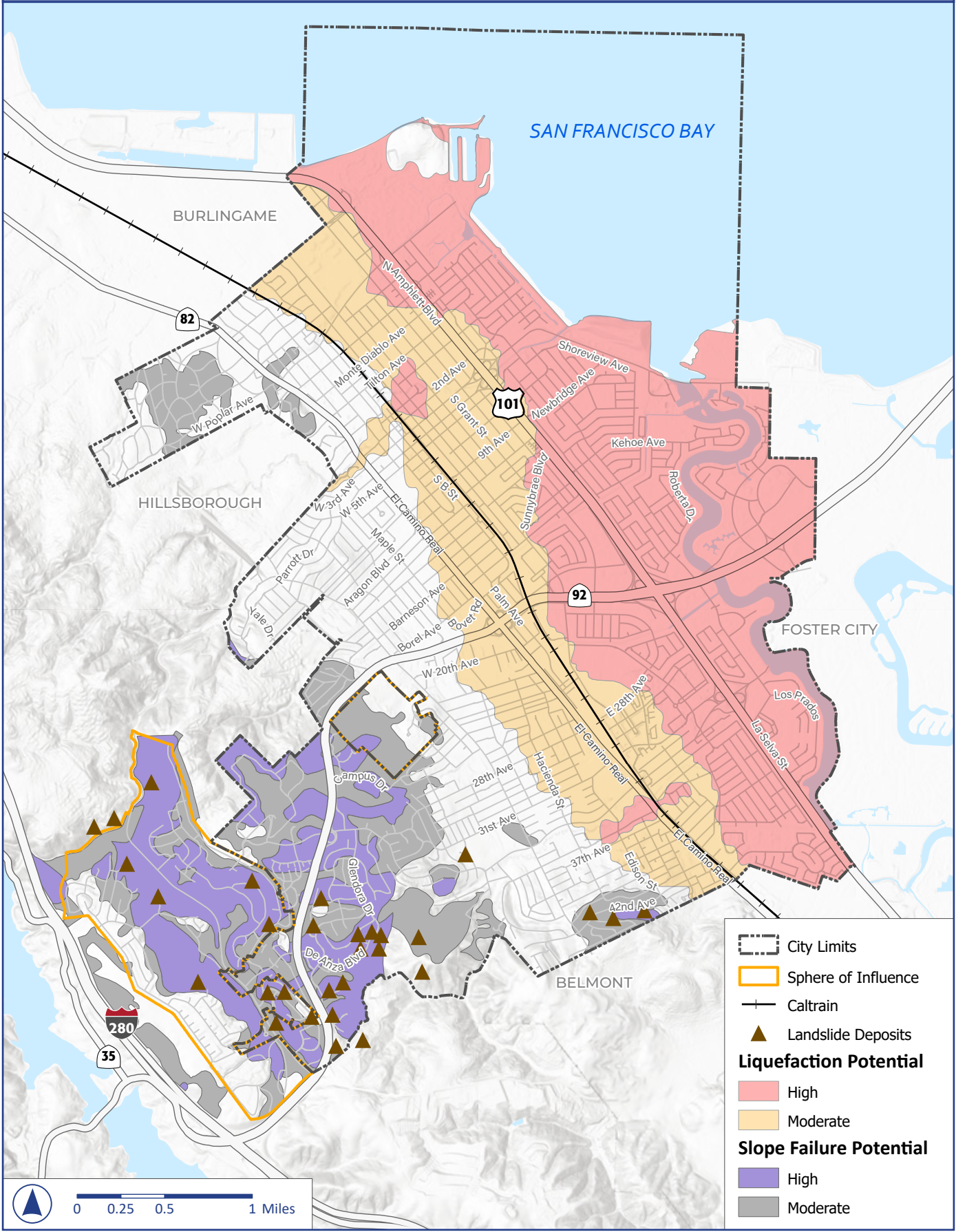
Other non-seismic geologic hazards are landslides and erosion, which can occur gradually, continuously, or suddenly, often with disastrous results. In San Mateo, landslides are often triggered by heavy rain, so the potential for landslides largely coincides with severe storms that saturate steep, loose soils. Earthquakes can also trigger landslides, and western areas of the city are highly susceptible to landslides, as shown in Figure S-4.

Figure S-3 Shaking Amplification During Earthquakes



Source: California Integrated Seismic Network (CISN), 2021; ESRI, 2022; PlaceWorks, 2023.

Figure S-4 Slope Stability and Liquefaction



Source: City of San Mateo, 2022; ESRI, 2022; PlaceWorks, 2023.

GOALS, POLICIES, AND ACTIONS

GOAL S-2 Take steps to protect the community from unreasonable risk to life and property caused by seismic and geologic hazards.

POLICIES

- Policy S 2.1 Geologic Hazards.** Require site-specific geotechnical and engineering studies, subject to the review and approval of the delegated City Engineer and Building Official, for development proposed on sites identified in Figure S-4 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 2.2 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 2.3 Vulnerable Buildings.** Encourage modifications to existing unreinforced masonry and soft story buildings, and similar unsafe building conditions to reduce the associated life safety hazards from ground shaking during earthquakes, as shown on Figure S-3. Require voluntary structural modifications to be designed in character with the existing architectural style.
- Policy S 2.4 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-4.

ACTIONS

Action S 2.5 Seismic Shaking Mapping. Consult with a geology specialist to update the City's geologic hazard mapping, documenting the areas within the city with moderate or high potential for liquefaction or ground failure, as shown in Figure S-4.



Action S 2.6 Incentives for Seismic Upgrades. Develop and implement a program to provide financial incentives and education to building owners to support seismic upgrades.

Action S 2.7 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.

Action S 2.8 Unreinforced Masonry Buildings. Establish and maintain an inventory of unreinforced masonry building in the city and work with the property owners to upgrade the buildings to meet minimum safety and building code requirements.

Action S 2.9 Soft Story Buildings. Establish and maintain an inventory of soft story multifamily residential buildings in the city. Educate residents about the vulnerability of soft story construction to severe damage and potential collapse during a significant seismic event, and work with property owners to substantially improve the seismic performance of these residential buildings to meet current structural building design standards.

FLOOD HAZARDS

Flooding occurs when there is too much water in inland areas to be held in local water detention areas, be carried away by drains or creeks, or soak into the soil. When this happens, water can build up and wash into normally dry areas, causing significant harm to buildings, people, and habitats. Floods can be caused by heavy rainfall or long periods of moderate rainfall, or clogged drains during periods of little rainfall. In rare instances, a break in a dam, levee, water pipe, or water tank can also cause flooding.

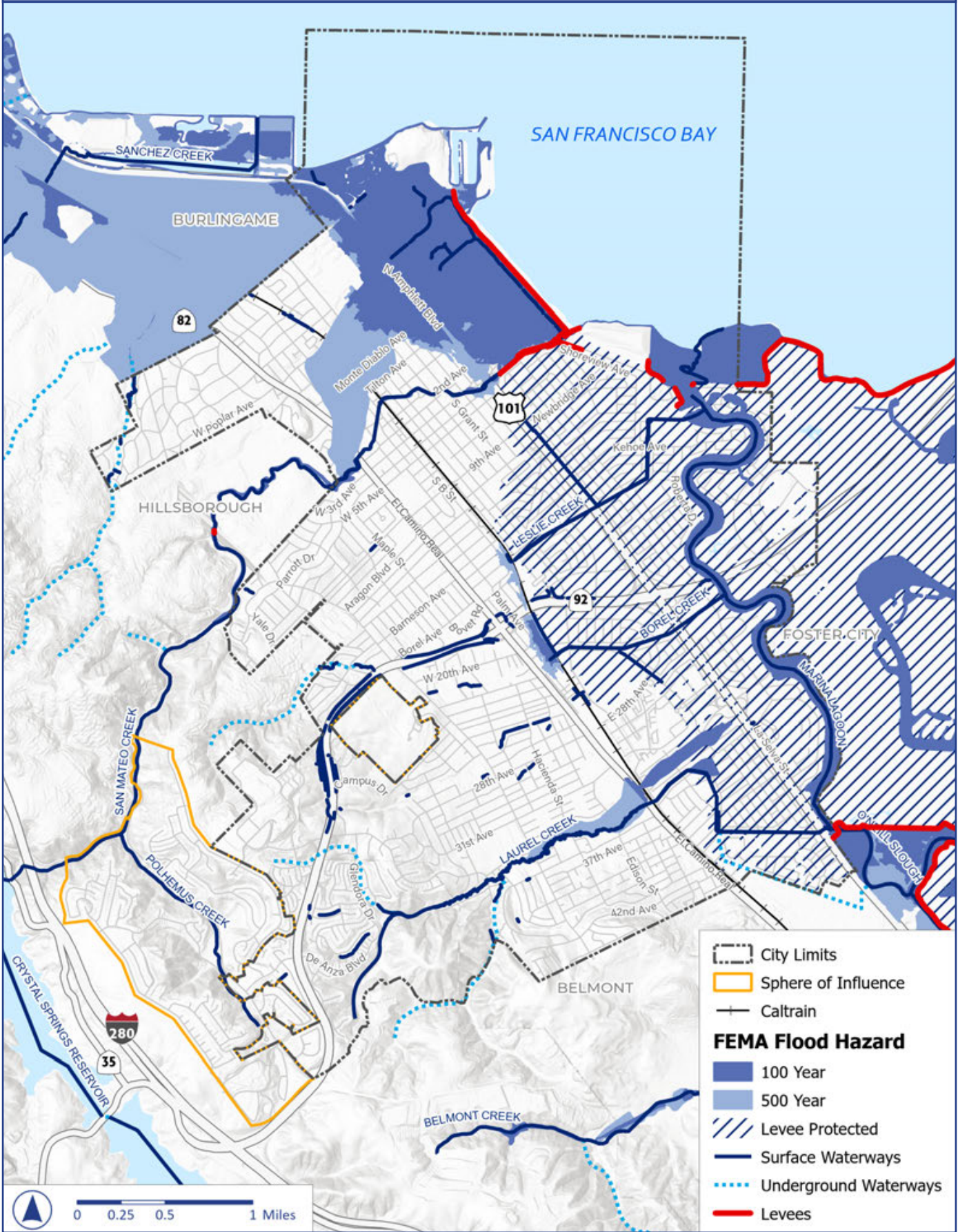
FEMA maps areas at risk of inundation from a 100-year flood, which has a 1 percent chance of occurring in any year, and a 500-year flood, where the risk of flooding is 0.2 percent annually, as shown in Figure S-5. These areas are primarily located along creeks, including Laurel Creek and San Mateo Creek, and east of El Camino Real. Climate change may increase the frequency and severity of storms and expand the parts of the city that are considered prone to flooding.

Flooding can also be induced by dam failure, which is caused by structural failure or deficiency associated with intense rainfall, prolonged flooding, earthquakes, landslides, or equipment malfunction. There are two dams of significant concern to San Mateo, as shown in Figure S-6. Failure of Crystal Springs Dam and Laurel Creek Dam would inundate areas along San Mateo Creek and Laurel Creek, and the eastern sections of the city towards the San Francisco Bay. Although dam failures are very rare, they aren't unprecedented. Each dam is required to have a comprehensive emergency action plan approved by the California Department of Water Resources, Division of Safety of Dams.

Tsunamis, caused by offshore earthquakes, can severely damage property, result in loss of lives, disrupt emergency services, and obstruct roads through intense flooding. Figure S-7 illustrates the areas that may be subject to tsunami inundation in San Mateo, which include shoreline areas along the San Francisco Bay. As shown in Figure S-7, although much of the tsunami flooding would occur in the northeast portion of the city, the area of tsunami inundation along the southeast corner of the city originates from the Belmont Slough and would stop at the levee, where the Bay Trail is located and the lagoon starts. Earthquakes with magnitudes below 6.5 are very unlikely to trigger a tsunami. See also the Geologic and Seismic Hazards section of this element for more information on earthquake hazards.

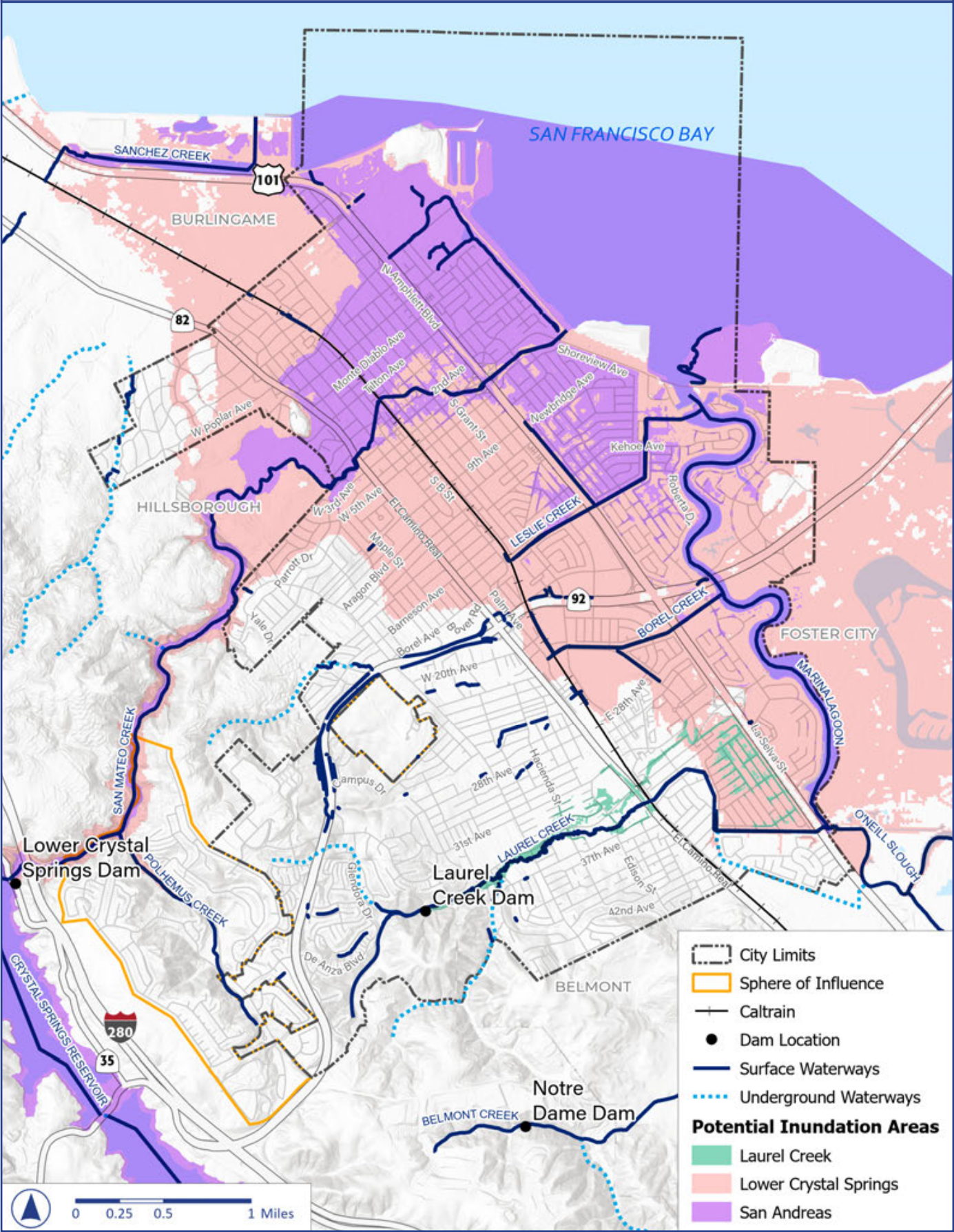
As discussed in the Public Services and Facilities Element, San Mateo has levees that protect the city from flooding from creeks and the San Francisco Bay. Non-federal levees are along the shoreline of Seal Point Park, and over 1,300 feet of levees have been upgraded along the San Mateo and Burlingame border. The San Mateo County Flood and Sea Level Rise Resiliency District, or OneShoreline, was created in 2020 to facilitate multijurisdictional flood and sea level rise resiliency projects in San Mateo County. Earthquakes or overtopping due to major storms can cause levees to fail, flooding the shoreline areas of the city.

