

CITY OF SAN MATEO
City Council Regular Meeting
March 4, 2024
7:00 PM

City Hall Council Chamber
Entrance is on O'Farrell Street



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

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: [March 4, 2024](#)

To join via telephone: (408) 638-0968

Webinar ID: 889 7357 0191 Passcode: 107609

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

AB 2449 Requests and Considerations for Meeting Participation by Teleconference due to Just Cause or Emergency Circumstances

CEREMONIAL

1. Samaritan House 50th Anniversary – 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. City Council Meeting Minutes - Approval

Approve the minutes of the special meetings of December 11, 2023, December 20, 2023, February 3, 2024, and special and regular meetings of February 5, 2024 and February 20, 2024.

CEQA: This minutes approval 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. AB 481 Annual Military Equipment Report – Approval

Approve the Annual Military Equipment Report per California State Assembly Bill No. 481.

CEQA: This action 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. Gateway Park Pedestrian Bridge Replacement Project – Agreement

Approve an agreement with Biggs Cardosa Associates, Inc. for design professional services for the Gateway Park Pedestrian Bridge Replacement Project in the amount not to exceed \$228,000; establish a contingency reserve of \$23,000; and authorize the Public Works Director to execute the agreement in substantially the form presented and approve amendments within the contingency amount.

CEQA: This Council action is not a project subject to CEQA, because it can be seen with certainty that there is no possibility the proposed design professional services will have a significant effect on the environment. (CEQA Guidelines Section 15061(b)(3).)

5. Public Works Facilities Construction Manager – Amendment

Approve Amendment No. 1 to the professional services agreement with Nickitas 7280, Inc. in the amount of \$86,524.50, for a revised total amount of \$180,708.50; and authorize the Public Works Director to execute the amendment in substantially the form presented and to execute no-cost time extensions, if necessary.

CEQA: This project is categorically exempt from CEQA as an “existing facility,” because it consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. (CEQA Guidelines Section 15301.)

6. 25th Avenue Grade Separation Memorandum of Understanding – Amendment

Approve Amendment No. 4 to the Memorandum of Understanding (MOU) with Peninsula Corridor Joint Powers Board and San Mateo County Transportation Authority to extend the MOU for two years and authorize the City Manager 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).)

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.

PUBLIC HEARING

City Council action on the following public hearing(s) represents a final decision concluding all administrative proceedings. Judicial review may be had only if a petition is filed with the Court not later than the 90th day following the date the decision is made. Judicial review of environmental determinations may be subject to a time period for litigation as short as 30 days following the date the decision is made.

7. General Plan Amendment to Adopt Strive San Mateo General Plan 2040

Receive an overview of General Plan 2040 and the Final Environmental Impact Report, take public comments, and provide direction on any remaining updates or revisions.

CEQA: An EIR has been prepared for General Plan 2040 to meet CEQA requirements.

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.

CLOSED SESSION

The public will have an opportunity to comment before the Council's consideration of this item. Following the meeting a report of action from Closed Session will be provided if required.

8. Conference with Legal Counsel – Existing Litigation

(Paragraph (1) of subdivision (d) of Government Code Section 54956.9)

Name of Case: Danielle M., et al. v. Winchester, Noah, et al., San Mateo Superior Court Case No.: 22-CIV-01066

9. Conference with Legal Counsel – Existing Litigation

(Paragraph (1) of subdivision (d) of Government Code Section 54956.9)

Name of Case: City of San Mateo v. Argonaut Insurance Company, United States District Court - Northern District of California Case No.: 5:23-cv-02504-VKD

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: 10-151:

File ID: 24-8496

TO: City Council
FROM: Alex Khojikian, City Manager
PREPARED BY: City Clerk's Office
MEETING DATE: March 04, 2024
SUBJECT:
City Council Meeting Minutes - Approval

RECOMMENDATION:

Approve the minutes of the special meetings of December 11, 2023, December 20, 2023, February 3, 2024, and special and regular meetings of February 5, 2024 and February 20, 2024.

BUDGET IMPACT:

There is no budget impact from this ministerial action.

ENVIRONMENTAL DETERMINATION:

This minutes approval 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 - Minutes 2023-12-11 Special
Att 2 - Minutes 2023-12-20 Special
Att 3 - Minutes 2024-02-03 Special
Att 4 - Minutes 2024-02-05 Special
Att 5 - Minutes 2024-02-05 Regular
Att 6 - Minutes 2024-02-20 Special
Att 7 - Minutes 2024-02-20 Regular

STAFF CONTACT

Patrice Olds, City Clerk
polds@cityofsanmateo.org
(650) 522-7042

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

CITY OF SAN MATEO

Special Meeting Minutes

City Council

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

December 11, 2023
City Hall Conference Room C 7:00 PM
Special Meeting

CALL TO ORDER at 7:00 p.m.

Roll Call

Present: Mayor Diaz Nash, Council Members: Hedges, Lee and Loraine

Remote: Deputy Mayor Robert Newsom participated remotely from 1700 Marina Blvd, San Leandro, CA 94577

The City Council convened into closed session at 7:00 p.m.

CLOSED SESSION

Following the opportunity for public comment, there were no speakers, the City Council convened into Closed Session to consider:

1. Conference with Labor Negotiators (Government Code Section 54957.6)
City designated representatives: Shawanna Maltbie, Karen Huang, Stacey Cue and Yumi Maeda Employee

ADJOURNMENT –The meeting adjourned at 8:00 p.m.

APPROVED BY:

SUBMITTED BY:

Lisa Diaz Nash, Mayor

Patrice Olds, City Clerk

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

CITY OF SAN MATEO

Special Meeting Minutes

City Council

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

December 20, 2023
City Hall Conference Room C 5:30 PM
Special Meeting

CALL TO ORDER at 5:30 p.m.

Roll Call

Present: Mayor Diaz Nash, Deputy Mayor Newsom, Council Members: Hedges and Loraine
Remote: Council Member Lee 34 N. Eldorado Street, San Mateo, CA 94401

The City Council convened into closed session at 5:31 p.m.

CLOSED SESSION

Following the opportunity for public comment, there were no speakers, the City Council convened into Closed Session to consider:

CLOSED SESSION

Following the opportunity for public comment, there were no speakers, the City Council convened into Closed Session to consider:

1. Conference with Labor Negotiators (Government Code Section 54957.6)

City designated representatives: Shawwna Maltbie, Karen Huang, Stacey Cue and Yumi Maeda. Employee Organization: Police Officers' Association.

2. Conference with Legal Counsel – Anticipated Litigation

Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: One case

ADJOURNMENT –The meeting adjourned at 7:00 p.m.

APPROVED BY:

SUBMITTED BY:

Lisa Diaz Nash, Mayor

Patrice Olds, City Clerk

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

CITY OF SAN MATEO

Special Meeting Minutes

City Council

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

February 3, 2024
College of San Mateo – College Heights
Conference Room 9:00 AM
Special Meeting

CALL TO ORDER at 9:00 a.m.

Roll Call

Present: Mayor Diaz Nash, Deputy Mayor Newsom, Council Members: Hedges, Lee, and Loraine

AB 2449 Requests and Considerations for Meeting Participation by Teleconference due to Just Cause or Emergency Circumstances – no requests.

The mayor opened the workshop and outlined the purpose of the workshop and called for public comment.

PUBLIC COMMENT

Organized Presentation from Groups: 1) San Mateo Climate Action Team commented on urgency for climate action needs; 2) Ethics San Mateo provided commentary on the community's needs for a robust code of conduct; 3) Heritage Alliance provide commentary on the importance of recognizing and protecting San Mateo's historic resources; 4) Don't Cell Out San Mateo pled for stronger residential neighborhood protections for small cell placements; 5) San Mateo Sister City Organization requested the need for new City support and processes for the 60 year old program.

Individual speakers: Anthony Basso – Asked for Gondola support; Ellen Wang – commented on Age Friendly goals; Thomas Morgan – representing San Mateo United Homeowners spoke of priority issues begin traffic, flood control and small cells; Monika Lee – encouraged hiring older residents for the vacancies at the City; Mason Fong – stated the importance of honoring downtown and encouraged buying bitcoin; Karyl Eldridge – One San Mateo – spoke of the need to protect renters; Michelle Maccarra – cited the need to protect heritage trees; Mareva Godfrey – stated the need for speedier flood protections; Daniel El Kaim – spoke of the need for more internships available for youth; and Michael Ragan – expressed concerns with traffic.

STUDY SESSION

1. City Council "Blue Sky" Goal Setting Workshop

City Manager Alex Khojikian outlined the process for the day and noted that due to staffing capacity issues and an already robust list, each council member was limited to submitting three priorities and he discussed the City's emphasis on four key priority areas. Under the guidance of Facilitator Tim Dunkin, the Council first reviewed the 2023-24 Priority list for items that would remain on the list; then reviewed what items should be removed from the list; then moved on to 2024-25 review of department initiatives; then the staff recommended priority list and then the City Council recommendations.

Council recessed from 11:00 am to 11:10 am; then broke for lunch at 11:40 am and reconvened at 12:15 pm.

ADJOURNMENT –The meeting adjourned at 1:38 p.m.

APPROVED BY:

SUBMITTED BY:

Lisa Diaz Nash, Mayor

Patrice Olds, City Clerk

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

CITY OF SAN MATEO

Special Meeting Minutes

City Council

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

February 5, 2024
City Hall Council Chambers 5:30 PM
Special Meeting

CALL TO ORDER at 5:30 p.m.

Roll Call

Present: Mayor Diaz Nash, Deputy Mayor Newsom, Council Members: Hedges, Lee, and Loraine

AB 2449 Requests and Considerations for Meeting Participation by Teleconference due to Just Cause or Emergency Circumstances

STUDY SESSION

1. City Council Guidelines - Updates

Patrice Olds, City Clerk, provided a presentation on proposed changes for consideration to the City Council's Guidelines. Council asked questions of staff.

Public Comment – Dave Cohen, Ethics San Mateo, outlined ESM preferences for the update; Lisa Vande Voorde stated ethics is a priority with consequences; Evan Adams cautioned that codes of conduct can be used for the wrong purpose. Rick Sakuda recommended third party adjudication when needed; Michael Ragan stated his agreement for Ethics San Mateo's comments; Vikash Bhagaandin stated decorum requires self-regulation; Jordan Grimes stated the Code of Ethics will not make a difference as the issue with respectful discourse is a societal issue; and Sarah Fields stated the intent is not met with guidelines and a code of conduct.

Council took a short recess at 6:30 pm, and reconvened at 6:38 pm.

Council discussion ensued with direction given on the following areas - Council was in favor of: 1) changing the name from "Guidelines" to "Rules and Procedures"; 2) reordering the agenda to take public comment before Council questions; 3) to keep the continuity designation for external bodies only; and 4) keeping the current appointment committee process; limit the eligibility list to no more than six months; and no change in the reappointment process at this time. Council will submit any other individual comments on the track changes portion of the Guidelines directly to the Clerk to be brought back for formal action at a future meeting.

Council by consensus provided direction to bring in an experienced facilitator to conduct a workshop on the Code of Conduct piece with the City Council and hold a robust discussion on further elements needed.

ADJOURNMENT –The meeting adjourned at 7:15 p.m.

APPROVED BY:

Lisa Diaz Nash, Mayor

SUBMITTED BY:

Patrice Olds, City Clerk

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

CITY OF SAN MATEO

Regular Meeting Minutes

City Council Meeting

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

February 5, 2024
City Hall Council Chambers 7:00 PM
Regular Meeting

CALL TO ORDER at 7:20 p.m.

Pledge of Allegiance

Roll Call

Present: Mayor Diaz Nash, Deputy Mayor Newsom, Council Members: Hedges, Lee, and Loraine

AB 2449 Requests and Considerations for Meeting Participation by Teleconference due to Just Cause or Emergency Circumstances

CEREMONIAL

1. "I Voted" Sticker Competition Winners – Recognition – City's Generation Voter Team members presented the three competition winners: Aiyana Paiz (8 Years Old), Olivia Chan (10 Years Old), Saphina Sid (14 Years Old)
2. Chamber of Commerce – 2023 Update - Erica Wood, President and CEO, San Mateo Area Chamber of Commerce provided the update

CONSENT CALENDAR

The following items, 3 through 10, were considered to be routine by the City Council. After the titles of the items were read by the Deputy City Clerk, the public was invited to comment and there were no speakers. Motion passed 5-0.

Moved: Newsom, Seconded: Hedges

Ayes: Diaz Nash, Newsom, Hedges, Lee, and Loraine

Noes: None

3. City Council Meeting Minutes - Approval
Approve the minutes of the City Council special meetings of October 30, 2023, continued meeting of November 13, 2023; the special and regular meetings of November 6, 2023, November 20, 2023, December 4, 2023, and January 2, 2024.
4. Senior Citizens Commission Appointment Subcommittee – Appointment Recommendation
Appoint to the Senior Citizens Commission: Anna Cwirko-Godycki for a partial term from February 5, 2024, through June 10, 2027; Karl Lorenz for a full term commencing on June 10, 2024; and place Alison Joly and Nancy Morioka-Douglas on an eligibility list for future vacancies for a period of one year.
5. Police Department – Classification Updates
Adopt a Resolution to approve: the new classification of Police Support Services Analyst; the job specification and salary range for the classification of Police Support Services Analyst; and the reclassification of the incumbent in the Facilities Coordinator position to a Police Support Services Analyst.