Figure S-5 Potential Flood Hazards



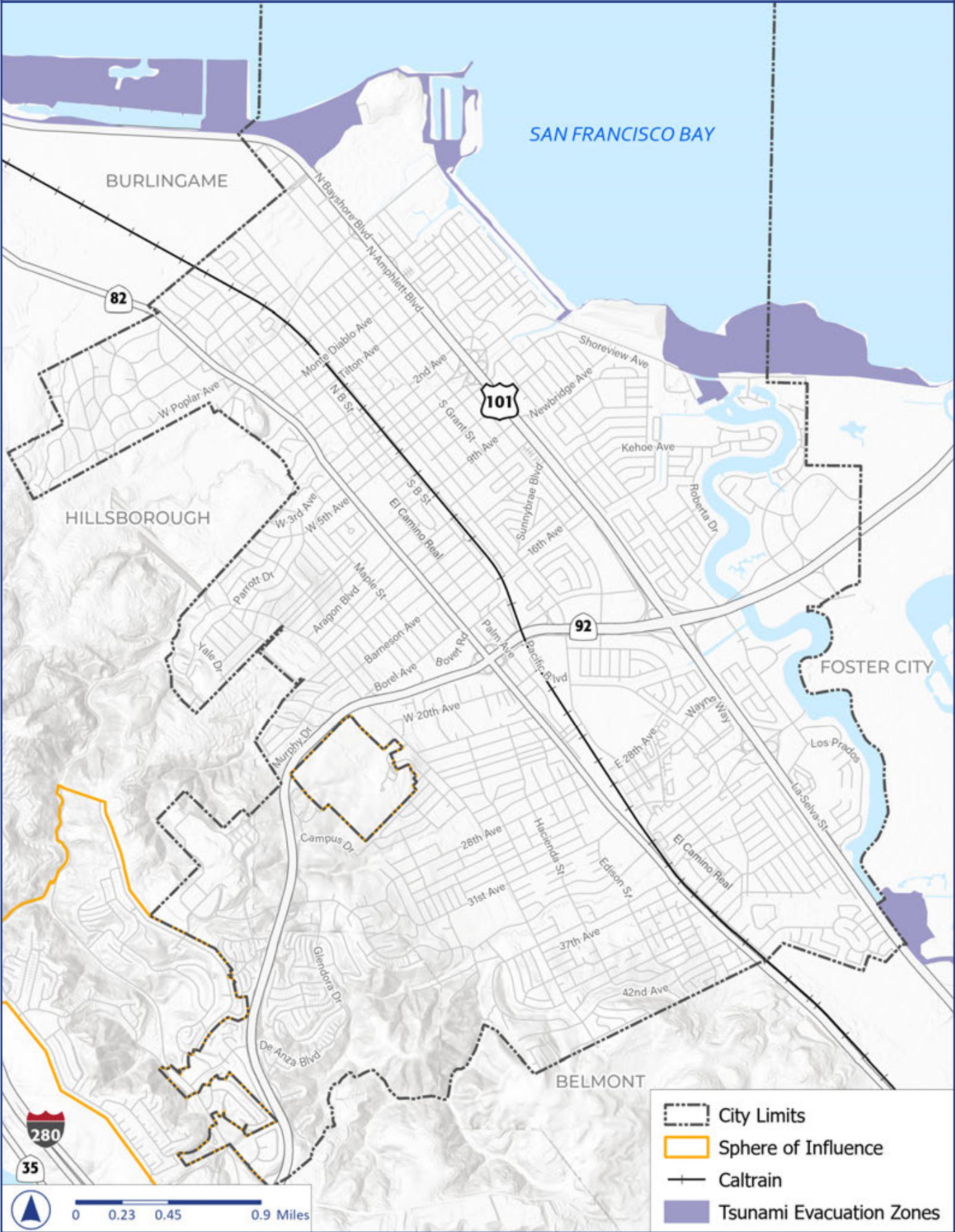
Source: CalDWR, 2022; FEMA, 2022; ESRI, 2022; PlaceWorks, 2023.

Figure S-6 Potential Flood Hazards – Dam and Levee Failure



Source: CalDWR, 2022; ESRI, 2022; PlaceWorks, 2023.

Figure S-7 Tsunami Hazard Zones



Source: CGS, 2022; ESRI, 2022; PlaceWorks, 2023.
Note: This map is included for informational purposes and is not adopted as part of this General Plan.



GOALS, POLICIES, AND ACTIONS

GOAL S-3 Protect the community from unreasonable risk to life and property caused by flood hazards.

POLICY

Policy S 3.1 Development within Floodplains. Protect new development and substantial retrofits within a floodplain by requiring the lowest finish floor elevation to be above the applicable floodwater elevation or by incorporating other flood-proofing measures consistent with Federal Emergency Management Agency (FEMA) regulations, OneShoreline guidance, the City's Floodplain Management Ordinance, and other City policy documents.

ACTIONS

Action S 3.2 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 3.3 Flood Risk Mapping Data. Regularly update mapping data pertaining to the 100-year and 500-year floodplains, dams, and levee failure as information becomes available.

Action S 3.4 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 3.5 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.

SEA LEVEL RISE

As global temperatures increase, glaciers and other land ice near the north and south poles melt and sea levels rise. Higher temperatures also cause water to expand in oceans, further contributing to sea level rise. Rising seas increase the risk of flooding, storm surge inundation, erosion and shoreline retreat, and wetland loss. According to OneShoreline, San Mateo County as a whole is the most vulnerable county in California to sea level rise because of its extensive coastline and Bay shoreline and the number of people, value of properties, and critical assets in sea level rise-prone areas. Along the shoreline of the city, different scenarios project that sea levels will rise between 1.1 and 2.7 feet by 2050, with levels above 2 feet likely, and by 3.4 to 10.2 feet by 2100. However, it is possible that sea levels could rise faster than these projections. Figures S-8 and S-9 display the expected sea level rise in San Mateo in 2050 (2 feet) and 2100 (7 feet) based on the Ocean Protection Council's 2018 Updated California Sea Level Rise Guidance, featuring models from the Adapting to Rising Tides program of the San Francisco Bay Conservation and Development Commission (BCDC). These figures do not reflect the improvements currently underway for the Foster City levee system.

Rising sea levels can also cause the shoreline to flood more frequently and severely during storms or king tide events. King tides are abnormally high, predictable astronomical tides that occur about twice per year, with the highest tides occurring when the earth, moon, and sun are aligned. Because sea level rise will cause ocean levels to be higher during normal conditions, shoreline floods can reach further onto land. For example, a storm that has a one in five chance of occurring in a given year (known as a five-year storm) can create a temporary increase in sea levels of approximately two feet. The goals, policies, and actions in this section call for planning for a medium- to high-risk aversion scenario in 2100. This scenario uses a 1 in 200 chance for sea level rise projections, providing a precautionary projection that can be used for less adaptive (less able to make changes that reduce harm in response to hazards), more vulnerable developments or populations that will experience moderate to high consequences if actions are not taken to address sea level rise in these areas. Figure S-10 shows shoreline flooding on top of sea level rise in the event of a five-year storm for 2050.

Rising sea levels also threaten a significant portion of San Mateo's housing, commercial buildings, essential infrastructure, and economic drivers, as low-lying land near the shoreline could be subject to more frequent flooding. Affected essential infrastructure includes US Highway 101, State Route (SR-) 92, and the Caltrain station and associated railroad infrastructure. Meanwhile, rising tides may increase groundwater levels, inundating contaminated soils. Given that some contaminated sites in San Mateo sit near the shoreline, rising groundwater may cause contaminated soils to leach into new, different areas.

Natural ecosystems in the bay will be disrupted by the higher tide levels and intrusion of saltwater into freshwater creek systems and the Marina Lagoon. Historically, marshlands along the shoreline have adapted to changes in sea level by building up sediment, increasing the height of the marsh to keep pace with the tide levels of the San Francisco Bay, and moving inland. However, eastern San Mateo is lined with a three-mile levee system that has very little marsh habitat, and any habitat migration is expected to be outpaced by sea level rise. Creative integration of nature-based solutions to combine natural buffers with San Mateo's extensive existing levee system to mitigate flooding risks could be an opportunity to re-establish ecological communities and enhance natural areas, such as the creeks throughout the city and the Marina Lagoon.

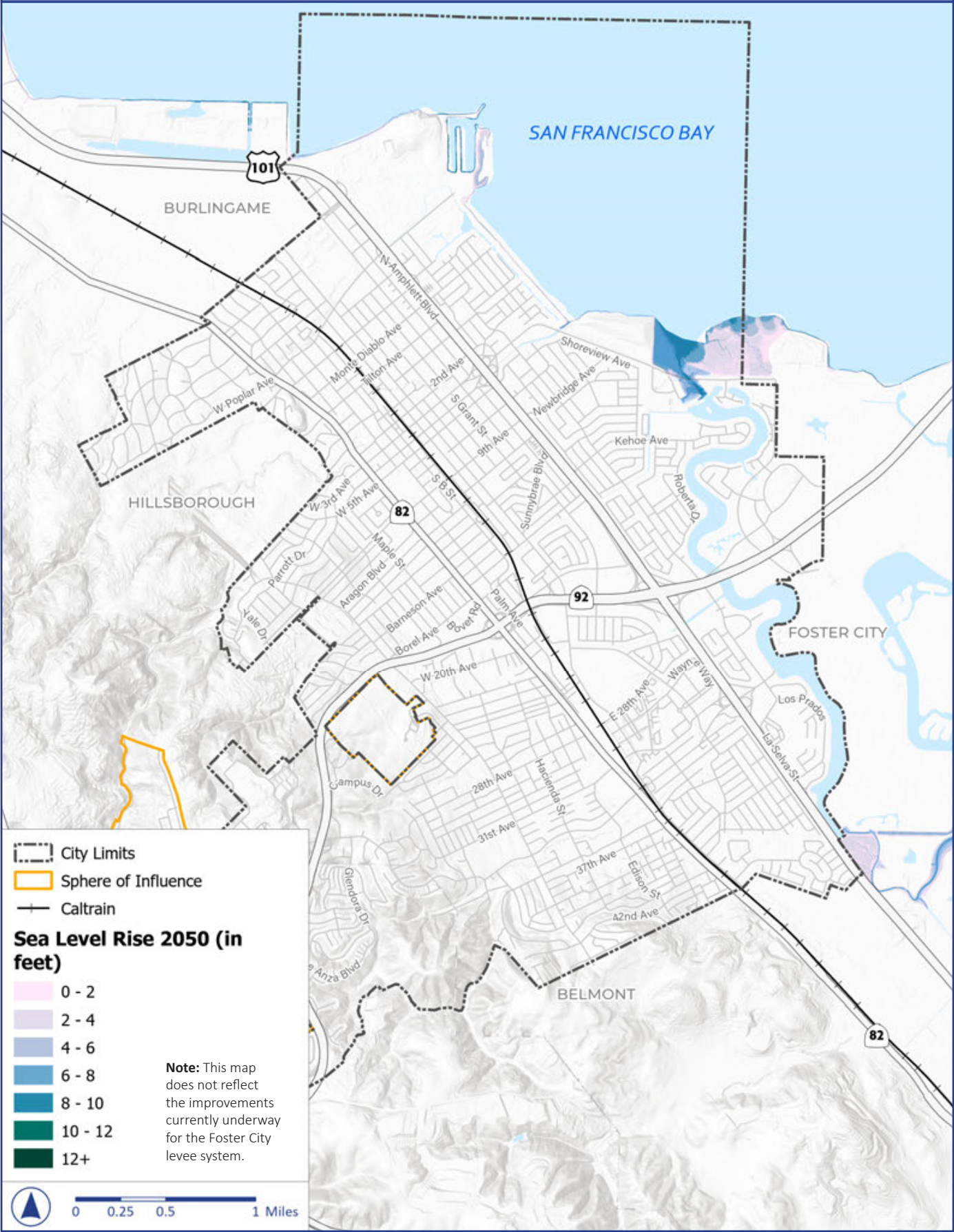


In 2023, the City completed improvements in the North Shoreview neighborhood, which is south of Coyote Point, roughly bound by San Mateo Creek to the south, U.S. Highway 101 to the west, the Poplar Creek Golf Course to the north, and San Francisco Bay to the east. Ground elevations in the neighborhood range from below sea level to about 10 feet above sea level, so the area is susceptible to flooding from San Francisco Bay and stormwater runoff that collects behind the levees protecting the neighborhood from bay water intrusion. Figure S-11 shows a map of the neighborhood and the various structures and facilities that provide protection against these flood risks. The City upgraded the Coyote Point and Poplar Avenue pump stations and made improvements to a section of the Bayfront Levee. With the added protection, approximately 1,600 properties in North Shoreview will be removed from the 100-year flood zone once approved by FEMA. The levee improvements will add 3.9 feet above the predicted base flood elevation to account for sea level rise.

Neighboring Foster City is also in the process of constructing improvements to their levee system, which interconnects with the City of San Mateo's system. Their improvements will provide protection from the 100-year flood and an additional 3 feet above the predicted base flood elevation to account for sea level rise.

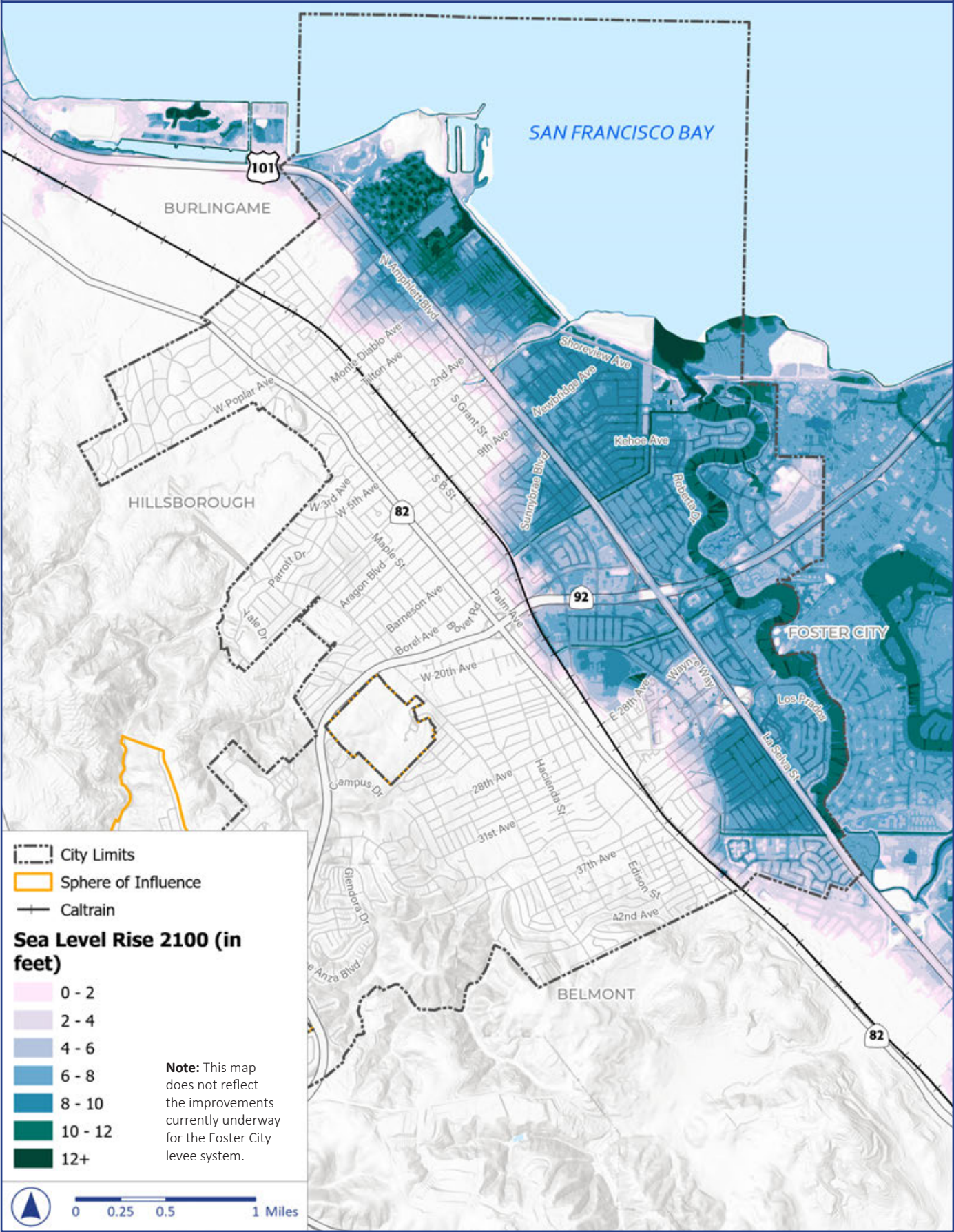
The City of San Mateo will continue working with regional, State, and federal partners to proactively address the potential impacts of sea level rise. The City regularly participates in data gathering and mapping, collaborates with OneShoreline, manages a new assessment district in North Shoreview to fund necessary flood protection improvements, and completes infrastructure projects to provide flood protection. The City is also engaged through the BayCAN collaborative, a Bay Area-wide collaborative network of local governments and organizations focused on responding effectively and equitably to the impacts of climate change.