Enactment: Resolution No. 10 (2024)

6. San Mateo Police Sergeants' Association – Salary Adjustment

Adopt a Resolution to adjust San Mateo Police Sergeants salaries in accordance with the Sergeants' Association Memorandum of Understanding Article 12 A.2) Salary Alignment, and to approve a supplemental budget appropriation in the amount of \$24,000.

Enactment: Resolution No. 11 (2024)

7. Martin Luther King, Jr. Park Pump Shed – Construction Contract

Adopt a Resolution to approve an alternative purchasing procedure to award a construction contract to Staples Construction Company, Inc. for improvements to the Pump Shed at Martin Luther King, Jr. Community Center and Park in the amount of \$249,403.54; establish a contingency reserve in the amount of \$37,410.00; and authorize the Parks and Recreation Director to execute the contract in substantially the form presented and issue change orders within the contingency amount.

Enactment: Resolution No. 12 (2024)

8. Traffic Engineering Staff Augmentation and Design Services - Amendment

Approve Amendment No. 3 to the design services agreement with DKS Associates for Traffic Engineering Staff Augmentation and Design Services to increase the agreement amount by \$80,000 for a revised total not-to-exceed amount of \$160,000; establish a contingency reserve of \$16,000; and authorize the Public Works Director to execute the amendment in substantially the form presented and approve additional amendments within the contingency amount.

9. Fiber Optic Network Facilities in the Public Right-of-Way – Agreement

Approve a Utility Equipment Agreement with Boldyn Networks US LLC for the construction, installation, maintenance, and operation of fiber optic network facilities within the public right-of-way; and authorize the Public Works Director to execute the agreements in substantially the form presented.

10. County of San Mateo Compost Quality Improvement Campaign - Memorandum of Understanding

Adopt a Resolution to approve a Memorandum of Understanding with the County of San Mateo and other jurisdictions within the county to develop a Compost Quality Improvement Campaign, and approve a separate Memorandum of Understanding with the County of San Mateo to provide for mutual indemnification; authorize the City Manager to execute the two Memoranda of Understanding in substantially the form presented; and authorize the City Manager to execute all related documentation to effectuate the Memoranda of Understanding, as appropriate.

Enactment: Resolution No. 13 (2024)

PUBLIC COMMENT

Michael Sevilla – San Mateo golfers VIP treatment is unfair reservation system. Speaking to no cell outs: Kathleen Wells, Kelly Ryerson, Vikash Bhagwandin. Michael Grubb provided comments on the nuts & bolts of running the city citing many items that are not be attended to.

OLD BUSINESS

11. Wastewater Treatment Plant Upgrade and Expansion Project and Furnishing Services for New Administration Building – Appropriation and Agreement

Deryk Daquigan, Engineering Manager, Department of Public Works, provided a presentation on the need for furnishings, and appropriation for the WWTP project.

Council asked questions of staff. Public Comment – there were no speakers.

Motion to adopt a Resolution authorizing an appropriation in the amount of \$7,000,000 from the Sewer Fund Reserves to the Capital Projects Funds for the Wastewater Treatment Plant Upgrade and Expansion Project and approving an alternative purchasing procedure to award an agreement to One Workplace to provide furnishings, design, project management, and installation services for the Wastewater Treatment Plant's new administration building in the amount of \$400,297.76; establish a contingency reserve in the amount of \$40,000; and authorize the Public Works Director to execute the Agreement in substantially the form presented and issue change orders within the contingency amount. Motion passed 5-0.

Moved: Lee, Seconded: Hedges
Ayes: Diaz Nash, Newsom, Hedges, Lee, and Loraine
Noes: None

Enactment: Resolution No. 14 (2024)

NEW BUSINESS

12. Animal Control Amendments – Ordinance Introduction

Glen Teixeira, Lieutenant, provided a presentation on the need to amend certain animal control provisions to provide clarity and align with the County's ordinance, who actually run the program.

Council asked questions of staff. Public Comment – there were no speakers.

Motion to Introduce an Ordinance to amend San Mateo Municipal Code Chapter 8.02 "Animal Control" to provide clarity in definitions and streamline processes. Motion passed 5-0.

Moved: Hedges, Seconded: Lee
Ayes: Diaz Nash, Newsom, Hedges, Lee, and Loraine
Noes: None

CLOSED SESSION

Following the opportunity for public comment, there were no speakers, Council convened into Closed Session at 9:00 p.m. to consider:

13. City Attorney Compensation

Agency designated representative: Council Member Amourance Lee / Unrepresented employee: City Attorney

RECONVENE TO OPEN SESSION

Council reconvened to Open Session at 9:28 p.m.

14. City Attorney Employment Agreement - Amendment

The Mayor presented the outcome from the closed session which was to establish the monthly salary of the City Attorney at \$23,750 as of February 5, 2024 (7.5% increase) and adjusted it to be \$25,194 on February 3, 2025 (6.1% increase). A clause was added to the resolution that the monthly salary of the City Attorney also may be subject to Cost-of-Living Adjustment (COLA) pursuant to the terms of Amendment #1 of the City Attorney Employment Agreement.

Motion to Adopt a Resolution to amend the compensation for the City Attorney and authorize the Mayor to execute an amendment to his employment agreement. Motion passed 5-0.

Moved: Hedges, Seconded: Newsom
Ayes: Diaz Nash, Newsom, Hedges, Lee, and Loraine
Noes: None

Enactment: Resolution No. 15 (2024)

REPORTS AND ANNOUNCEMENTS

City Manager, City Attorney and Council Members reported on their various assignments and liaison roles. In preparation for the November 2024 elections a Council subcommittee comprised of Mayor Diaz Nash and Council Member Loraine will provide input to the City on charter amendments and Measure Y.

ADJOURNMENT –The meeting adjourned at 9:40 p.m.

APPROVED BY:

SUBMITTED BY:

Lisa Diaz Nash, Mayor

Patrice Olds, City Clerk

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

CITY OF SAN MATEO

Special Meeting Minutes

City Council

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

February 20, 2024
City Hall Council Chambers 5:30 PM
Special Meeting

CALL TO ORDER at 5:30 p.m.