Figure S-8 2050 Sea Level Rise



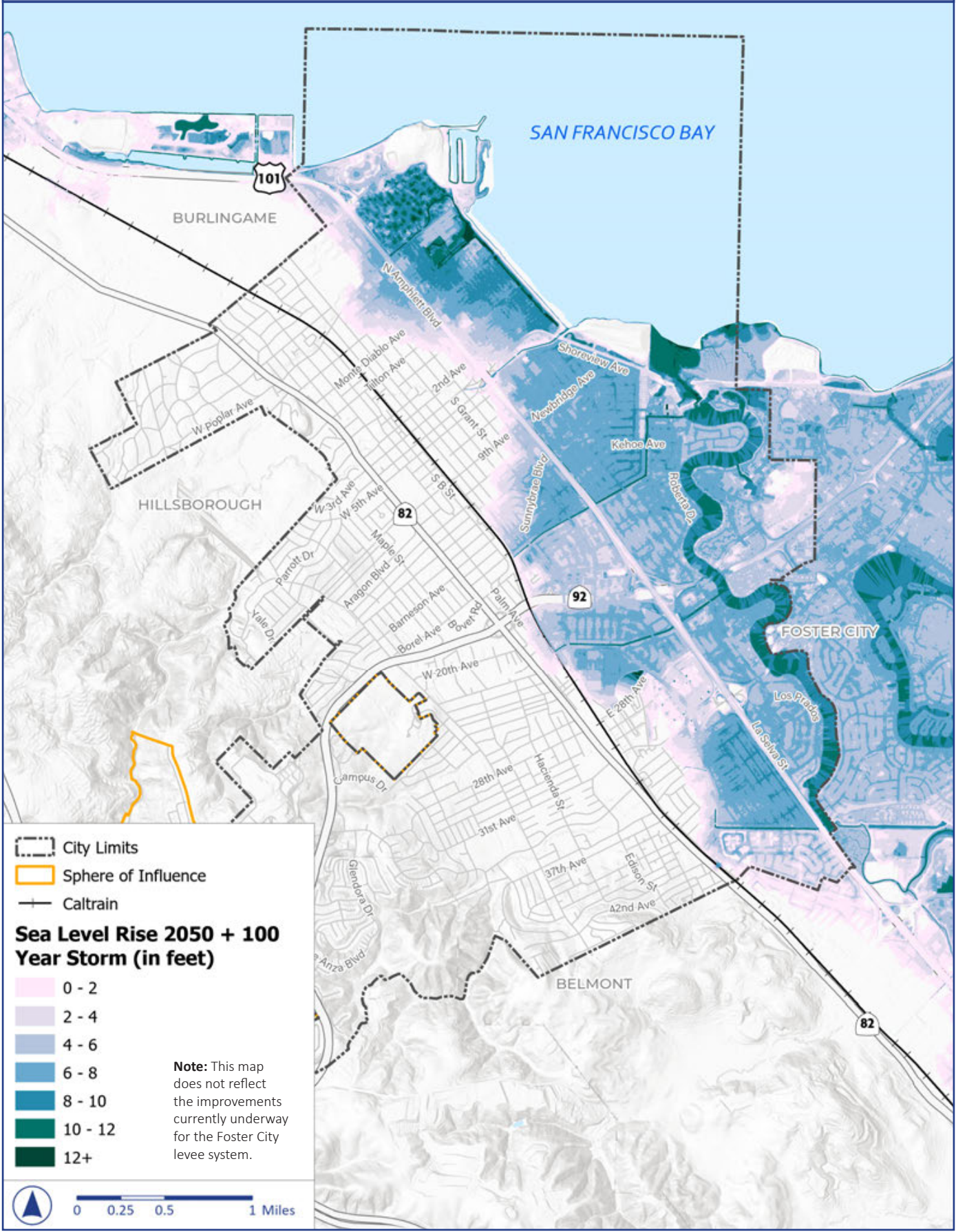
Source: ESRI, 2022; PlaceWorks, 2023.
Note: This map is included for informational purposes and is not adopted as part of this General Plan.

Figure S-9 2100 Sea Level Rise



Source: ESRI, 2022; PlaceWorks, 2023.
Note: This map is included for informational purposes and is not adopted as part of this General Plan.

Figure S-10 2050 Sea Level Rise Plus 100-Year Storm



Source: ESRI, 2022; PlaceWorks, 2023.
Note: This map is included for informational purposes and is not adopted as part of this General Plan.

Figure S-11 North Shoreview Flood Protection Improvements



Note: This map is included for informational purposes and is not adopted as part of this General Plan.

GOALS, POLICIES, AND ACTIONS

GOAL S-4 Develop regionally coordinated sea level rise adaptation measures and programs.

POLICIES

Policy S 4.1 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 4.2 Sea Level Rise and Groundwater Rise Protection. Ensure that new development, substantial retrofits, critical facilities, City-owned buildings, and existing and future flood control infrastructure are planned and designed to accommodate climate change hazards, including increases in flooding, sea level rise, and rising groundwater, based on the best available science.



Policy S 4.3 Natural Infrastructure. Consider the use of nature-based solutions and natural infrastructure in sea level rise adaptation strategies.

Policy S 4.4 OneShoreline Coordination. Coordinate with OneShoreline to develop and implement coordinated approaches to sea level rise with other San Mateo County jurisdictions.

ACTIONS

Action S 4.5 Climate Change Adaptation Plan. Assess sea level rise projections, consistent with OneShoreline recommendations, identify the extent of areas vulnerable to sea level rise in the city, and develop a Climate Change Adaptation Plan that sets a comprehensive strategy and includes planning and design standards for climate risk protection. Use this plan to evaluate development applications to ensure projects are protected from sea level rise hazards over the life of the project and to assess public infrastructure needs for adequate protection.

Action S 4.6 Sea Level Rise Monitoring. 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 4.7 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 4.8 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 4.9 Sea Level Overlay Zone. Study the feasibility of establishing a sea level rise overlay zone that would allow for the creation of adaptation policies, rules, or construction codes unique to this area, and consistent with OneShoreline guidance, to require properties be made resilient to sea level rise.

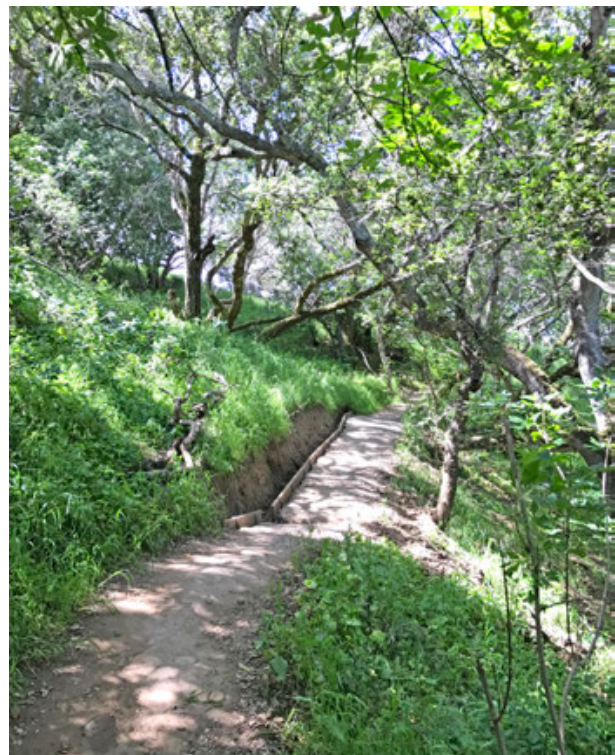
Action S 4.10 Sea Level Rise Funding. Study options for establishing dedicated General Fund dollars to support efforts to address sea level rise, including sufficiently supporting OneShoreline.

Action S 4.11 New Development. Explore creation of a new fee for new development along the bay shoreline to fund sea level rise protection measures and adaptation strategies.

WILDFIRE HAZARDS

Wildfires are a regular feature of the landscape in much of California and can be sparked by lightning, malfunctioning equipment, vehicle crashes, or other causes. High winds, such as the Diablo Winds, can cause fires to spread rapidly and erratically, increasing the difficulty of containment and possibility of burning into developed areas. In addition to direct fire impacts on people and property, wildfires remove stabilizing vegetation from hillsides, increasing the likelihood of future landslides. When wildfires burn at very high temperatures, soils can become hydrophobic, preventing the ground from absorbing stormwater and causing flooding downslope. Residents can also be harmed by smoke from wildfires in the region or across northern California. Particulate matter from smoke can cause respiratory illnesses, especially for those who spend a lot of time outdoors during smoky conditions.

The California Department of Forestry and Fire Protection (CAL FIRE) designates lands into responsibility areas based on who is financially responsible for fire-protection services. Local Responsibility Areas (LRAs) include areas where City fire departments or local fire protection districts are charged with fire protection. State Responsibility Areas (SRAs) include unincorporated areas and State lands where the State has financial responsibility for wildfire protection. San Mateo is within an LRA, and the San Mateo Consolidated Fire Department provides fire prevention and protection services for the area. There are no locations in San Mateo that currently lack access to fire-protection services.



Within the responsibility areas, CAL FIRE designates (with City approval) lands as Moderate, High, or Very High Fire Hazard Severity Zones. As shown in Figure S-12, Very High Fire Hazard Severity Zones are in western San Mateo between the City Limits and SR-92, as well as near Yale Drive and St. Johns Cemetery. Current mapping does not yet designate Moderate or High Fire Hazard Severity Zones in the City Limits. Users should consult the most recent available mapping from CAL FIRE's Fire and Resource Assessment Program (FRAP).¹ Future updates to this Safety Element will include new fire mapping data as it becomes available.

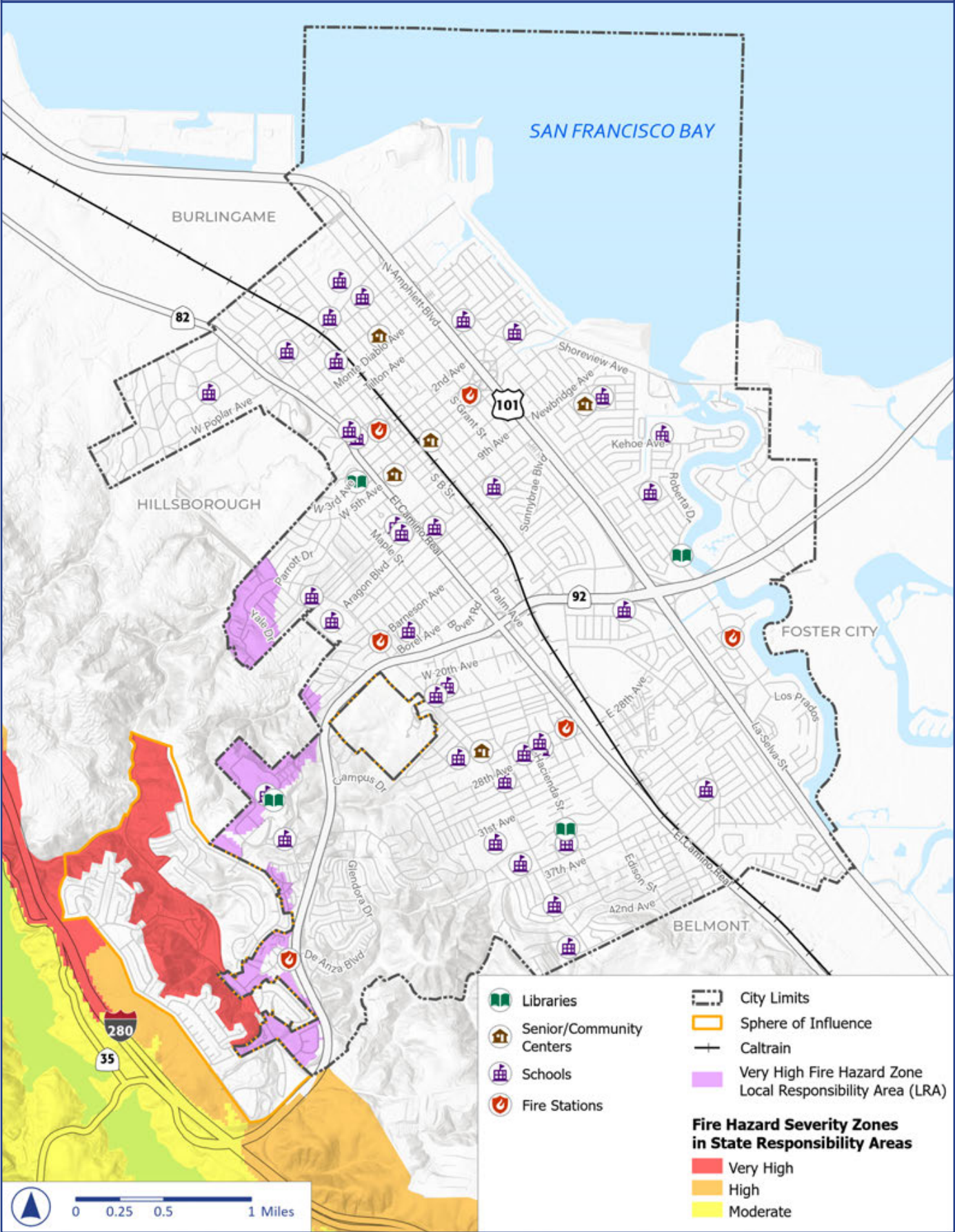
Wildfires may start in wildland areas, natural areas in the unincorporated county, but they can easily spread to developed areas in the city between urban development and wildlands. This area is called the Wildland-Urban Interface (WUI), as shown in Figure S-13. The WUI is made up of two distinct zones. The interface zone contains dense housing or other structures next to vegetation but has little wildland vegetation that can burn in a wildfire. The wildland zones have higher concentrations of wildland vegetation with fewer structures and may have limited access and/or steeper terrain that makes controlling wildfires more difficult. As shown in Figure S-13, the wildland zones are in and near Laurelwood Park and in open space areas near the Peninsula Golf & Country Club. The interface zones border the park and open space areas and include residential neighborhoods, roadways, and other infrastructure throughout west and southwestern parts of San Mateo.

Within the Very High Fire Hazard Severity Zones and WUI zones, there are existing homes, businesses, and public land uses, as well as associated infrastructure like major roadways (e.g., SR-92 and Interstate 280), electrical transmission infrastructure, water and wastewater distribution systems, and communication facilities. Much of this development occurred prior to wildfire hazard mapping; the policies and actions in this element limit future residential development in Very High Fire Hazard Severity Zones and aim to protect existing buildings and infrastructure. Meanwhile, State law requires that homeowners in the WUI zones create and maintain defensible space around homes and other structures, keep roofs clear of flammable material, and use spark arresters on chimneys. Figure S-14 shows the land use designations within Very High Fire Hazard Severity Zones for the Strive San Mateo General Plan 2040.

Although no fires have burned in close proximity to San Mateo since CAL FIRE has kept records (1878), several fires have burned in the unincorporated areas of San Mateo County. Recently, the 2020 CZU Lightning Complex Fire burned over 86,000 acres in southern San Mateo County. In 2022, a wildfire burned in the Emerald Hills area of Redwood City, to the south of San Mateo, which could have burned into the city under different conditions. Areas that have previously burned, regardless of their location within or outside of a Fire Hazard Severity Zone, are likely to burn again. Due to climate change, fire activity is projected to increase where development expands in the WUI zones and in areas of high winds.

¹ Available at <https://frap.fire.ca.gov>.

Figure S-12 Wildfire Hazard Zones



Source: CalFire, 2022; ESRI, 2022; PlaceWorks, 2023.
Note: This map is a draft and will be updated once CalFire publishes the new Wild Hazard Zones.

Figure S-13 Wildland-Urban Interface

The map displays the Wildland-Urban Interface (WUI) in the San Francisco Peninsula. The legend defines the following categories:

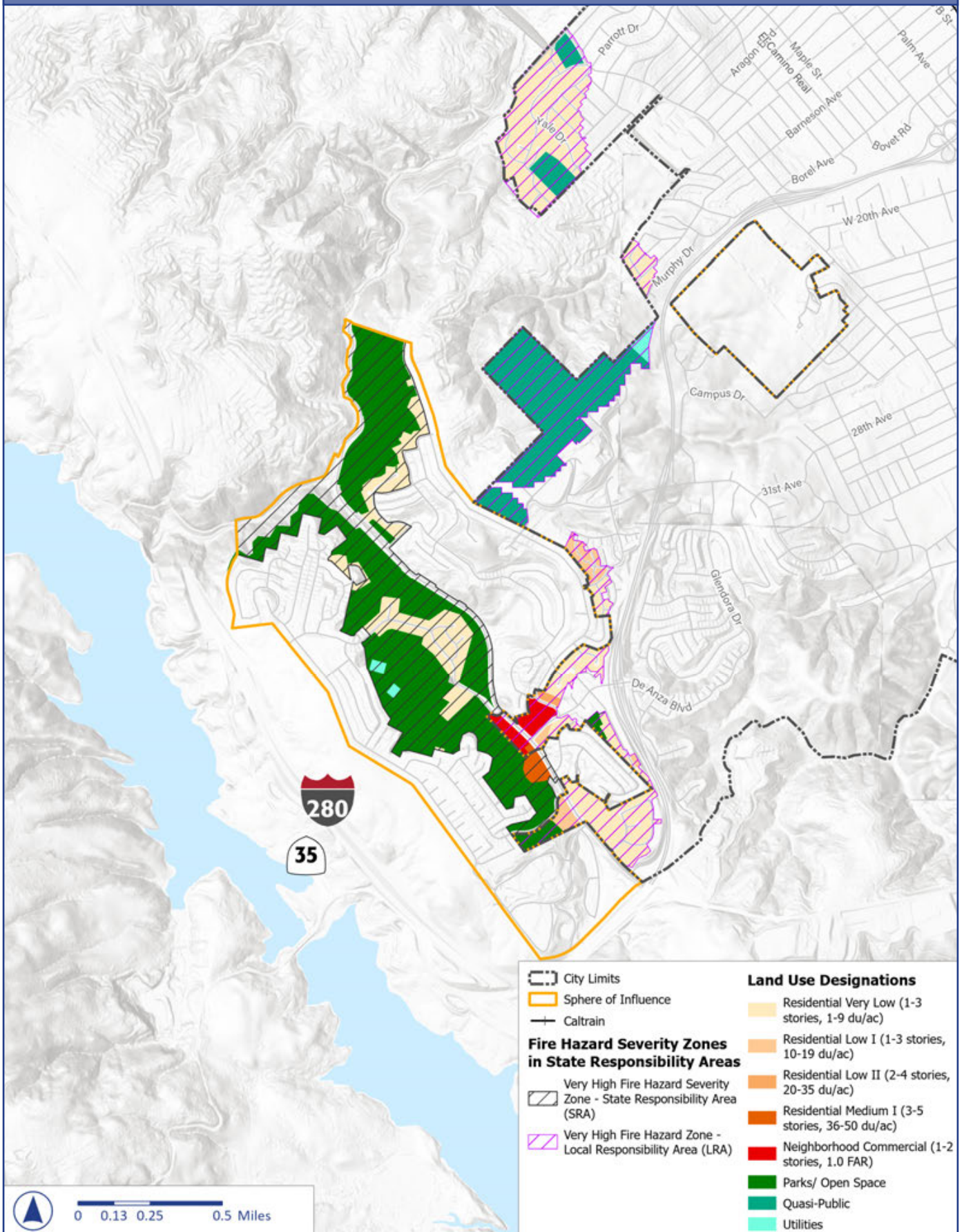
- City Limits:** Dashed line
- Sphere of Influence:** Orange outline
- Caltrain:** Black line with cross-ticks
- Interface Risk Category:**
 - Interface Smoke Risk: Hatched pattern
 - Interface Low: Yellow
 - Interface Moderate: Orange
 - Interface High: Red
- Wildland Risk Category:**
 - Wildland Low: Light pink
 - Wildland Moderate: Purple
 - Wildland High: Dark purple
- Other Features:**
 - Fire Stations: Red fire icon
 - Schools: Purple school icon
 - Senior/Community Centers: Brown house icon
 - Libraries: Green book icon

The map shows the following locations and features:

- Cities:** BURLINGAME, HILLSBOROUGH, BELMONT, FOSTER CITY
- Highways:** 82, 101, 92, 280, 35
- Streets:** N Amphlett Blvd, Shoreview Ave, Newbridge Ave, Grant St, 9th Ave, Sunnydale Blvd, W Poplar Ave, Monte Diablo Ave, Milton Ave, 2nd Ave, W 3rd Ave, W 5th Ave, W 7th Ave, W 9th Ave, W 11th Ave, W 13th Ave, W 15th Ave, W 17th Ave, W 19th Ave, W 21st Ave, W 23rd Ave, W 25th Ave, W 27th Ave, W 29th Ave, W 31st Ave, W 33rd Ave, W 35th Ave, W 37th Ave, W 39th Ave, W 41st Ave, W 43rd Ave, W 45th Ave, W 47th Ave, W 49th Ave, W 51st Ave, W 53rd Ave, W 55th Ave, W 57th Ave, W 59th Ave, W 61st Ave, W 63rd Ave, W 65th Ave, W 67th Ave, W 69th Ave, W 71st Ave, W 73rd Ave, W 75th Ave, W 77th Ave, W 79th Ave, W 81st Ave, W 83rd Ave, W 85th Ave, W 87th Ave, W 89th Ave, W 91st Ave, W 93rd Ave, W 95th Ave, W 97th Ave, W 99th Ave, W 101st Ave, W 103rd Ave, W 105th Ave, W 107th Ave, W 109th Ave, W 111th Ave, W 113th Ave, W 115th Ave, W 117th Ave, W 119th Ave, W 121st Ave, W 123rd Ave, W 125th Ave, W 127th Ave, W 129th Ave, W 131st Ave, W 133rd Ave, W 135th Ave, W 137th Ave, W 139th Ave, W 141st Ave, W 143rd Ave, W 145th Ave, W 147th Ave, W 149th Ave, W 151st Ave, W 153rd Ave, W 155th Ave, W 157th Ave, W 159th Ave, W 161st Ave, W 163rd Ave, W 165th Ave, W 167th Ave, W 169th Ave, W 171st Ave, W 173rd Ave, W 175th Ave, W 177th Ave, W 179th Ave, W 181st Ave, W 183rd Ave, W 185th Ave, W 187th Ave, W 189th Ave, W 191st Ave, W 193rd Ave, W 195th Ave, W 197th Ave, W 199th Ave, W 201st Ave, W 203rd Ave, W 205th Ave, W 207th Ave, W 209th Ave, W 211st Ave, W 213rd Ave, W 215th Ave, W 217th Ave, W 219th Ave, W 221st Ave, W 223rd Ave, W 225th Ave, W 227th Ave, W 229th Ave, W 231st Ave, W 233rd Ave, W 235th Ave, W 237th Ave, W 239th Ave, W 241st Ave, W 243rd Ave, W 245th Ave, W 247th Ave, W 249th Ave, W 251st Ave, W 253rd Ave, W 255th Ave, W 257th Ave, W 259th Ave, W 261st Ave, W 263rd Ave, W 265th Ave, W 267th Ave, W 269th Ave, W 271st Ave, W 273rd Ave, W 275th Ave, W 277th Ave, W 279th Ave, W 281st Ave, W 283rd Ave, W 285th Ave, W 287th Ave, W 289th Ave, W 291st Ave, W 293rd Ave, W 295th Ave, W 297th Ave, W 299th Ave, W 301st Ave, W 303rd Ave, W 305th Ave, W 307th Ave, W 309th Ave, W 311st Ave, W 313rd Ave, W 315th Ave, W 317th Ave, W 319th Ave, W 321st Ave, W 323rd Ave, W 325th Ave, W 327th Ave, W 329th Ave, W 331st Ave, W 333rd Ave, W 335th Ave, W 337th Ave, W 339th Ave, W 341st Ave, W 343rd Ave, W 345th Ave, W 347th Ave, W 349th Ave, W 351st Ave, W 353rd Ave, W 355th Ave, W 357th Ave, W 359th Ave, W 361st Ave, W 363rd Ave, W 365th Ave, W 367th Ave, W 369th Ave, W 371st Ave, W 373rd Ave, W 375th Ave, W 377th Ave, W 379th Ave, W 381st Ave, W 383rd Ave, W 385th Ave, W 387th Ave, W 389th Ave, W 391st Ave, W 393rd Ave, W 395th Ave, W 397th Ave, W 399th Ave, W 401st Ave, W 403rd Ave, W 405th Ave, W 407th Ave, W 409th Ave, W 411st Ave, W 413rd Ave, W 415th Ave, W 417th Ave, W 419th Ave, W 421st Ave, W 423rd Ave, W 425th Ave, W 427th Ave, W 429th Ave, W 431st Ave, W 433rd Ave, W 435th Ave, W 437th Ave, W 439th Ave, W 441st Ave, W 443rd Ave, W 445th Ave, W 447th Ave, W 449th Ave, W 451st Ave, W 453rd Ave, W 455th Ave, W 457th Ave, W 459th Ave, W 461st Ave, W 463rd Ave, W 465th Ave, W 467th Ave, W 469th Ave, W 471st Ave, W 473rd Ave, W 475th Ave, W 477th Ave, W 479th Ave, W 481st Ave, W 483rd Ave, W 485th Ave, W 487th Ave, W 489th Ave, W 491st Ave, W 493rd Ave, W 495th Ave, W 497th Ave, W 499th Ave, W 501st Ave, W 503rd Ave, W 505th Ave, W 507th Ave, W 509th Ave, W 511st Ave, W 513rd Ave, W 515th Ave, W 517th Ave, W 519th Ave, W 521st Ave, W 523rd Ave, W 525th Ave, W 527th Ave, W 529th Ave, W 531st Ave, W 533rd Ave, W 535th Ave, W 537th Ave, W 539th Ave, W 541st Ave, W 543rd Ave, W 545th Ave, W 547th Ave, W 549th Ave, W 551st Ave, W 553rd Ave, W 555th Ave, W 557th Ave, W 559th Ave, W 561st Ave, W 563rd Ave, W 565th Ave, W 567th Ave, W 569th Ave, W 571st Ave, W 573rd Ave, W 575th Ave, W 577th Ave, W 579th Ave, W 581st Ave, W 583rd Ave, W 585th Ave, W 587th Ave, W 589th Ave, W 591st Ave, W 593rd Ave, W 595th Ave, W 597th Ave, W 599th Ave, W 601st Ave, W 603rd Ave, W 605th Ave, W 607th Ave, W 609th Ave, W 611st Ave, W 613rd Ave, W 615th Ave, W 617th Ave, W 619th Ave, W 621st Ave, W 623rd Ave, W 625th Ave, W 627th Ave, W 629th Ave, W 631st Ave, W 633rd Ave, W 635th Ave, W 637th Ave, W 639th Ave, W 641st Ave, W 643rd Ave, W 645th Ave, W 647th Ave, W 649th Ave, W 651st Ave, W 653rd Ave, W 655th Ave, W 657th Ave, W 659th Ave, W 661st Ave, W 663rd Ave, W 665th Ave, W 667th Ave, W 669th Ave, W 671st Ave, W 673rd Ave, W 675th Ave, W 677th Ave, W 679th Ave, W 681st Ave, W 683rd Ave, W 685th Ave, W 687th Ave, W 689th Ave, W 691st Ave, W 693rd Ave, W 695th Ave, W 697th Ave, W 699th Ave, W 701st Ave, W 703rd Ave, W 705th Ave, W 707th Ave, W 709th Ave, W 711st Ave, W 713rd Ave, W 715th Ave, W 717th Ave, W 719th Ave, W 721st Ave, W 723rd Ave, W 725th Ave, W 727th Ave, W 729th Ave, W 731st Ave, W 733rd Ave, W 735th Ave, W 737th Ave, W 739th Ave, W 741st Ave, W 743rd Ave, W 745th Ave, W 747th Ave, W 749th Ave, W 751st Ave, W 753rd Ave, W 755th Ave, W 757th Ave, W 759th Ave, W 761st Ave, W 763rd Ave, W 765th Ave, W 767th Ave, W 769th Ave, W 771st Ave, W 773rd Ave, W 775th Ave, W 777th Ave, W 779th Ave, W 781st Ave, W 783rd Ave, W 785th Ave, W 787th Ave, W 789th Ave, W 791st Ave, W 793rd Ave, W 795th Ave, W 797th Ave, W 799th Ave, W 801st Ave, W 803rd Ave, W 805th Ave, W 807th Ave, W 809th Ave, W 811st Ave, W 813rd Ave, W 815th Ave, W 817th Ave, W 819th Ave, W 821st Ave, W 823rd Ave, W 825th Ave, W 827th Ave, W 829th Ave, W 831st Ave, W 833rd Ave, W 835th Ave, W 837th Ave, W 839th Ave, W 841st Ave, W 843rd Ave, W 845th Ave, W 847th Ave, W 849th Ave, W 851st Ave, W 853rd Ave, W 855th Ave, W 857th Ave, W 859th Ave, W 861st Ave, W 863rd Ave, W 865th Ave, W 867th Ave, W 869th Ave, W 871st Ave, W 873rd Ave, W 875th Ave, W 877th Ave, W 879th Ave, W 881st Ave, W 883rd Ave, W 885th Ave, W 887th Ave, W 889th Ave, W 891st Ave, W 893rd Ave, W 895th Ave, W 897th Ave, W 899th Ave, W 901st Ave, W 903rd Ave, W 905th Ave, W 907th Ave, W 909th Ave, W 911st Ave,

Source: City of San Mateo, 2022; ESRI, 2022; PlaceWorks, 2023.

Figure S-14 Land Uses in Very High Fire Hazard Severity Zones



Source: City of San Mateo, 2022; ESRI, 2022; PlaceWorks, 2023.

Note: This map is a draft and will be updated once CalFire publishes the new Wild Hazard Zones.

GOALS, POLICIES, AND ACTIONS

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

POLICIES

- Policy S 5.1 Very High Fire Hazard Severity Zones.** Avoid new residential development in Very High Fire Hazard Severity Zones, as shown on Figure S-14, or the most current data available from CAL FIRE. Redevelopment or reconstruction of existing structures is allowed. Coordinate with San Mateo Consolidated Fire Department (SMC Fire) to ensure new construction of buildings or infrastructure within a Fire Hazard Severity Zone or Wildland-Urban Interface (WUI), as shown on Figures S-12 and S-13 or the most current data available from CAL FIRE, are in full compliance with applicable State and local regulations and meet the Very High Fire Hazard Severity Zone Fire Safe Regulations for road ingress and egress, fire equipment access, and adequate water supply.
- Policy S 5.2 Reconstruction of Development.** Require reconstruction projects or significant retrofits in a Fire Hazard Severity Zone and the Wildland-Urban Interface, as shown on Figures S-12 and S-13 or the most current data available from CAL FIRE, to be consistent with the California Building Standards Code, California Fire Code, and Very High Fire Hazard Severity Zone Fire Safe Regulations.
- Policy S 5.3 Wildland Fire Protection.** Require all development in and adjacent to designated Fire Hazard Severity Zone and Wildland-Urban Interface to prepare a fire protection plan for review and approval by SMC Fire prior to issuance of building permits and to provide access and defensible space in accordance with California codes and local ordinances.
- Policy S 5.4 Hillside Vegetation Stability.** Stabilize, and as feasible re-vegetate, burned slopes following a wildfire event to reduce landslide and debris flow risk.
- Policy S 5.5 Fire Risk Mapping.** Coordinate with SMC Fire 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's website, published handouts and flyers, and at in-person and virtual education events.
- Policy S 5.6 Firefighting Infrastructure.** Coordinate with SMC Fire to ensure adequate firefighting infrastructure, including road and building clearance for firefighting vehicles, and clear and legible street signage throughout the community.
- Policy S 5.7 Peakload Water Supply.** Ensure that the California Water Service Company and the Estero Municipal Improvement District provide and maintain a water supply and distribution system that 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 SMC Fire.

- Policy S 5.8 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 5.9 Land Use Management for Fire Risks.** Maintain all City-owned public lands and work with private landowners to reduce fuel loads, establish appropriately placed fire breaks/defensible space, require long-term maintenance of fire hazard reduction projects, and educate all property owners in the city on proper landscape maintenance and firescaping standards to reduce the risk of fire hazards.
- Policy S 5.10 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.
- Policy S 5.11 Fire-Safe Roads.** Coordinate with SMC Fire to evaluate new development or significant retrofits that have access on roadways that do not meet fire-safe road and vegetation standards within the Wildfire-Urban Interface and/or Very High Fire Hazard Severity Zone and ensure that road standards and vegetation management occurs and is maintained.
- Policy S 5.12 Secondary Access.** Explore secondary means of ingress and egress in areas with evacuation constraints, as shown in Figure S-2, Evacuation-Constrained Areas, for existing subdivisions or developments of 30 units or more within a Very High Fire Hazard Severity Zone.
- Policy S 5.13 Emergency Access.** Require that roads, driveways, and other clearances around structures are located and designed to ensure emergency access.
- Policy S 5.14 Emergency Services.** Work with SMC Fire to provide fire prevention, protection, and emergency preparedness services that adequately protect residents, employees, visitors, and structures from fire and fire-related emergencies.

ACTIONS



- Action S 5.15 Tree Maintenance.** Collaborate with SMC Fire to maintain City-owned trees in a manner that does not contribute to fire danger, in accordance with current best management practices (BMPs).



- Action S 5.16 Fire-Safe Education.** Work with SMC Fire 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 5.17 Fire Hazard History.** Include a 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.

- Action S 5.18 Vegetation Management on City-Owned Land.** Coordinate with SMC Fire to continue conducting and providing long-term maintenance of vegetation management projects in City-owned parks and open spaces to prevent wildfire ignition and spread.

Action S 5.19 Reevaluation of Development Standards. Reevaluate development standards for wildfire risk areas following major wildfire events and apply updated standards as needed to maintain high levels of wildfire protection.

Action S 5.20 Vegetation Management. Coordinate with the SMC Fire and the FIRE SAFE San Mateo County to obtain funding for and conduct vegetation and fuel modification or management.

HAZARDOUS MATERIALS

Much of the economic success of the Bay Area is based on research and manufacturing, the byproducts of which include substances that may be harmful to people and the surrounding environment. Hazardous waste ranges from familiar substances, such as waste oil and cleaning solvents, to highly toxic industrial compounds, and include toxic metals, gases, flammable and explosive liquids and solids, corrosive materials, radioactive materials, and infectious biological waste. They can be released through human error, malfunctioning or broken equipment, or as an indirect consequence of other emergencies (e.g., if an earthquake damages a hazardous material storage tank). Hazardous materials can also be released accidentally during transportation, as a consequence of vehicle accidents.

Most of the waste generators in San Mateo are small-quantity generators – small businesses and households that generate less than 12 tons per year. Numerous industrial and commercial operations, both past and present, have manufactured, handled, stored, and disposed of hazardous materials. Hazardous material sites include manufacturing operations, facilities with leaking underground storage tanks (LUSTs), and generators of hazardous waste. In the twenty-first century, life science buildings are replacing industrial businesses as users of hazardous materials and producers of hazardous waste.

The San Mateo County Hazardous Waste Management Plan, implemented by San Mateo County Environmental Health Service, the designated Certified Unified Program Agency for the county, has designated 15 areas in San Mateo that are zoned for either commercial or industrial uses as suitable for waste treatment, recycling, storage, and transfer facilities. The sites designated for these facilities are in manufacturing districts adjacent to the Union Pacific rail corridor. Sites designated for storage and transfer facilities are in service commercial and transit-oriented development zoning districts adjacent to the rail corridor, west of US Highway 101 on Amphlett Boulevard, and in Coyote Point Park.