Roll Call

Present: Mayor Diaz Nash, Deputy Mayor Newsom, Council Members: Hedges, Lee, and Loraine

AB 2449 Requests and Considerations for Meeting Participation by Teleconference due to Just Cause or Emergency Circumstances

Council Member Lee joined remotely, and asked for consideration under AB2449 due to emergency circumstances as she is sole provider for her daughter who has a contagious infection. Findings: 1) a quorum of the City Council is present in person in the Council Chambers; 2) Council Member Lee has not exceeded the allowed number of times to invoke emergency circumstances; 3) the city is providing a 2-way audiovisual platform so the public can remotely hear and visually observe the meeting. Motion to allow Lee to participate remotely. Motion passed 4-0

Moved: Hedges, Seconded: Newsom
Ayes: Diaz Nash, Newsom, Hedges, and Loraine
Noes: None
Abstained: Lee

STUDY SESSION

1. Central Park Master Plan Phase 1 Implementation – Status Update

Joanne Magrini, King Leong, and Nicholas Tsiornas a presentation updating the Central Park Master Plan with regard to Phase 1 improvements, including the Fallen Heroes Memorial and the Playground in this phase. Lief McKay, Architect from RRM Design, also provided background and history.

Council asked questions of staff.

Public Comment: Sheila Canzian, former Parks & Recreation Director, state to maintain integrity of the design project; Lena Li – stated the update to the playground is long past due and young children desire it; Alex – stated concern with the cost and maybe build it in modules. Andrew Reback – stated it is important to do and the City needs to find a way to fund this park improvement. Matilda – encouraged an all-ability playground and consider wheelchair access too

Council discussion ensued and consensus was nothing should be taken off the table at this time; staff will come back with some bid alternates at the next review.

ADJOURNMENT –The meeting adjourned at 6:46 p.m.

APPROVED BY:

SUBMITTED BY:

Lisa Diaz Nash, Mayor

Patrice Olds, City Clerk

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

CITY OF SAN MATEO

Regular Meeting Minutes

City Council Meeting

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

February 20, 2024
City Hall Council Chambers 7:00 PM
Regular Meeting

CALL TO ORDER at 7:02 p.m.

Pledge of Allegiance

Roll Call

Present: Mayor Diaz Nash, Deputy Mayor Newsom, Council Members: Hedges, Lee, and Loraine

AB 2449 Requests and Considerations for Meeting Participation by Teleconference due to Just Cause or Emergency Circumstances.

Council Member Lee joined remotely, and asked for consideration under AB2449 due to emergency circumstances as she is sole provider for her daughter who has a contagious infection. Findings: 1) a quorum of the City Council is present in person in the Council Chambers; 2) Council Member Lee has not exceeded the allowed number of times to invoke emergency circumstances; 3) the city is providing a 2-way audiovisual platform so the public can remotely hear and visually observe the meeting. Motion to allow Lee to participate remotely. Motion passed 4-0

Motion to allow Lee to participate remotely due to emergency circumstances. Motion passed 4-0.

Moved: Hedges, Seconded: Newsom
Ayes: Diaz Nash, Newsom, Hedges, and Loraine
Noes: None
Abstained: Lee

CEREMONIAL

1. Black History Month – Proclamation - Alexis Lewis, San Mateo NAACP, received the Black History Month Proclamation.
2. Boys & Girls Clubs of the Peninsula – Presentation - Emily Mungul, Community Engagement & Development, Boys & Girls Clubs of the Peninsula (BGCP) presented.

CONSENT CALENDAR

The following items, 3 through 12, were considered to be routine by the City Council. After the titles of the items were read by the Deputy City Clerk, the public was invited to comment and there was one speaker. Penny Nixon, Peninsula Solidarity Cohort, supports Item #10 PHLA. Motion passed 5-0.

Moved: Newsom, Seconded: Hedges
Ayes: Diaz Nash, Newsom, Hedges, Lee, and Loraine
Noes: None

3. Animal Control Amendments – Ordinance Adoption

Adopt an Ordinance to amend San Mateo Municipal Code Chapter 8.02 "Animal Control" to provide clarity in definitions and streamline processes.

Enactment: Ordinance No. 2024-02

4. Juneteenth Annual Holiday Designation for City Employees – Approval

Adopt a Resolution to designate Juneteenth as an annual holiday for City Employees.

Enactment: Resolution No. 16 (2024)

5. Marina Library Structural Improvements Project – Amendment

Approve Amendment No. 2 with Siegel & Strain Architects for design professional services for the Marina Library Structural Improvements Project in an amount not to exceed \$265,434 for a new total agreement amount of \$362,114; establish a contingency reserve of \$36,000; and authorize the Public Works Director to execute the amendment in substantially the form presented and any future amendments within the contingency amount.

6. Citywide On-Call Heating, Ventilation, and Air Conditioning Repair Services – Amendment

Approve Amendment No. 1 with Bayside Heating & Air Conditioning, Inc. DBA CP Mechanical for Citywide On-Call Heating, Ventilation, and Air Conditioning Repair Services increasing the Agreement amount by \$70,000, for a revised total not to exceed amount of \$169,000; and authorize the Public Works Director to execute the amendment in substantially the form presented.

7. 2nd & El Camino Garage Improvements – Professional Services Agreement

Approve an agreement to ZFA Structural Engineers for professional engineering services in the amount of \$139,287.50; establish a contingency reserve in the amount of \$21,000; and authorize the Public Works Director to execute the agreement in substantially the form presented and issue change orders within the contingency amount.

8. 2nd and El Camino Garage and Central Garage Elevator Modernization - Budget Appropriation and Construction Contract

Adopt a Resolution authorizing a budget appropriation from the Downtown Parking Improvements Project to the Elevator Modernization Project in an amount of \$645,000; approve a construction contract with On Point Construction for construction to improve the elevator controls at the 2nd and El Camino Parking Garage and Central Parking Garage in the amount of \$830,000; establish a contingency reserve in the amount of \$166,000; and authorize the Public Works Director to execute the contract in substantially the form presented and issue change orders within the contingency amount.

Enactment: Resolution No. 17 (2024)

9. Usage of San Mateo County Sheriff's Office Coyote Point Police Training Center and Firing Range Facilities – Agreement

Approve an agreement with the County of San Mateo for use of the Coyote Point training center and firing range facilities through June 30, 2025 in an amount not to exceed \$20,000; and authorize the Chief of Police or his designee to execute the agreement in substantially the form presented.

10. Permanent Local Housing Allocation (PLHA) Supportive Housing Loan – Agreement

Adopt a Resolution to approve a loan to the St. James Community Development Corporation for predevelopment and development costs for a new supportive housing project in the amount of \$377,212 and authorize the City Manager to execute the agreement in substantially the form presented.

Enactment: Resolution No. 18 (2024)

11. San Mateo County Vehicle Theft Task Force – Agreement

Approve the Agreement between the City of San Mateo and the San Mateo County Vehicle Theft Task Force for the assignment of one police officer through June 30, 2025, and authorize the Chief of Police to execute the no-cost agreement in substantially the form presented.

12. Network Hardware Replacement – Purchase

Adopt a Resolution to approve an alternative purchasing procedure and approve a Master Purchasing Agreement with CDW Government, LLC (CDW-G) for the purchase of network switches in the amount of \$328,484.49; and authorize the Director of Information Technology to execute the agreement in substantially the form presented.

Enactment: Resolution No. 19 (2024)

PUBLIC COMMENT

Dev Patnaik spoke with concern 223 S. Humboldt Avenue project concerned with safety, size, and lack of parking.

PUBLIC HEARING

13. Appeal of a Planning Commission Approval of a New Five-Story Mixed-Use Building at 477 9th Avenue (PA-2022-047)

Linda Ly, Associate Planner, provided a presentation on the proposed project and outlined the project's history and the consideration of the Housing Accountability Act that provides guidance on the need for affordable housing in communities and that this limits appeals.

The Mayor opened the public hearing. The Appellant, Michelle Maccarra, provided a 15-minute presentation on the need to request the applicant to make efforts to save three heritage trees on the project that would be taken out otherwise. The Applicant, Stephen Siri along with his Landscape Architect Paul Lettieri provided a presentation of the project and the need to remove the trees.

Public Comment – speaking with a desire to save the trees: David Light, Laurie Watanuki, Michael Weinbauer, Maurine Killough, Frances Souza, Laura Wood, Lisa Vande Voorde, Tom Lease, Kristin Bortolotti, Wendy Lane, Gita Dev, and Robin Gage. Speaking in support of the housing project as proposed – Ken Chan and Jordan Grimes.

The Appellant and the Applicant each had a five-minute rebuttal. The Mayor closed the public hearing. Council asked questions of staff and the applicant and deliberated.

Motion to Adopt a Resolution to deny the appeal and uphold the Planning Commission's decision to approve the Special Use Permit (SUP), Site Plan and Architectural Review (SPAR) and Site Development Planning Application (SDPA) for a new five-story mixed-use building with office uses and 120 residential units at 477 9th Avenue, based on the Findings and subject to the Conditions of Approval, and find that the project is Categorically Exempt from the California Environmental Quality Act pursuant to Section 15332 (In-Fill Development Projects).

Motion passed 5-0.

Moved: Lee, Seconded: Hedges

Ayes: Diaz Nash, Newsom, Hedges, Lee, and Loraine

Noes: None

Enactment: Resolution No. 20 (2024)

NEW BUSINESS

14. 2023-24 Mid-Year Budget Update

Finance Director Karen Huang provided a presentation on the 2023-24 Mid-Year Budget Update. Council asked questions of staff. Public Comment – there were no speakers.

OLD BUSINESS

15. Wet Weather Preparations – Update

Public Works Director Matt Fabry provide an update on the City's wet weather preparations and storm response activities. Council asked questions of staff. Public Comment – there were no speakers.

REPORTS AND ANNOUNCEMENTS

City Manager, City Attorney and Council Members reported on their various assignments and liaison roles.

ADJOURNMENT –

We adjourn with a heavy heart as we remember the victims of the recent tragedy on the 4100 block of Alameda de las Pulgas. Our community is grappling with profound sorrow, and at this moment, I extend our gratitude to all the first responders for their unwavering dedication. We extend our deepest condolences. We also adjourn tonight in honor of the National Day of Remembrance (February 19) in memory of the many Japanese Americans who were treated so unfairly and deeply affected by the government's forced incarceration of entire Japanese American families during WWII. The San Mateo community will never forget and pledges to recognize February 19th every year.

Following a moment of silence, the meeting adjourned at 11:10 p.m.

APPROVED BY:

SUBMITTED BY:

Lisa Diaz Nash, Mayor

Patrice Olds, City Clerk



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: 10-511:

File ID: 24-8391

TO: City Council
FROM: Alex Khojikian, City Manager
PREPARED BY: Police Department
MEETING DATE: March 04, 2024
SUBJECT:
AB 481 Annual Military Equipment Report – Approval

RECOMMENDATION:

Approve the Annual Military Equipment Report per California State Assembly Bill No. 481.

BACKGROUND:

On September 30, 2021, Assembly Bill 481 (AB 481) was codified in Government Code Sections 7070-7075, requiring the governing body of law enforcement agencies to adopt a "Military Equipment Use" policy. The San Mateo Police Department presented a policy to the City Council which was adopted by Ordinance on May 2, 2022.

AB 481 also requires law enforcement agencies to prepare an annual report containing information for the preceding calendar year. Staff has prepared a Military Equipment Annual Report (Exhibit A) which summarizes the required information including: a description of the purpose of the equipment and how it was used; any complaints received; the results of any internal audits; the cost of the equipment; the quantity possessed; and if the agency intends to acquire additional equipment in the next year.

The San Mateo Police Department does not possess any tactical equipment that it has obtained from the military, nor does it possess any equipment that was designed for military use. The term "military equipment," as defined in AB 481, encompasses many items utilized as component of overall best practices by law enforcement agencies, which are employed specifically to reduce risk to community members. The list includes, but is not limited to unmanned aerial or ground vehicles, armored vehicles, command and control vehicles, chemical agents, less-lethal shotguns, less-lethal 40mm projectile launchers, distraction devices and long-range acoustic devices. These items provide peace officers the ability to safely resolve volatile situations and are vital tools that facilitate compliance with our stringent use of force policy. These tools have been tested in the field, and are used to enhance citizen and officer safety.

During the 2023 calendar year, no complaints related to military equipment were received by the Police Department. There were no violations of department policy related to the deployment of military equipment by department personnel. The Police Department acquired three unmanned aerial system (UAS) devices in 2023. In the current 2024 calendar year, the Police Department intends to acquire three additional UAS devices; two non-lethal organic irritant delivery devices; and will replace three of the existing precision automatic rifles. Upon receipt of that equipment, the Military Equipment Use Policy will be updated to reflect the addition of those items to the inventory.