Hazardous materials are primarily transported within San Mateo via trucks carrying a variety of materials, including gasoline, other petroleum products, and other chemicals known to cause fire and life safety problems. There is a significant potential for accidental release of wastes in transit due to the presence of US Highway 101 running through the eastern portion of the city. The transport of hazardous materials is regulated by the California Department of Transportation and California Highway Patrol on State and Interstate highways in California. Local agencies have the authority to restrict the use of local roads for waste transport, as well as the time of transit, if not unduly restrictive to commerce.

Generally, selection of transportation routes should minimize the time and distance that hazardous waste is in transit, avoid residential neighborhoods and sensitive receptors, avoid periods and areas of traffic congestion, minimize use of local roads, and provide for adequate emergency response services.

GOALS, POLICIES, AND ACTIONS

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 6.1 County Cooperation.** Cooperate with the County of San Mateo and San Mateo Consolidated Fire Department in the regulation and transportation of hazardous materials in San Mateo. Share hazardous materials management enforcement with San Mateo County and San Mateo Consolidated Fire Department.
- Policy S 6.2 County Hazardous Waste Management Plan.** Adopt the San Mateo County Hazardous Waste Management Plan by reference into the Safety Element. Make amendments, as necessary, to suit local needs and issues.
- Policy S 6.3 Transportation Routes.** Restrict the transportation of hazardous materials and waste to designated truck routes and limit such transportation to non-commute hours.
- Policy S 6.4 Hazardous Waste Management Facilities Location.** Regulate the location and operation of new hazardous waste management facilities.
- Policy S 6.5 Design of Hazardous Waste Management Facilities.** Require the following features and mitigation measures in the design of proposed hazardous waste management facilities, including life sciences buildings, to minimize potential health, safety, and aesthetic impacts on surrounding properties and occupants:
- For sites in areas subject to flooding or inundation as shown on Figures S-5 and S-6, 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.
 - 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.
 - Require facilities to provide separate storage and/or treatment of potentially reactive substances, including separate spill containment vessels. Require that storage of hazardous gases provides adequate filtration and neutralization devices to prohibit accidental release of toxic substances.
 - Require that all storage and treatment occur within an enclosed structure.
 - Require new facilities be sited as far away as possible within the project site from sensitive communities, such as homes, schools, playgrounds, sports fields, childcare centers, senior centers, and long-term healthcare facilities.

Policy S 6.6 Risk Assessment. Require applications for hazardous waste management facilities to prepare a risk assessment to determine site suitability. Establish risk criteria such as distance from public facilities, residential, or immobile population and recreation areas; impacts from natural hazards (seismic, geologic, flood, and fire hazards); impacts on wetlands, endangered species, air quality, and emergency response capabilities; and proximity to major transport routes.



Policy S 6.7 Contaminated Sites. Require the cleanup of contaminated sites, including those indicated on the Hazardous Waste and Substances Sites List (Cortese List) published by the Department of Toxic Substances 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 6.8 Cost Recovery. Require San Mateo County businesses that 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.

ACTION

Action S 6.9 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.



CHAPTER 9

Noise Element





NOISE ELEMENT

INTRODUCTION

This Noise Element provides the policy framework for controlling, managing, and mitigating excessive noise in the city. These policies will protect land uses that are sensitive to noise, such as residences, schools, and libraries, while minimizing noise from the sources that create them.

RELEVANCE TO GENERAL PLAN THEMES



Sustainability in this Element:

- Reducing noise levels reduces stress for humans and animals, improving the health and well-being of our community and habitats.



Environmental Justice in this Element:

- Minimizing and mitigating noise impacts will help alleviate the harmful effects of noise pollution in neighborhoods close to freeways, the rail corridor, and other high-volume roadways, which already experience disproportionate impacts from multiple pollution sources.



Community Engagement in this Element:

- Informs the San Mateo community about upcoming land use projects that would contribute to or be affected by a noisy environment.
- Leverages creative outreach strategies to engage with all San Mateo residents, particularly those that live in equity priority communities, about development projects and new activities that could generate noise or mitigate existing noise nuisances.



NOISE IN SAN MATEO

Sounds can bring joy to the listener, but they can also be a nuisance. Loud sounds can become unwanted noise that could be harmful to our physical, mental, and emotional health. Stress and lost sleep from noise pollution contributes to cardiovascular and metabolic diseases. While noise pollution has the potential to affect all San Mateo residents, existing noise levels are highest in neighborhoods closest to freeways and the rail corridor, compounding the negative health effects of air pollution and other pollution sources in those communities.

San Mateo's vibrant urban environment generates noise on a daily basis. Vehicles create a rhythmic hum that is oftentimes punctuated by honks and other noises as they travel along the city's streets and thoroughfares. Trains traveling on the Caltrain/Southern Pacific rail corridor sound their horns to warn pedestrians, motorists, and others about their impending arrival. This safety measure also creates noise pollution for those that live or work near the rail corridor. Commercial activities and open spaces, such as restaurants, storefronts, and parks help to create a lively atmosphere for social interactions and economic activities. However, they also have the potential to generate noise nuisances, especially for entertainment uses that occur after normal business hours. Other noise sources in the community come from construction activities, aircraft flyovers, landscaping equipment, and fixed mechanical equipment, such as air conditioning units.

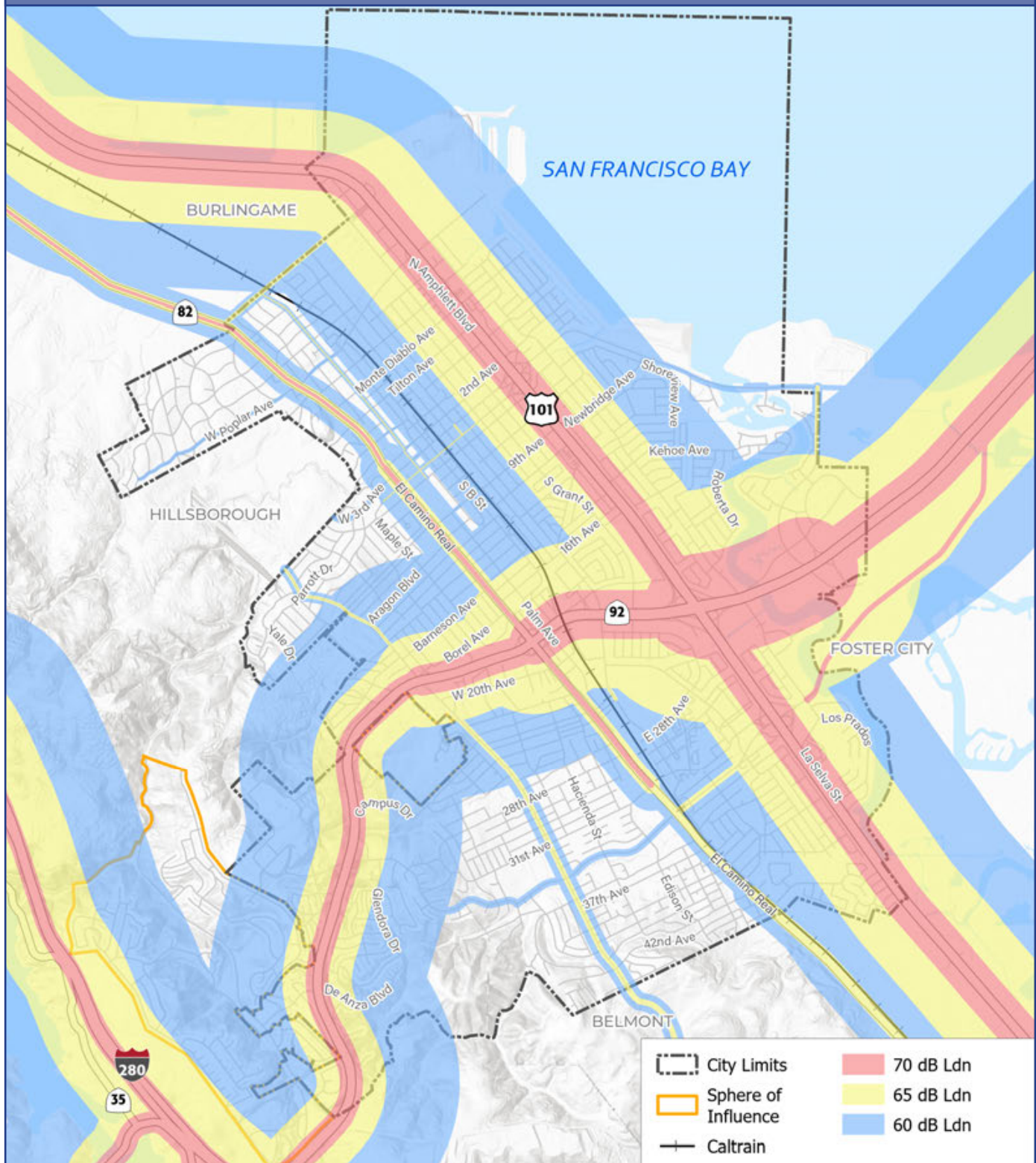
MEASURING ENVIRONMENTAL NOISE

Environmental noise level or intensity is measured in decibels (dB), which range from 0 dB, the threshold at which people can detect sound, to 140 dB, the threshold where it becomes painful to hear. For every increase of 10 dB, the perceived loudness of noise is doubled. For example, a motorcycle accelerating (90 dB) seems twice as loud as a power lawn mower (80 dB).

This Noise Element uses a unit of measurement called the "A-weighted" decibel scale, which is sometimes expressed as dBA. Humans do not hear all frequencies equally. As a result, this measurement takes into consideration that human hearing decreases at extremely low and high frequencies. State law requires general plans to use the Community Noise Equivalent Level (CNEL) or the Day/Night Average Sound Level (L_{dn}) to describe the community noise environment and its effects on the population. The City of San Mateo uses the Day/Night Average Sound Level (L_{dn}), which represents a 24-hour average sound level, with an additional 10 dB added for nighttime noise between the hours of 10:00 p.m. and 7:00 a.m., as shown in the land use compatibility standards for noise in Table N-1.

Table N-1 is used to determine whether the existing exterior noise levels that would surround a proposed new use are acceptable or unacceptable and to identify where a proposed project may need to incorporate noise mitigation features. Roadway noise is the primary contributor to the average exterior noise levels in San Mateo. Existing and projected average exterior noise levels in San Mateo are shown in Figures N-1, N-2, and N-3.

Figure N-1 Existing Traffic Noise Contours

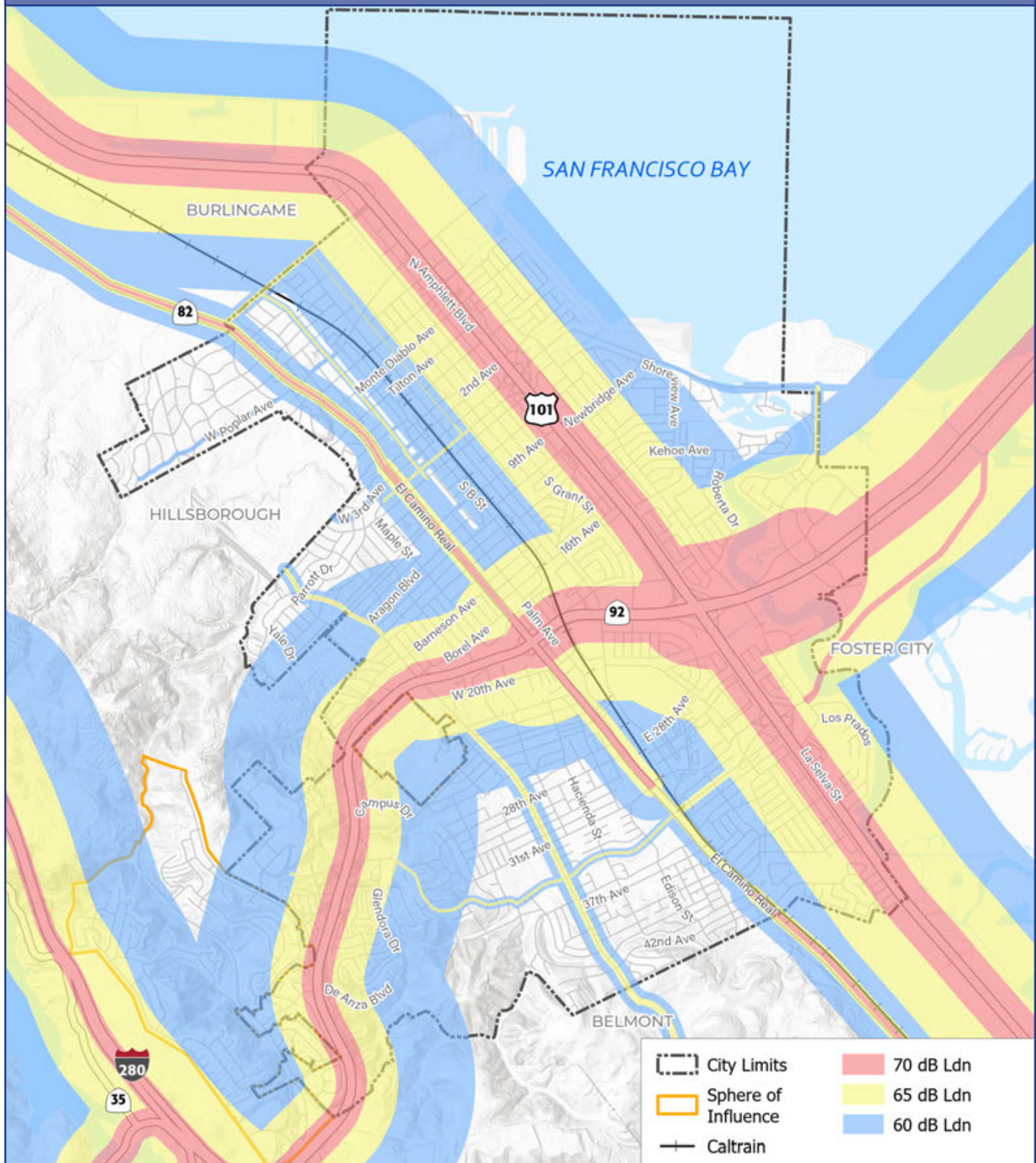


Source: ESRI, 2022; ECORP, 2023; PlaceWorks, 2023.

Note: This map is included for informational purposes and is not adopted as part of this General Plan.



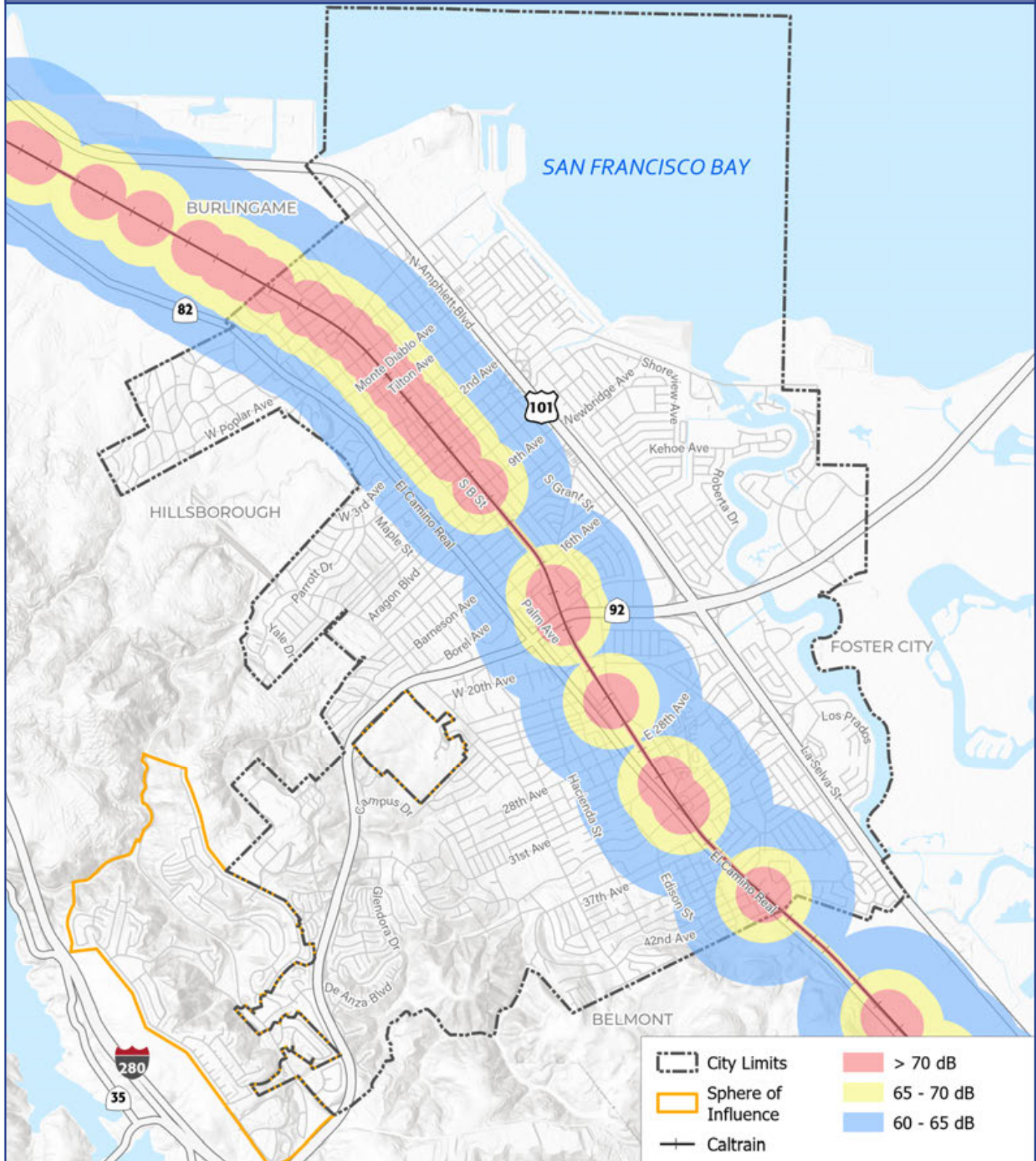
Figure N-2 Future Traffic Noise Contours



Source: ESRI, 2022; ECORP, 2023; PlaceWorks, 2023.



Figure N-3 Rail Noise Contours



Source: ESRI, 2022; ECORP, 2023; PlaceWorks, 2023.



Table N-1 Land Use Compatibility Guidelines

Land Use Category of Proposed New Use		Day-Night Average Exterior Noise Level, L_{dn} (dBA)				
		0 - 59	60 - 65	66 - 70	71 - 80	over 81
Noise-Sensitive Land Uses	Residential (all densities) *					
	Multifamily Common Open Space for Residents					
	Hotels, Motels, and Other Lodging					
	Schools, Libraries, Hospitals, Churches, Long-Term Care Facilities					
	Parks, Playgrounds, Privately Owned Publicly Accessible Open Space					
Office and Commercial						
Research and Development, Industrial						
	Normally Acceptable. Specified land use is satisfactory based on the assumption that any buildings involved are of normal, conventional construction, without any special noise mitigation requirements.					
	Conditionally Acceptable. New construction or development should be undertaken only after a detailed analysis of the noise-reduction requirements is made and needed noise mitigation features have been included in the design.					
	Normally Unacceptable. New construction or development should not be undertaken.					

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

MITIGATING NOISE IMPACTS

Excessive noise in the city can be addressed in three ways: land use planning, physical mitigation, and administrative regulation. Land use planning means considering the existing and future noise environment when reviewing proposed development and locating new uses in a way that minimizes the exposure of new community members to excessive noise. Most of San Mateo is within the “conditionally acceptable” range of between 60 dB and 70 dB (L_{dn}), so some form of noise mitigation will likely need to be incorporated into building and site design for any new noise-sensitive land uses listed in Table N-1.

San Mateo’s residential neighborhoods that border US Highway 101, State Route (SR-) 92, El Camino Real, and the railroad corridor are subject to sound levels exceeding 70 dB (L_{dn}), as shown in Figures N-1 and N-3. The Land Use Element allows residential and other types of development in these areas, and this Noise Element provides policy guidance to mitigate noise impacts on that new development, such as through site design and construction methods.

Physical mitigation refers to reducing the noise level by controlling how buildings are built and where they are located. For instance, buildings could use sound-absorbing materials to absorb the noise, install walls or windows to reduce the noise indoors, or be located in areas away from sources that produce substantial noise, such as freeways or train tracks. Trees and other vegetation can also help to absorb, deflect, and mask unwelcome noise, while also offering shade and absorbing carbon.

The City’s Noise Control Ordinance is an example of administrative regulations. This ordinance, which is part of the Municipal Code, limits the operating hours and duration of noise sources by decibel level. For example, construction activities are restricted at night so residents can have a quiet and peaceful night of sleep.

Noise mitigation in the city requires a collaborative approach between the City of San Mateo and other agencies. The City has the power to enact the policies in this Noise Element and the regulations in the Noise Control Ordinance. However, many sources of noise pollution are outside of the City’s control. Noise generated from trains that use the Caltrain/Southern Pacific rail corridor, particularly the train horns, is regulated by safety standards set by the Federal Rail Administration. While there is noise pollution from the San Francisco International Airport (SFO), the City has limited influence on flight paths, which are determined by the Federal Aviation Administration (FAA). Additionally, freeways are under the jurisdiction of the California Department of Transportation (Caltrans). Moving forward, the City will continue to work closely with agencies such as Caltrain, Caltrans, and SFO to reduce noise impacts to all those that live, work, and play in San Mateo.



GOALS, POLICIES, AND ACTIONS

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

POLICIES

Policy N 1.1 Noise and Land Use Planning. Integrate noise considerations into land use planning decisions to minimize noise impacts to or from new development.

Policy N 1.2 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-2. 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 1.3 Exterior Noise Level Standard for Residential Uses. Require an acoustical analysis for new multifamily common open space for residents that have an exterior noise level of 60 dBA (L_{dn}) or above, as shown on Figure N-2. 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_{dn}) for public park uses.

Policy N 1.4 Exterior Noise Level Standard for Parks and Playgrounds. Require a feasibility analysis of noise-reduction measures for public parks and play areas that have an exterior noise level of 70 dBA (L_{dn}) or above.



Policy N 1.5 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 equity priority communities.

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

POLICIES

Policy N 2.1 Noise Regulation. Regulate noise in San Mateo to prohibit noise that is annoying or injurious to community members.

Policy N 2.2 Minimize Noise Impacts. Incorporate necessary mitigation measures into new development design to minimize short-term noise impacts. Determine whether new development has the potential to result in a significant noise impact on existing development based on the following standards. Impacts will be analyzed based on long-term operational noise increases at the sensitive receptor property line, or new uses that generate noise levels at the sensitive receptor property line, as follows:

Ldn Category of Existing Development Per Figures N-1, N-2, and/or N-3	Noise Increase Considered “Significant” over Existing Noise Levels
Normally Acceptable	An increase of more than 5 dBA and the total Ldn exceeds the “normally acceptable” category
Conditionally Acceptable	An increase of more than 5 dBA
Unacceptable	An increase of more than 5 dBA

Policy N 2.3 Minimize Commercial Noise. Protect land uses other than those listed as “noise sensitive” in Table N-1 from adverse impacts caused by the on-site noise generated by new developments. Incorporate necessary mitigation measures into development design to minimize 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 2.4 Traffic Noise. Recognize projected increases in ambient noise levels resulting from future traffic increases, as shown on Figure N-2. Promote reduced traffic speeds and 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).

Policy N 2.5 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), as shown in Figure N-3.

Policy N 2.6 Railroad Vibration. Require that new residential projects (or other sensitive uses) within 200 feet of existing railroad lines conduct a ground-borne vibration and noise evaluation consistent with Federal Transit Administration-approved methodologies.

Policy N 2.7 Construction Noise and Vibration Monitoring. Require construction noise limits and vibration monitoring around sensitive receptors, including through limiting construction hours and individual and cumulative noise from construction equipment. 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/vibration levels throughout construction, consistent with industry standards.

ACTIONS

Action N 2.8 Conditions of Approval for Noise Monitoring. Establish conditions of approval for larger development projects to ensure that requirements for construction noise and vibration monitoring. Include a requirement for a monitoring plan that provides information on the monitoring locations, durations and regularity, the instrumentation to be used, and appropriate noise and vibration control measures to ensure compliance with the noise ordinance and any applicable vibration limits.

Action N 2.9 Railroad Noise Reductions. 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, with a focus on achieving Quiet Zones as part of any substantial expansions of the rail service.

Action N 2.10 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.



CHAPTER 10

Abbreviations and Glossary





ABBREVIATIONS AND GLOSSARY

This glossary explains the technical terms used in this General Plan. Definitions come from several sources, including the California Office of Planning and Research, the California Institute for Local Government, and the American Planning Association *Glossary of Zoning, Development, and Planning Terms*.

ABBREVIATIONS

AA-T	Arts Degree for Transfer
AB	Assembly Bill (State)
ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
ADU	Accessory Dwelling Unit
AMI	Area Median Income
AS-T	Associate in Science Degree for Transfer
AV	Autonomous vehicle
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BMR	Below Market Rate
BRT	Bus Rapid Transit
BUILD	Better Utilizing Investments to Leverage Development
CalEnviroScreen	California Communities Environmental Health Screening Tool
CAL FIRE	California Department of Forestry and Fire Protection
CalOES	California Governor’s Office of Emergency Services
Cal Water	California Water Company
Caltrans	California Department of Transportation
CAP	Climate Action Plan
C/CAG	City/County Association of Governments of San Mateo County
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERT	Community Emergency Response Team
CNEL	Community Noise Equivalent Level

CIP	Capital Improvement Program
dB	Decibel
dba	Decibel “A-Weighted”
du/ac	Dwelling units per acre
EAS	Emergency Alert System
EBT	Electronic Benefit Transfer
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EMID	Estero Municipal Improvement District
EV	Electric Vehicle
FAR	Floor Area Ratio
FAST	Fixing America’s Surface Transportation
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Map
FRAP	Fire and Resource Assessment Program
GHG	Greenhouse Gas
GIS	Geographic Information Systems
GPA	General Plan Amendment
GPS	General Plan Subcommittee
ITS	Intelligent Transportation Systems
JPB	Joint Powers Board
LAFCO	Local Agency Formation Commission
Ldn	Day/Night Average Sound Level
LID	Low Impact Design
LOS	Level of Service
LRA	Local Responsibility Area
MFD	Multi-Family Dwelling
MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
MMRP	Mitigation Monitoring and Reporting Program
MTC	Metropolitan Transportation Commission

ODS	Objective Design Standards
OneShoreline	San Mateo County Flood and Sea Level Rise Resiliency District
PCE	Peninsula Clean Energy
PG&E	Pacific Gas and Electric Company
PSPS	Public Safety Power Shutoff
RHNA	Regional Housing Needs Allocation
SB	Senate Bill (State)
SLR	Sea Level Rise
SPAR	Site Plan and Architectural Review
SFD	Single-Family Dwelling
SFPUC	San Francisco Public Utilities Commission
SF RWS	San Francisco Regional Water System
SMC Fire	San Mateo Consolidated Fire Department
SMCTA	San Mateo County Transportation Authority
SMPD	San Mateo Police Department
SOI	Sphere of Influence
SR-	State Route
SRA	State Responsibility Area
SVS	Social Vocational Services
TAC	Toxic Air Contaminant
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
TNC	Transportation Network Company
TOD	Transit Oriented Development
USACE	United States Army Corps of Engineers
VMT	Vehicle Miles Traveled
VHFHSV	Very High Fire Hazard Severity Zone
WUI	Wildland-Urban Interface

TERMINOLOGY

21 Elements. A multi-year, multi-phase collaboration of all 21 San Mateo County jurisdictions, along with partner agencies and stakeholder organizations.

Acreage. The land area that exists prior to any dedications for public use, health, and/or safety purposes.

Action. A measure, procedure, or technique that helps the City achieve a specific goal. An action is something concrete that can and will be completed. (see “Goal”)

Adaptation. Making changes in response to current or future conditions (such as the increased frequency and intensity of climate-related hazards), usually to reduce harm and take advantage of new opportunities.

Adaptive Management. A flexible, iterative decision making process that can be adjusted in the face of uncertainties as outcomes from management actions and other events become better understood.¹

Adverse Impact. A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordability, Housing. The relation of housing costs to household income.

Affordable Housing. A for-sale housing or rental housing affordable to households whose incomes do not exceed 120 percent of the area median income (moderate- or lower-income households).

Archaeological Resource. Material evidence of past human activity found below the surface of ground or water, portions of which may be visible above the surface.

Assembly Bill (AB). A State law or bill originating from the State Assembly. The abbreviation “AB” preceeds the specific bill number.

Association of Bay Area Governments. The regional planning agency for the nine Bay Area counties, including San Mateo County, and the 101 cities and towns within these counties.

Asset. A valued feature of a community that may be harmed by climate change. Assets may include buildings, infrastructure, community services, ecosystems, and economic drivers.

Below Market Rate Unit. A below market rate unit is an affordable housing unit (see Affordable Housing definition).

Buffer. An area established between potentially conflicting land uses, which, depending on the potential impact, may use landscaping or structural barriers such as yards or roads.

Bicycle Class Facilities. A classification system for bicycle paths and roadways identified in the California Highway Design Manual.

Shared-use paths (Class I): Off-road pathways designed for people walking, biking, and rolling (e.g., skateboard or scooter).

Separated bike lanes (Class IV): A designated lane separated from vehicular traffic by a buffer with vertical protection (e.g., flexible posts, planters, parked vehicles, curbs).

1 U.S. Department of the Interior, 2009. *Adaptive Management, The U.S. Department of the Interior Technical Guide*, page 5.

Buffered bike lanes (Class II): A designated bicycle lane adjacent to vehicular traffic separated by a striped buffer area on the pavement.

Standard bike lanes (Class II): A designated bicycle lane directly adjacent to vehicular traffic.

Bicycle boulevards (Class III): Bicyclists share a lane with vehicular traffic and are identified with bicycle signage and pavement markings to increase driver awareness of bicyclists and aid bicyclists with navigation; however, bicycle boulevards include traffic-calming treatments and are solely implemented on low-speed (i.e., less than 25 mile per hour) and low-volume (i.e., less than 3,000 vehicles per day) streets to ensure they are low-stress facilities.

Bicycle routes (Class III): Bicyclists share the lane with vehicular traffic and are identified with bicycle signage and pavement markings to increase driver awareness of bicyclists and aid bicyclists with navigation. The City is phasing out this type of route within the bicycle network and upgrading to other facility types.

Building. A structure with substantial walls and roof designed for the shelter, enclosure, or protection of persons, animals, chattels, or property of any kind. (see “Structure”)

Building Code. Standards adopted by the State governing the construction, alteration, demolition, occupancy, or other use of buildings used for human habitation. The State regulations are substantially the same as those contained in the most recent editions of the Uniform Building Code, Uniform Housing Code, Uniform Plumbing Code, Uniform Mechanical Code, and the National Electric Code. Local governments may have stricter standards under certain circumstances.

California Environmental Quality Act. Legislation and corresponding procedural components established in 1970 by the State of California to require environmental review for projects anticipated to result in adverse impacts to the environment. (see “Environmental Impact Report”)

Capital Improvement Program. A program that schedules permanent improvements, usually for a minimum of five years in the future, that fits the projected fiscal capability of the local jurisdiction. The program generally is reviewed on an annual basis for conformance to and consistency with the General Plan.

Carbon Neutral. Reducing greenhouse gas (GHG) emissions to zero, either by entirely eliminating all GHG emissions or by balancing out all remaining GHG emissions through carbon removal practices so that the “net” emissions are zero.

City. City with a capital “C” generally refers to the City of San Mateo government or administration. City with a lower case “c” may mean any city or may refer to the geographical area.

City Limits. The legal boundaries of the geographical area subject to the jurisdiction of the City of San Mateo’s government. For example, development applications for properties located within the City Limits must be reviewed by the City.

Clean Air Refuge. A building with efficient air filtration and improved air quality that is opened to community members during poor air quality days.

Climate Change. Long-term shifts in temperatures and weather patterns that have come to define the Earth’s local, regional and global climates. In the context of this plan, this term refers to changes brought on by human activities, also known as anthropogenic climate change.

Compatible. Capable of existing together without conflict or ill effects.

Complete Street. A transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users and abilities, regardless of whether they are travelling as pedestrians, bicyclists, wheelchair users, public transportation riders, or drivers. Complete streets are especially attuned to the needs of people walking, using assistive mobility devices, rolling, biking, and riding transit.

Complete Streets Act. A law that requires all road construction and improvement projects to evaluate how the right-of-way serves all who use it, including pedestrians, bicyclists, and transit users.

Conservation. The management and use of natural resources in a sustainable manner. Conservation results in land and water areas that are protected and managed for durability to sustain functional ecosystems, both intact and restored, and the diversity of life they support.

Conserve. To manage natural resources sustainably.

Critical Facility. A facility whose continued functioning is necessary to maintain public health and safety following a disaster, and where damage or failure could pose hazards to life and property well beyond their immediate vicinity.

Cultural Resource. A historic, archaeological, tribal, or paleontological resource or human remains. Cultural resources include tribal cultural resources, as defined in California Public Resources Code Section 21074, regardless of whether a tribe is federally recognized.

Decibel (dB). A unit used to express the relative intensity of a sound as it is heard by the human ear. The lowest volume a normal ear can detect under laboratory conditions is 0 decibel, the threshold of human hearing. Since the decibel scale is logarithmic, 10 decibels are 10 times more intense and 20 decibels are 100 times more intense than 1 decibel.

Decibel, A-weighted (dBA). The “A-weighted” scale for measuring sound in decibels, which weighs or reduces the effects of low and high frequencies to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness, even though the noise is actually 10 times more intense.

Dedication. Giving private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses are often required by a city or county as conditions for approval of a development. (see “In-Lieu Fee”)

Density. The number of permanent residential dwelling units per acre of land (du/acre). Densities specified in this General Plan are expressed in dwelling units per net acreage, excluding land area that may be devoted to public right-of-way, including roadways..

Development Review. The comprehensive evaluation of a development and its impact on neighboring properties, the environment, and the community as a whole, from the standpoint of site and landscape design, architecture, materials, lighting, and signs, in accordance with a set of adopted criteria and standards.

Development. The physical expansion and/or construction of non-farm land uses. Development activities include subdivision of land; construction of a single-family dwelling on an existing lot; construction or alteration of structures, roads, utilities, and other facilities; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are not considered development.