In compliance with AB 481, the Military Equipment Annual Report was published on the Police Department's website at least 30 days prior to this meeting.

BUDGET IMPACT:

There is no budget impact associated with this action.

ENVIRONMENTAL DETERMINATION:

This action 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 - Military Equipment Report

STAFF CONTACT

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

Anthony Riccardi, Lieutenant
ariccardi@cityofsanmateo.org
(650) 522-7689

Equipment Category			Description	Summary of how equipment was used and purpose of use	Summary of complaints received	Result of any internal audits or violations of military equipment use policy	Acquisition Costs	Annual Costs	Funding source for following calendar year	Quantity Possessed of each type of equipment	If we intend to acquire additional military equipment in the next year, the quantity sought
Unmanned Aircraft System (UAS)	Matrice M300	UAS/Drones and robots were utilized to enhance the Department’s mission of protecting lives and property when other means and resources are not available or less effective. Uses included search and rescue; suspect apprehension; crime scene documentation; tactical operations; scene security; hazard monitoring, identification and mitigation; response to emergency calls; crisis communications; and legally authorized surveillance.	None	We assess and monitor after any deployment or use of equipment to ensure the equipment is being utilized in a manner which is consistent with Department Policy and there were no violations.	\$15,000	Varies. Ranges from \$1000-\$2500	operating budget	1	The Police Department intends to acquire three (3) additional UAS devices during the next year.		
	Mavik Enterprise				\$15,000		operating budget	3			
	Matrice M30				\$15,000		operating budget	1			
	Sky Hero Loki MkII				\$10,000 (for 2)		operating budget	2			
Robots	Transcend Robotics	Robots were utilized to remotely gain visual/audio intelligence, deliver equipment, open doors, and clear buildings ahead of a search team, for official law enforcement purposes, including search and rescue; suspect apprehension; tactical operations; scene security; hazard monitoring, identification and mitigation; response to emergency calls; crisis communications; and legally authorized surveillance.	None	\$20,000	Varies depending on need for replacement parts or repairs.	operating budget	2	N/A			
	iRobot packbot 510			0		N/A	1	N/A			
	Recon robotics recon scout			0		N/A	1	N/A			
Armored Vehicles	International Armor Group Sentinel	The purpose of the armored vehicle is to provide for the safe transport, security, and rescue of agency personnel and citizens in high-risk incidents, and the equipment was used in this manner, for law enforcement purposes.	None	0	\$1500 in annual maintenance	N/A	1	N/A			
Command and Control Vehicles	Braun Northwest mobile command vehicle	The equipment was utilized as a mobile command post during any incident that required command and control beyond a static dispatch center and included official law enforcement purposes, pre-planned events and training exercises.	None	0	\$5,000 in annual maintenance	N/A	1	N/A			
	Ford motor vehicle F53 motorhome command post			\$100,000		operating budget	1	N/A			
Rifles	Daniel Defense DDM4 V7	The purpose of the equipment is to address a threat with more precision and/or greater distances than a handgun, if present and feasible, and this is the manner in which it was deployed, including training.	None	\$2,000	Annual maintenance is \$25/rifle. Ammunition costs are typically \$50,000/year	operating budget	36	N/A			
	Daniel Defense personal defense weapon (PDW) 300 Blk			\$2,000		operating budget	14	N/A			
	Whindham weaponry AR15			\$1,800		operating budget	14	N/A			
	Georgia Precision AR10			\$2,500		operating budget	3	SMPD will replace the GA precision rifles in 2024			
	SPEER GOLD DOT .223 CALIBER 62 GRAIN RIFLE ROUND			\$260/case of 500		operating budget	400 cases	N/A			
	FEDERAL 9MM LUGER GRAIN HST DUTY AMMUNITION			\$9,600		operating budget	8000 rounds	N/A			
	Hornady 300, blackout 110 grain GMX			\$25,000		operating budget	12000 rounds	N/A			
	Hornady 308, 168 grain AMAX			\$2,000		operating budget	1000 rounds	N/A			
	Distraction Devices			COMBINED TACTIACL SYSTEMS, 7290-2 FLASH-BANG		Distraction devices were deployed to distract dangerous suspects to allow tactical teams to complete a dangerous mission or task. Distraction devices were only used during high-risk situations where their use would enhance officer safety; and during training exercises.	None	\$52	Varies depending on use	operating budget	20
COMBINED TACTICAL SYSTEMS, 7290M MINI FLASH-BANG		\$38	operating budget	20	N/A						
Explosive Breaching Tools	DETONATING CORD	The purpose of the equipment is to safely create a positive breach and enter structures for official law enforcement purposes and in accordance with State and Federal Law; and during training exercises. This equipment was not used last year.	None	\$1/ft	Annual maintenance and training costs range from \$1000-\$5000	operating budget	0 Feet	N/A			
	BLASTING CAP			\$12		operating budget	0	N/A			
	REMINGTON 870 BREACHING SHOTGUN			\$500		operating budget	5	N/A			
	DEFENSE TECHNOLOGY FRANGILBE BREACHING ROUND			\$5/round		operating budget	50	N/A			
Chemical Agents	CTS 7290M	The purpose of the equipment is to limit the escalation of conflict where employment of lethal force is prohibited or undesirable such as self-destructive, dangerous, and/or combative individuals; barricaded suspects; riot/crowd control and civil unrest incidents; and training exercises.	None	\$35/ea	Varies depending on use in the field, ranging from \$1500-\$2500 per year	operating budget	20	N/A			
	CTS 5230			\$30/ea		operating budget	20	N/A			
	CTS 6330 and 6340			\$25/ea		operating budget	12	N/A			
	CTS 5230B			\$35/ea		operating budget	10	N/A			
	CTS 8210			\$25/ea		operating budget	10	N/A			
Long Range Acoustical Device	Long Range Acoustical Device (LRAD)	The purpose of the equipment is to issue dispersal orders during crowd and riot control situations or to address the public in civil emergencies, natural disasters, evacuations, and police incidents. In the last year, the equipment was deployed to give direction during high-risk situations.	None	\$0	N/A	N/A	1	N/A			
CTS Launching cup:	COMBINED SYSTEMS LCS 40MM LAUNCHING CUP	The purpose of the equipment is to limit the escalation of conflict where employment of lethal force is prohibited or undesirable such as self-destructive, dangerous, and/or combative individuals; barricaded suspects; riot/crowd control and civil unrest incidents; and training exercises. This equipment was not used last year.	None	\$302/ea	N/A	operating budget	2	N/A			
40mm Launchers and Rounds	PENN ARMS 40mm launcher	The purpose of the equipment is to limit the escalation of conflict where employment of lethal force is prohibited or undesirable such as self-destructive, dangerous, and/or combative individuals; barricaded suspects; riot/crowd control and civil unrest incidents; and training exercises. This equipment was not used last year.	None	\$1000/ea	Annual costs range from \$5,000-\$20,000 depending on use.	operating budget	26	SMPD intends to acquire two (2) non-lethal OC delivery devices during the next year.			
	4330 – Liquid CS projectile					operating budget	20				
	4431 – CS powder filled projectiles					operating budget	20				
	4340 – Liquid OC filled projectiles					operating budget	20				
	Less lethal foam-tipped projectiles					operating budget	100				