Development Fees. Direct charges or dedications collected on a one-time basis for a service provided or as a condition of approval being granted by the local government. The purpose of the fee or exaction must directly relate to the need created by the development. In addition, its amount must be proportional to the cost of the service or improvement. Fees can be broken down into two major classes: (1) service charges, such as permit fees covering the cost of processing development plans, connection, or standby fees for installing utilities, or application fees for reviewing and considering development proposals; and (2) “impact” fees levied on new development to cover the cost of infrastructure or facilities necessitated by development. (See “Impact Fee”)

Disability, persons with. A physical impairment or mental disorder, which is expected to be of a long, continued, or indefinite duration and is of such a nature that the person’s ability to live independently could be hindered unless improved by more suitable housing conditions.

Duplex. A free-standing house divided into two separate living units or residences, usually having separate entrances; or two single-family detached dwelling units on a single lot.

Dwelling Unit. The place of customary abode of a person or household, which is either considered to be real property under State law or cannot be easily moved.

Ecosystem. An interacting system formed by a biotic community and its physical environment.

Electric Vehicle. A zero-emission vehicle that uses electricity stored in a battery to power one or more electric motors and can be plugged in at home, work, fleet, or public charging stations.

Environmental Impact Report. A study required pursuant to the California Environmental Quality Act that assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (see “California Environmental Quality Act”)

Equity. The state in which each individual or group is allocated or has access to the resources needed to reach an equal or fair outcome.

Equity Priority Community. A low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. This is the term the City of San Mateo uses in place of “disadvantaged communities,” as named in Senate Bill (SB) 1000. SB 1000 defines disadvantaged communities per Health and Safety Code Section 39711, specifying CalEnviroScreen as the primary screening method for identifying these communities.

Erosion. The process by which soil and rock are detached and moved by running water, wind, ice, and gravity.

Evacuation Route. A roadway designated in the General Plan as a potential recommended route to travel when evacuating from a hazardous condition.

Evacuation-Constrained Parcels. Parcels located on a single-access road that do not have at least two ingress/egress routes.

Exposure. The presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.

Farmers' Market. A mobile or non-mobile market: (1) operated by a local government agency, one or more certified producers, or a nonprofit organization; (2) certified by and operating in a location approved by the County Agricultural Commissioner; and (3) where farmers sell directly to consumers agricultural products or processed products made from agricultural products that the farmers grow themselves.

Fault. A fracture in the earth's crust that forms a boundary between rock masses that have shifted.

Fire Hazard Severity Zone. An area of significant fire hazard based on fuels, terrain, weather, and other relevant hazards.

Flood, 100-Year. In any given year, a flood that has a 1 percent likelihood (a 1 in 100 chance) of occurring, and is recognized as a standard for acceptable risk.

Flood, 500-Year. In any given year, a flood that has a 0.2 percent likelihood (a 1 in 500 chance) of occurring.

Floodplain. The relatively level land area on either side of the banks of a stream regularly subject to flooding.

Floor Area Ratio. The size of a building in square feet (gross floor area) divided by gross land area, expressed as a decimal number. For example, a 60,000-square-foot building on a 120,000-square-foot parcel would have a floor area ratio of 0.50. The FAR is used in calculating the building intensity of development.

Garden, Community. A shared, semi-public space where people in the surrounding neighborhood share the work and harvest of maintaining a plot of fruits, vegetables, or other plants. Community gardens provide residents with an opportunity to grow fresh produce, flowers, or other plants on land that they do not own. Community gardens can also serve an educational function, especially when operated by community organizations or educational institutions..

Gateway. A unique transition point in topography, architecture, or land use that serves as an entrance to the city or specific neighborhoods within the city.

General Plan. A collection of City policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council.

Geographic Information Systems. A combination of approaches, programs, methodologies, and technologies to map, gather, store, manipulate, analyze, present, and interpret spatial information and data.

Goal. A description of the general desired result sought by the City. Each goal has one or more policies and/or actions associated with the goal. (see "Policy" and "Action")

Greenhouse Gas. A gas that allows sunlight to pass through but reflect heat radiated from the earth's surface, trapping heat in the lower atmosphere. Common greenhouse gases (GHGs) include water vapor, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). They may be emitted by natural or human processes.

Groundwater. Water that exists beneath the earth’s surface, typically found between saturated soils and rock, and is used to supply wells and springs.

Habitat. The physical location or type of environment in which an organism or biological population lives or occurs.

Hazard. An event or physical condition that has the potential to cause fatalities, injuries, property damage, infrastructure damage, agricultural losses, damage to the environment, interruption of business, or other types of harm or loss.

Hazard Mitigation. Sustained action taken to reduce or eliminate the long-term risk to human life and property through actions that reduce hazard, exposure, and vulnerability.

Hazardous Material, Hazardous Waste. A substance or waste that, because of its physical, chemical, or other characteristics, may pose a risk of endangering human health or safety or of degrading the environment. This does not include household hazardous waste, universal waste, or electronic waste, as they do not contain the quantity, concentration, and/or types of products significant enough to pose a substantial risk to human health and safety or to the environment.

Historic Resource. A historic resource is a building, structure, site, or district that has one or more of the following characteristics:

- Listed in or determined to be on or individually eligible for listing in the National Register of Historic Places and/or California Register of Historical Resources.
- Identified as a Downtown Historic District or Glazenwood Historic District contributor building as designated in the 1989 Historic Building Survey Report.
- Determined to be eligible through documentation contained in a historic resources report.

Horizon Year. The year through which the General Plan is intended to be effective, or 2040.

Household. All persons occupying one dwelling unit.

Human Scale. Buildings, structures, streetscape, and other urban design elements that are of a size and proportion that relates to the size of a human to create a comfortable and inviting experience.

Impact, Climate. The effects (especially the negative effects) of a hazard or other condition associated with climate change.

Impact Fee. A fee imposed on a proposed development project by a jurisdiction to address impacts to city services or infrastructure, based on the number of units, square footage, or acreage. The fee is often used to offset costs of schools, roads, police and fire services, housing, and parks. (See “Development Fee”)

Implementation. Actions, procedures, programs, or techniques that carry out a plan.

Infill Development. Development that occurs on vacant or underutilized land within areas that are already largely developed.

In-Lieu Fee. A fee that may be required of an owner or developer as a substitute for a dedication of land or an asset for public use, such as public art, replacement of trees, or parking spaces, usually calculated in dollars per lot, and referred to as in-lieu fees or in-lieu contributions. (see “Dedication”)

King Tides. Abnormally high, predictable astronomical tides that occur about twice per year, with the highest tides occurring when the Earth, Moon, and Sun are aligned.

Land Use. The occupation or use of an area of land for any human activity or purpose.

Land Use Designation. One particular land use category, from a range of land use classifications, assigned to a parcel as established by the General Plan Land Use Element.

Landslide. Movement of soil and/or rock down a slope, which typically occurs during an earthquake or following heavy rainfall.

Liquefaction. The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.

Local Agency Formation Commission. A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals.

Maximum Development. Development of land to its full potential, or theoretical capacity, as permitted under current or proposed planning or zoning designations.

Micro Agriculture. The practice of growing and processing fresh food in an urban area.

Micromobility. Transportation via small, lightweight vehicles, typically electric assisted, operated by the driver, such as electric scooters and bicycles. Vehicles typically do not exceed 15 miles per hour and are often available for rent for short-range travel within a defined area.

Mitigation. A protective measure or modification of a project to avoid, reduce, minimize, or eliminate a negative impact. There are various types of mitigation, including environmental impact mitigation, hazard mitigation, greenhouse gas emissions mitigation, and more.

Mixed-Use. Any mix of land uses, including mixing residences with commercial, offices with retail, or visitor accommodation with offices and retail. As distinguished from a single-use land use designation or zone, mixed use refers to an authorized variety of uses for buildings and structures in a particular area. When the mix of uses is within one building, its called vertical mixed-use. A type of mixed-use development where uses are behind or next to each other but in different buildings on the same development site is called horizontal mixed use.

Multimodal Level of Service. A scale that measures the performance of vehicle, bicycle, pedestrian, and transit facilities.

Municipality. An incorporated city or town.

Neighborhood. Relatively large residential areas that have some common characteristics, such as a common history, neighborhood association, or common physical characteristics (e.g., architectural style), a common meeting place, intangible characteristics (e.g., a psychological sense of cohesion), or clear physical boundaries (e.g., waterways or major roads).

Noise Contour. A line connecting points of equal noise level as measured on the same scale.

Noise-Sensitive Use. A location where people reside or where the presence of unwanted sound could adversely affect the use of land, such as residences, schools, and hospitals.

Non-Conforming Use. A use that was legally allowed when brought into existence, but no longer permitted by current regulation. “Non-conforming use” is a generic term and includes: (1) non-conforming structures (because their size, type of construction, location on land, or proximity to other structures is no longer permitted); (2) non-conforming use of a conforming building; (3) non-conforming use of a non-conforming building; and (4) non-conforming use of land. Any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a Zoning Ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use. Typically, non-conforming uses are considered “grandfathered in” and permitted to continue, subject to certain restrictions on discontinuance or rehabilitation.

Nonessential Idling. Unnecessary operation of a gas-powered vehicle while it is stationary when none of the following circumstances are met: the vehicle is stuck in traffic; idling is necessary to inspect or service the vehicle; the vehicle is transferring power via a power-takeoff device; the vehicle can’t move due to adverse weather conditions or mechanical failure; the vehicle is a bus with passengers on board. See California Code of Regulations, Title 13, Section 2485, for a full definition.

Overlay. A land use or zoning designation that modifies the basic underlying designation or designations in some specific manner.

Parcel. An area of land that is a legally created lot.

Park. Tract of land set aside for public use, aesthetic enjoyment, recreation, or the conservation of natural resources.

Regional Park: Regional Parks are of a relatively expansive size and their unique natural and cultural attractions draw visitors from the entire region. These parks usually have many uses and require a higher level of management when compared to smaller parks such as city parks, neighborhood parks, recreation centers, and pocket parks, which have fewer activities and primarily serve local residents.

Community Park: Community parks serve the needs of a range of people, from several neighborhoods to the entire city. They typically contain a wide variety of facilities for active and passive recreation, and organized sports. They also provide amenities typical of neighborhood parks for use by the surrounding residents. Parks containing fewer elements but that contain facilities that serve the entire city may be considered to be community parks.

Neighborhood Park: Neighborhood Parks provide for the daily recreation needs of nearby residents, with primarily passive and informal recreation facilities. Neighborhood parks often include play areas, picnic areas, open turf areas or green space, basketball courts, and tennis courts. The neighborhood parks also may contain play fields.

Mini Parks: Mini parks are small parks, generally less than one acre in size, that accommodate the daily recreation needs of nearby residents. They typically include children’s play areas, sitting areas, and limited green space, but are not large enough to contain play fields.

Policy. A specific statement that guides decision making as the City works to achieve a goal. Policies represent statements of City regulation and set the standards used by decision makers when considering proposed development and actions. A policy is ongoing and requires no further action (see “Goal”).

Reach Code. A local municipal code that exceeds the State Building Code requirements. A reach code must be at least as stringent as the State Code, cost-effective, approved by the California Energy Commission, and updated and re-approved with each State Energy Code update.

Reconstruction. Redevelopment of a building or structure, after being damaged or destroyed in a disaster, to its original state.

Resilience. The capacity of any entity—an individual, community, organization, or natural system—to prepare for disruptions, recover from shocks and stresses, and adapt and grow from a disruptive experience. Community resilience is the ability of communities to withstand, recover, and learn from past disasters to strengthen future response and recovery efforts.

Rewilding. Returning land to its natural state to regenerate natural areas. In contrast to restoration, rewilding focuses on returning ecosystems to their former states as close as possible while allowing for plant, animal, and other ecosystem substitutions to account for changing future conditions.

Riparian. A habitat and vegetation zone that is associated with the banks and floodplains of a river, stream, or lake. Riparian trees and shrubs are typically phreatophytes, plants whose root systems are in constant contact with groundwater.

Risk. The potential for damage or loss created by the interaction of hazards with assets such as buildings, infrastructure, or natural and cultural resources.

Roadway Classifications. Roadway classifications define the function of various street types in the transportation network. The City of San Mateo classifies its roadways using the Caltrans Functional Classification System.

Local Streets and Alleyways: Local streets and alleyways make up the majority of the roadway system and typically have lower speeds and vehicular traffic volumes.

Collectors: Collectors link neighborhoods together and allow travelers to reach places outside of their neighborhoods. They have higher speeds than local streets and can handle more traffic volume. Collectors are important segments of San Mateo’s existing and proposed bikeway network.

Arterials: Arterial streets connect the regional roadway network with collectors. Most intersections along arterials are signalized, often with a coordinated and interconnected signal system. Compared to collectors, arterials have higher capacity to accommodate traffic volumes, and they provide for longer, continuous movement throughout the city.

Freeways: Freeways are high-speed roadways without intersections that allow residents to reach destinations outside of the city, either by car or transit. US Highway 101 and State Route 92 run through the city, while Interstate 280 is just west of the City Limits.

Safe Routes to School. Pedestrian and bicycling routes that provide children with safe access to and from schools.

Scenic Roadways; Scenic Trails. Land that is visible from, adjacent to, and outside a roadway right-of-way, and is made up primarily of scenic and natural features. Topography, vegetation, viewing distance, and/or jurisdictional lines determine the scenic corridor boundaries.

Sea Level Rise. The worldwide average rise in mean sea level, which may be due to a number of different causes, such as the thermal expansion of sea water and the addition of water to the oceans from the melting of glaciers, ice caps, and ice sheets, including as a result of climate change.

Seniors. People 65 years of age or older.

Sensitive Habitat. Land containing unique, representative, threatened, and/or endangered plant and animal communities, or ecosystems.

Sensitive Receptor. A use that is highly sensitive to impacts from other uses, including homes, schools, playgrounds, sports fields, childcare centers, senior centers, hospitals, and long-term healthcare facilities.

Sensitivity. The level to which a species, natural system, community, or government would be affected by changing climate conditions.

Severe Ground Shaking. Intense ground movement resulting from the transmission of seismic waves during an earthquake.

Specific Plan. Under Article 8 of the Government Code (Section 65450 et seq.), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A Specific Plan may include all or a part of detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence. The probable physical boundaries and service area of a municipality or special district, as determined by the Local Agency Formation Commission of the county.

Stormwater. Water that comes from a rain event.

Structure. Anything constructed or erected on and permanently attached to the ground, except fences six feet or less in height (see “Building”).

Sustainability. Meeting the needs of the present without compromising the ability of future generations to meet their own needs in three key realms, or pillars: economic viability, environmental protection, and social equity.

Toxic Air Contaminant. An air pollutant that may cause or contribute to an increase in serious illness, or that may pose a present or potential hazard to human health, according to California Health and Safety Code Section 39655.

Traffic Calming. Measures designed to reduce motor vehicle speeds and to encourage pedestrian and bicycle use, including narrow streets with fewer lanes, tight turning radii, sidewalk bulbouts, parking bays, textured paving at intersections, and parkways between sidewalks and streets.

Transit-Oriented Development. The clustering of homes and jobs at higher densities within a half mile of a rail station or bus service with 15 minute headways or less.

Triplex. A free-standing house divided into three separate living units or residences, usually having separate entrances, or three single-family detached dwelling units on a single lot.

Unincorporated Area. Land that is outside of an incorporated city and falls under a County’s jurisdiction. Development proposals in unincorporated areas need County review and approval.

Use. The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City Zoning Code and the General Plan land use designations.

Wastewater. Water that contains other elements, such as sewage, small pathogens, organic matter, and inorganic contaminants. This term is also used to refer to water generated in industrial plants and commercial activity.

Wetland. An area that is seasonally or permanently inundated or saturated by surface water or ground-water at a frequency and duration sufficient to support a distinct ecosystem with a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation. Wetlands may be coastal or inland.

Wildland-Urban Interface. An area that includes both houses and wildland vegetation, creating a significant threat to human life or property from wildfires.

Zoning. Zoning implements the land use policies of the General Plan. The adopted codes of a City by ordinance or other legislative regulation that identifies districts or zones citywide. These zones specify allowable uses for real property, as well as standards for buildings constructed in these areas.





[StriveSanMateo.org](https://www.StriveSanMateo.org)



MEMORANDUM

DATE September 1, 2023
TO San Mateo Planning Commission
FROM Joanna Jansen and Carey Stone, PlaceWorks
SUBJECT Summary of General Plan Subcommittee Input on Draft General Plan 2040

This memorandum summarizes the General Plan Subcommittee (GPS) input on Draft General Plan 2040 received at the August 29, 2023 GPS meeting. The summary of GPS input focuses on comments that requested changes to the Draft General Plan and other requested actions by the GPS. In addition, when the GPS requested additions related to specific goals, policies, or actions, the policy language has been pasted below for the reader's reference.

GENERAL COMMENTS

- Some GPS members requested the addition of an executive summary at the start of each element to explain what changes could result upon implementation and how it could affect community members in their day-to-day activities. One GPS member suggested that the Big Ideas fulfilled this function.
- Several GPS members supported the placemaking concepts in the Draft General Plan and expressed interest in actions that will help define and enhance what makes San Mateo charming and unique from other Peninsula communities. This includes adding further text, policies, and actions that support cultural events and entertainment resources.
- Add policy direction throughout the General Plan to support local businesses, including business retention, and highlight the positive impacts local businesses have on the city.
- Continue to coordinate with OneShoreline when planning for flooding improvements and sea level rise adaptation.
- Examine City fees for mixed-use and residential development projects and ensure that these fees are not an obstacle to housing production.
- Evaluate the parameters for mixed-use development to ensure commercial development is balanced with housing development.
- GPS members expressed support for initial staff recommendations to:
 - Modify Study Area 3 boundary in the 25th Avenue area to remove the church parking lot site.
 - Add policy guidance on seniors/aging, including a focused section in Public Services and Facilities Element.
 - Reflect applicable plans on flooding/stormwater infrastructure to align with

community priorities.

LAND USE ELEMENT

- Look at the allowed density ranges for Residential Low I and Residential Low II land use designations and confirm whether the allowed uses of triplexes, fourplexes, condominiums, and apartments can feasibly be accommodated under these designations. If not, consider whether these uses should be removed from the designation descriptions.
- Some GPS members requested that housing not be allowed within 500 feet of high-volume roadways while maintaining the overall residential capacity of the Draft General Plan Land Use Map. Other GPS members feel more comfortable with housing near high volume thoroughfares given building technology and buffers that can reduce exposure to particulate matter and a vehicle fleet that is transitioning to electric.
- Revisit the Draft General Plan Land Use Map to ensure that a single block does not have more than one land use designation.
- Clarify **Policy LU 1.9 Voter Approved Growth Limits** so that it is clearer that Measure Y stays in effect after adoption of the General Plan until voters determine whether or not to modify the height and density requirements.
- Support for new **Action LU 1.10** to annually monitor housing and job growth.
- Communicate more transparently that only the ten Study Areas would be exempt from Measure Y upon voter approval and that other areas of the city would still be regulated by Measure Y requirements.
- Update **Action LU 8.4 City Investment** as follows: “Use funds collected by the park impact fee and [other additional resources](#) to invest in programs and public improvements that connect residents with opportunities to increase their physical activity and improve their physical and mental health, especially in equity priority communities with higher risk of negative public health outcomes. Identify new funding sources for programs and public improvements, if needed.”
- Add actions to support **Policy LU 8.5 Community Preservation** and **Policy LU 8.6 Safe and Sanitary Homes**.
 - **Policy LU 8.5 Community Preservation.** Prevent displacement in equity priority communities by protecting tenants, helping homeowners remain in place, and funding affordable housing.
 - **Policy LU 8.6 Safe and Sanitary Homes.** Encourage homes and neighborhoods that are free of environmental health hazards.
- Add policy direction to support accessory commercial units in residential areas at a scale that would not be disruptive to the surrounding neighborhoods.
- Provide incentives for low-income homeowners to maintain their properties.
- Add more specific policies or actions about future land acquisition by the City.

CIRCULATION ELEMENT

- Consider being more explicit about reducing vehicle miles traveled in **Policy C 1. Sustainable Transportation**: “Reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions from transportation by increasing mode share options for sustainable travel modes, such as walking, bicycling, and public transit.
- Ensure that the City coordinates with transit providers to maintain transit service in San Mateo and plans for first/last mile connections to transit.
- Consider revising **Action C 1.11 Complete Streets Plan** to reference the travel modes included in Goal C-1 (i.e. walking, bicycling, and transit): “Complete and implement the Complete Streets Plan to improve the City's circulation network, including pedestrian, bicycling, and transit infrastructure, to accommodate the needs of street users of all ages and abilities.
- Add a goal that would identify a timeframe the City plans to implement all planned infrastructure projects and the number of City staff that would be required to meet that goal.
- Consider adding an action that would support improving leading pedestrian intervals, automatic actuation of pedestrian signals, and identifying a policy about limiting right turns on red to improve pedestrian and bicycle safety.
- Confirm that Policy C4.4 and C 4.5 are not the same thing. *Note from General Plan team: Policy C 4.4 focuses on bicycle safety technology and Policy C 4.5 focuses on shared mobility technology.*
 - **Policy C 4.4 Bicycle-Related Technology**. Explore ways to use technology to improve bicycle safety and connectivity.
 - **Policy C 4.5 Bicycle and Shared Mobility-Related Technology**. Explore ways to use technology to improve bicycle and shared mobility safety and connectivity.
- Clarify **Policy C 6.7 Capital Improvement Program** that it does not apply to adding new traffic lanes:
 - **Policy C 6.7 Capital Improvement Program**. Prioritize improvements that increase person throughput, but do not add new traffic lanes, in project prioritization to reduce VMT.
- Consider adding a policy that would allow density bonuses if additional parking is provided in areas where there are parking capacity issues such as portions of North Central.

COMMUNITY DESIGN AND HISTORIC PRESERVATION ELEMENT

- Revise **Policy CD 1.3 Scenic Corridors** as follows:
 - **Policy CD 1.3 Scenic Corridors**. Require new development adjacent to designated scenic corridors within San Mateo County’s General Plan to protect and enhance the visual character of these corridors to the extent feasible.

- Update **Policy CD 5.4 Public Awareness** to ensure that property owners are aware if their property is being considered for designation as a historic resource or district.
 - **Policy CD 5.4 Public Awareness.** Foster public awareness and appreciation of the City's historic resources and educate the community about how to preserve and improve these resources. Increase public appreciation by supporting groups and organizations that provide neighborhood workshops, public presentations, interpretive signage, and walking tours.
- Update **Action CD 3.11 Tree Support for Low-Income Homeowners** to ensure there are funding sources for low-income homeowners to pay for the replacement of trees:
 - **Action CD 3.11 Tree Support for Low-Income Homeowners.** Explore funding sources and other forms of City support for low-income homeowners to plant and/or replace trees on their property.
- Ensure the City understands all the implications of defining a historic resource as being eligible for listing on National and California registers.
 - **Policy CD 5.3 Historic Resources Definition.** Define historic resources as buildings, structures, sites, and districts that are listed in or determined to be eligible for listing in the National Register of Historic Places and/or California Register of Historical Resources, designated resources in the 1989 Historic Building Survey Report, and resources found to be eligible through documentation in a historic resources report.
- Remove **Policy CD 8.3 Respect Existing Scale and Rhythm** because it is too prescriptive and would fit better in the objective design standards:
 - **Policy CD 8.3 Respect Existing Scale and Rhythm.** Encourage new mixed-use and commercial development to respect the scale and rhythm of surrounding buildings, including by providing breaks in the building face at spacings common to buildings in the area and by stepping back upper floors.

CONSERVATION, OPEN SPACE, PARKS AND RECREATION ELEMENT

- Add policies and/or actions to support the expansion of cultural and entertainment resources in San Mateo.
- Add an action item under **Goal COS-9** that explores stable, long-term funding sources for parks and recreation services.
 - **Goal COS-9** Provide stable and adequate operational and capital funding for the parks and recreation system.

PUBLIC SERVICES AND FACILITIES ELEMENT

- Add background text and policy direction for seniors and aging, building on the Age-Friendly Action Plan.
- Add a policy to encourage local businesses to attain the Age Friendly Business certification.

- Add more policies to support the use of recycled water.
- Add policy direction to increase public restrooms in San Mateo, especially in parks.
- Strengthen policies and actions about microgrids further.
- Expand **PSF 4.11 Public Wi-Fi** so that it applies to other public buildings
 - **PSF 4.11 Public Wi-Fi.** Provide high-speed internet access to the public at all City facilities and parks and school facilities.

SAFETY ELEMENT

- Update Policies SAF 1.14 and SAF 1.15 and Action SAF 1.19 to refer to the County Events Center which is a designated emergency center and will be an important resource in the event of an emergency:
 - **Policy SAF 1.14 Multijurisdictional Cooperation.** Continue the development of local preparedness plans and multijurisdictional cooperation and communication for emergency situations.
 - **Policy SAF 1.15 Emergency Preparedness.** Coordinate with San Mateo County, neighboring cities, and nongovernmental partners to effectively prepare for and respond to hazards and natural disasters.
 - **Action SAF 1.19 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.

NOISE ELEMENT

- The GPS did not have any comments on the Noise Element.

ATTACHMENT 3 - COMMUNITY DESIGN AND HISTORIC RESOURCES ELEMENT – RECOMMENDED REVISIONS

Change ID	Policy/ Action Number	Comment Source	Original Comment	Recommended Change(s)
1	Policy CD 1.3 Scenic Corridors	General Plan Subcommittee	Add “to the extent feasible” to policy.	Policy CD 1.3 Scenic Corridors. Require new development adjacent to designated scenic corridors within San Mateo County’s General Plan to protect and enhance the visual character of these corridors <u>to the extent feasible</u> .
2	Policy CD 3.7 Street Tree Equity	Online Tool	If the City is going to plant trees or give them to citizens to plant, make sure there is a requirement to take care of the tree. They have be watered, particularly during the first year. If not, you are wasting taxpayer money.	Policy CD 3.7 Street Tree Equity. Plant new street trees to increase the tree canopy throughout the city, especially in gateway areas and in tree-deficient neighborhoods; encourage neighborhood participation in tree planting programs; and incorporate programs for <u>long-term care and maintenance of the new street trees</u> .
3	Action CD 3.11 Tree Support for Low-Income Homeowners	Planning Commission	Revise Action CD 3.11 to add City support for the establishment and maintenance of trees in addition to planting.	Action CD 3.11 Tree Support for Low-Income Homeowners. Explore funding sources and other forms of City support for low-income homeowners to plant, <u>maintain</u> , and/or replace trees on their property.
4	New Action under Goal CD-3	Planning Commission	Add an action to support the establishment of newly planted City-owned street trees.	Tree Establishment. Develop a program and identify funding to support the early establishment and ongoing maintenance of City-owned street trees.
5	New Policy	City Staff recommended change.	Add new policy to clearly support the City’s comprehensive approach to historic preservation.	Add new first policy under Goal CD-5 and renumber subsequent policies and actions: Comprehensive Approach to Historic Preservation. Implement a comprehensive approach to historic preservation based on community input and best practices from State and federal agencies, to find the right balancing between preservation with other important priorities such as providing new homes and supporting local businesses.
6	Policy CD 5.1 Historic Preservation Policy CD 5.2 Historic Resources Preservation	City Staff recommended change.	Combine 2040 Draft General Plan Policies CD 5.1 and 5.2 to reduce redundancy.	Historic Preservation. Actively identify and preserve historic resources and concentrations of historic resources which convey the flavor of local historical periods, are culturally significant, or provide an atmosphere of exceptional architectural interest or integrity, when they meet national, State, or local criteria. Historic resources include individual properties, districts, and sites that maintain San Mateo’s sense of place and special identity, and enrich our understanding of the city’s history and continuity with the past.

Change ID	Policy/ Action Number	Comment Source	Original Comment	Recommended Change(s)
7	Policy CD 8.3 Respect Existing Scale and Rhythm	General Plan Subcommittee Planning Commission	Update or Remove policy because it is too prescriptive and would fit better in the objective design standards Remove the reference to stepping back upper floors.	Policy CD 8.3 Respect Existing Scale and Rhythm. Context Sensitive Design. Encourage n New mixed-use and commercial development should incorporate architectural styles and elements that relate to respect the scale and design rhythm of surrounding buildings, including by providing breaks in the building face at spacings common to buildings in the area and by stepping back upper floors.
8	Action CD 8.6 Objective Design Standards	City Staff recommended change		Action CD 8.6 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 <u>context appropriate architectural styles</u> and pedestrian-friendly design.

ATTACHMENT 4 – CONSERVATION, OPEN SPACE AND RECREATION ELEMENT – RECOMMENDED REVISIONS

Change ID	Policy/ Action Number	Comment Source	Original Comment	Recommended Change(s)
1	Policy COS 1.4 Avoidance of Nesting Birds	Online Tool	Not "should be avoided" it has to be "must be avoided" Make it a requirement.	Policy COS 1.4 Avoidance of Nesting Birds. Native bird nests in active use shall <u>should</u> be avoided when required by in compliance with State and federal regulations. For new development sites where nesting birds may be present, vegetation clearing and construction should be initiated outside the bird nesting season (March 1 through August 31) or preconstruction surveys should be conducted by a qualified biologist in advance of any disturbance. If active nests are encountered, appropriate buffer zones should be established based on recommendations by the qualified biologist and remain in place until any young birds have successfully left the nest.
2	Policy COS 1.5 Surveys for Sensitive Natural Communities	Online Tool	"Must be conducted" not "should be conducted."	Policy COS 1.5 Surveys for Sensitive Natural Communities. Require that sites with suitable natural habitat, including creek corridors through urbanized areas, be surveyed for the presence or absence of sensitive natural communities prior to development approval. Such surveys shall <u>should</u> be conducted by a qualified biologist and occur prior to development-related vegetation removal or other habitat modifications.
3	Policy COS 1.6 Surveys for Regulated Waters	Online Tool	"Must be conducted" not "should be conducted." If you are going to protect our natural resources, quit using all the weasel words that people can get around...unless that is the intent?	Policy COS 1.6 Surveys for Regulated Waters. Require that sites with suitable natural habitat, including creek corridors through urbanized areas, be surveyed for the presence or absence of regulated waters prior to development approval. Such surveys shall <u>should</u> be conducted by a qualified wetland specialist and occur prior to development-related vegetation removal or other habitat modifications.
4	Policy COS 3.1 Aesthetic and Habitat Values – Public Creeks.	Public Comment	"Policy COS 3.1 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, rewilding, erosion control, and adequate setbacks for structures. <u>Prioritize restoration of creeks and their riparian setback as part of any new developments impacting the creeks.</u> "	Policy COS 3.1 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, rewilding, erosion control, and adequate setbacks for structures. <u>Prioritize restoration of creeks and their riparian setback as part of any new developments impacting the creeks.</u>

Change ID	Policy/ Action Number	Comment Source	Original Comment	Recommended Change(s)
5	Policy COS 3.2 Aesthetic and Habitat Values – Private Creeks.	Public Comment	“Policy COS 3.2 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 COS-3. <u>Prioritize restoration of creeks and their riparian setback as part of any new developments impacting the creeks.</u> ”	Policy COS 3.2 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 COS-3. <u>Prioritize restoration of creeks and their riparian setback as part of any new developments impacting the creeks.</u>
6	New Action Under Goal COS-4	Planning Commission	Mitigate outdoor air quality in polluted areas.	Outdoor Air Quality Mitigation. Explore the feasibility of funding and installing pollutant screening solutions such as walls and vegetation to address outdoor air quality in residential areas close to pollutant sources such as highways.
7	Policy COS 5.6 Child and Youth Development	Public Comment	Interested in programs for keeping teenagers busy: worried about the drug/fentanyl use in the county and the amount of teenagers that are dying because of it.	Policy COS 5.6 Child and Youth Development. Provide preschool through teenage youth with a variety of experiences that nurture individuality, spark imagination, <u>promote health, increase safety,</u> encourage active recreation, and build the skills needed to ensure success in the next stage of development.
8	Action COS 5.12 Coordination with Education Providers	Public Comment	“What does this even mean?” Staff reviewed, including P&R Director, and determined that intent of action is unclear and that it was not needed it order to implement the policies under Goal COS-5.	Action COS 5.12 Coordination with Education Providers. Coordinate with education providers, including local school districts, the College of San Mateo, and the San Mateo Public Library, to identify appropriate service targets and provide activities within those identified targets.
9	New Action under Goal COS-6	Planning Commission	Address park access east of El Camino Real and east of US 101.	Comprehensive Access Analysis. Conduct a comprehensive accessibility gap analysis to address equitable park access, with an emphasis on neighborhoods east of El Camino Real and east of US 101.
10	Background Text	Public Comments	Multiple public comments noted that the senior issues and implementation of the City’s Age Friendly Action Plan needed to be more clearly addressed and supported in the General Plan.	Recommend to add a new Goal dedicated to seniors in the Public Services and Facilities Element, in addition to the policies and actions that already specifically reference seniors and aging in the Circulation, Conservation, Open Space, and Recreation, and Public Services and Facilities Elements. Add reference to the new senior section in the Public Services and Facilities Element in this element.

ATTACHMENT 5 – NOISE ELEMENT – RECOMMENDED REVISIONS

Change ID	Policy/ Action Number	Comment Source	Original Comment	Recommended Change(s)
1	Policy N 1.3 Exterior Noise Level Standard for Residential Uses Policy N 1.4 Exterior Noise Level Standard for Parks and Playgrounds.	Public Comment	Policies N1.3 and N1.4 seem to contradict. N1.3 says public parks shouldn't exceed 65 dBA LDN, and N1.4 says public parks require a feasibility study above 70 dBA LDN. Table N-1 confers with N1.4. I think that the final sentence of N1.3 is in error.	<p>Policy N 1.3 Exterior Noise Level Standard for Residential Uses. Require an acoustical analysis for new multifamily common open space for residents that have an exterior noise level of 60 dBA (Ldn) or above, as shown on Figure N-2. Incorporate necessary mitigation measures into residential project design to minimize common open space noise levels. Maximum exterior noise should not exceed 65 dBA (Ldn) for residential uses and should not exceed 65 dBA (Ldn) for public park uses.</p> <p>Adjust Table N-1 to reflect ambient noise levels over 70 dBA for proposed parks being “Conditionally Acceptable”, instead of “Normally Unacceptable.”</p>