CITY OF SAN MATEO

City Hall
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Agenda Report

Agenda Number: 4

Section Name: CONSENT CALENDAR

Account Number: 10-466

File ID: 24-8423

TO: City Council
FROM: Alex Khojikian, City Manager
PREPARED BY: Public Works Department
MEETING DATE: March 04, 2024
SUBJECT:
Gateway Park Pedestrian Bridge Replacement Project – Agreement

RECOMMENDATION:

Approve an agreement with Biggs Cardosa Associates, Inc. for design professional services for the Gateway Park Pedestrian Bridge Replacement Project in the amount not to exceed \$228,000; establish a contingency reserve of \$23,000; and authorize the Public Works Director to execute the agreement in substantially the form presented and approve amendments within the contingency amount.

BACKGROUND:

The Gateway Park Pedestrian Bridge, located in the City's Gateway Park was constructed in 1990 and is 34 years old. Gateway Park serves the downtown and North Central communities as it is located at the corner of Second Avenue and S. Grant Street. The pedestrian bridge consists of steel tube trusses, spanning over 75 feet over San Mateo Creek with concrete footings on either end. Preliminary inspections and evaluation of the steel superstructure of the bridge have indicated signs of deterioration and corrosion, further demonstrating that the bridge requires replacement. To address this, City staff developed the Gateway Park Pedestrian Bridge Replacement Project (Project) to replace the bridge structure, improve lighting, and address ADA compliance issues at the bridge approaches as determined by Biggs Cardosa Associates, Inc. (BCA).

On November 30, 2023, the City issued a Request for Proposals (RFP) for Engineering Design Services for the Gateway Park Pedestrian Bridge Replacement Project. The City received a total of three proposals and were reviewed by a City panel to evaluate the proposed project team, project approach, and estimated level of effort. BC

A was identified as the highest ranked proposal based on experience with similar projects, technical expertise, comprehensive approach, favorable references, and involvement in the City's bridge projects to date. In addition, BCA's proposed scope, schedule, and budget all align with the City's needs.

The design of this Project is anticipated to take six months to complete, and assuming environmental permitting is minimal, the project will be advertised for construction in late 2024, and with construction occurring in Spring 2025. Based on the above, City staff recommends awarding a design professional services agreement to BCA in an amount not to exceed \$228,000, and to establish a contingency in the amount of \$23,000 to cover any unforeseen changes during the design process.

BUDGET IMPACT:

Sufficient funds are available in the Gateway Park Pedestrian Bridge Improvements (46F024) project to award this agreement and the contingency reserve.

ENVIRONMENTAL DETERMINATION:

This Council action is not a project subject to CEQA, because it can be seen with certainty that there is no possibility the proposed design professional services will have a significant effect on the environment. (CEQA Guidelines Section 15061(b)(3).) The CEQA clearance requirements of the construction project itself will be determined during the design phase, and prior to construction of the project.

NOTICE PROVIDED

All meeting noticing requirements were met.

ATTACHMENTS

Att 1 – Agreement

STAFF CONTACT

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

**AGREEMENT WITH BIGGS CARDOSA ASSOCIATES INC.
FOR DESIGN PROFESSIONAL SERVICES
FOR
GATEWAY PARK PEDESTRIAN PROJECT REPLACEMENT**

This Agreement, made and entered into this day of _____, by and between the **CITY OF SAN MATEO**, a municipal corporation existing under the laws of the State of California ("CITY"), and Biggs Cardosa Associates Inc., a corporation, ("CONSULTANT"), whose address is 1111 Broadway, Suite 1510 Oakland CA 94607:

RECITALS:

A. CITY desires certain professional engineering design services hereinafter described.

B. CITY desires to engage CONSULTANT to provide these professional engineering design services by reason of its qualifications and experience for performing such services and CONSULTANT has offered to provide the required services on the terms and in the manner set forth herein.

NOW, THEREFORE, IT IS AGREED as follows:

SECTION 1 - SCOPE OF SERVICES

The scope of services to be performed by CONSULTANT under this Agreement is as described in Exhibit A to this Agreement, attached and incorporated by reference.

SECTION 2 - DUTIES OF CONSULTANT

CONSULTANT shall be responsible for the professional quality, technical accuracy and coordination of all work furnished by CONSULTANT under this Agreement. CONSULTANT shall, without additional compensation, correct or revise any errors or deficiencies in its work.

CONSULTANT represents that it is qualified to furnish the services described under this Agreement.

CONSULTANT shall be responsible for employing or engaging all persons necessary to perform the services of CONSULTANT.

CONSULTANT agrees to comply with the City's minimum wage ordinance as codified in Municipal Code Chapter 5.92, which differs from the state minimum wage and includes a Consumer Price Index escalator.

SECTION 3 - DUTIES OF CITY

CITY shall provide pertinent information regarding its requirements for the project.

CITY shall examine documents submitted by CONSULTANT and shall render decisions pertaining thereto promptly, to avoid unreasonable delay in the progress of CONSULTANT's work.

SECTION 4 - TERM

The services to be performed under this Agreement shall commence upon execution of agreement and be completed by December 31, 2026. The term of this Agreement may be extended by written amendment executed by the Director of Public Works and a duly authorized representative of the CONSULTANT.

SECTION 5 - PAYMENT

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, on a time and expense reimbursement basis, in an amount not to exceed \$228,000, pursuant to rates stated in Exhibit B to this Agreement, attached and incorporated by reference.

SECTION 6 - TERMINATION

Without limitation to such rights or remedies as CITY shall otherwise have by law, CITY shall have the right to terminate this Agreement or suspend work on the Project for any reason, upon ten (10) days' written notice to CONSULTANT. CONSULTANT agrees to cease all work under this Agreement upon receipt of said written notice.

Upon termination and upon CITY's payment of the amount required to be paid, documents become the property of CITY, and CONSULTANT shall transfer them to CITY upon request without additional compensation.

SECTION 7 - OWNERSHIP OF DOCUMENTS

All documents prepared by CONSULTANT in the performance of this Agreement, although instruments of professional service, are and shall be the property of CITY, whether the project for which they are made is executed or not.

SECTION 8 - CONFIDENTIALITY

All reports and documents prepared by CONSULTANT in connection with the performance of this Agreement are confidential until released by CITY to the public. CONSULTANT shall not make any such documents or information available to any individual or organization not employed by CONSULTANT or CITY without the written consent of CITY before any such release.

SECTION 9 - INTEREST OF CONSULTANT

CONSULTANT covenants that it presently has no interest, and shall not acquire any interest, direct or indirect, financial or otherwise, which would conflict in any manner or degree with the performance of the services under this Agreement.

SECTION 10 - CONSULTANT'S STATUS

It is expressly agreed that in the performance of the professional services required under this Agreement, CONSULTANT shall at all times be considered an independent CONSULTANT as defined in Labor Code Section 3353, under control of the CITY as to the result of the work but not the means by which the result is accomplished. Nothing herein shall be construed to make CONSULTANT an agent or employee of CITY while providing services under this Agreement.

SECTION 11 - INDEMNITY

CONSULTANT agrees to hold harmless and indemnify CITY, its elected and appointed officials, employees, and agents from and against any and all claims, loss, liability, damage, and expense arising out of CONSULTANT's negligence, recklessness or willful misconduct to the maximum extent permitted by state law. To the extent permitted by Civil Code section 2782.8, CONSULTANT agrees to defend City, its elected and appointed officials, employees, and agents against any such claims. The CONSULTANT'S duty to indemnify shall survive expiration or early termination of this Agreement.

SECTION 12 - INSURANCE

CONSULTANT shall procure and maintain for the duration of the contract and three years thereafter (five years for building or major improvements) the insurance specified in Exhibit C to this Agreement.

SECTION 13 - NONASSIGNABILITY

Both parties hereto recognize that this Agreement is for the personal services of CONSULTANT and cannot be transferred, assigned, or subcontracted by CONSULTANT without the prior written consent of CITY.

SECTION 14 - RELIANCE UPON PROFESSIONAL SKILL OF CONSULTANT

It is mutually understood and agreed by and between the parties hereto that CONSULTANT is skilled in the professional calling necessary to perform the work agreed to be done under this Agreement and that CITY relies upon the skill of CONSULTANT to do and perform the work in the most skillful manner, and CONSULTANT agrees to thus perform the work. The acceptance of CONSULTANT's work by CITY does not operate as a release of CONSULTANT from said obligation.

SECTION 15 - WAIVERS

The waiver by either party of any breach or violation of any term, covenant, or condition of this Agreement or of any provisions of any ordinance or law shall not be deemed to be a waiver of such term, covenant, condition, ordinance or law or of any subsequent breach or violation of the same or of any other term, condition, ordinance, or law. The subsequent acceptance by either party of any fee or other money which may become due hereunder shall not be deemed to be a waiver of any preceding breach or violation by the other party of any term, covenant, or condition of this Agreement or of any applicable law or ordinance.

SECTION 16 – SEVERABILITY

If any term or portion of this Agreement is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of this Agreement shall continue in full force and effect.

SECTION 17 - COSTS AND ATTORNEY FEES

Attorney fees in total amount not exceeding \$5000, shall be recoverable as costs (by the filing of a cost bill) by the prevailing party in any action or actions to enforce the provisions of this Agreement. The above \$5000 limit is the total of attorney fees recoverable whether in the trial court, appellate court, or otherwise, and regardless of the number of attorneys, trials, appeals, or actions. It is the intent of this Agreement that neither party shall have to pay the other more than \$5000 for attorney fees arising out of an action, or actions to enforce the provisions of this Agreement.

SECTION 18 - NON-DISCRIMINATION

CONSULTANT warrants that it is an Equal Opportunity Employer and shall comply with applicable regulations governing equal employment opportunity. Neither CONSULTANT nor any of its sub-consultants shall discriminate in the employment of any person because of race, color, national origin, ancestry, physical handicap, medical condition, marital status, sex, or age, unless based upon a bona fide occupational qualification pursuant to the California Fair Employment and Housing Act.

SECTION 19 - MEDIATION

Should any dispute arise out of this Agreement, any party may request that it be submitted to mediation. The parties shall meet in mediation within 30 days of a request. The mediator shall be agreed to by the mediating parties; in the absence of an agreement, the parties shall each submit one name from mediators listed by either the American Arbitration Association, the State Mediation and Conciliation Service, or other agreed-upon service. The mediator shall be selected by a blind draw.

The cost of mediation shall be borne equally by the parties. Neither party shall be deemed the prevailing party. No party shall be permitted to file a legal action without first meeting in mediation and making a good faith attempt to reach a mediated settlement. The mediation process, once commenced by a meeting with the mediator, shall last until agreement is reached by the parties but not more than 60 days, unless the maximum time is extended by the parties.

SECTION 20 - LITIGATION

CONSULTANT shall testify at CITY's request if litigation is brought against CITY in connection with CONSULTANT's services under this Agreement. Unless the action is brought by CONSULTANT, or is based upon CONSULTANT's wrongdoing, CITY shall compensate CONSULTANT for preparation for testimony, testimony, and travel at CONSULTANT's standard hourly rates at the time of actual testimony.

SECTION 21 - NOTICES

All notices hereunder shall be given in writing and mailed, postage prepaid, addressed as follows:

To CITY:	City of San Mateo Attn: Stephanie Piñon 330 W 20 th Avenue San Mateo, CA 94403
To CONSULTANT:	Biggs Cardosa Associates Inc. Attn: Mahvash Harms 1111 Broadway, Suite 1510 Oakland, CA 94607

SECTION 22 - AGREEMENT CONTAINS ALL UNDERSTANDINGS; AMENDMENT

This document represents the entire and integrated agreement between CITY and CONSULTANT and supersedes all prior negotiations, representations, and agreements, either written or oral.

This document may be amended only by written instrument, signed by both CITY and CONSULTANT.

SECTION 23 - AUTHORITY TO ENTER INTO AGREEMENT

CONSULTANT has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and to bind each respective party.

SECTION 24 - GOVERNING LAW AND VENUE

This Agreement shall be governed by the laws of the State of California and, in the event of litigation, venue will be in the County of San Mateo.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, CITY and CONSULTANT have executed this Agreement the day and year first above written.

CITY OF SAN MATEO

CONTRACTOR

Matt Fabry Date
Director of Public Works

Mahvash Harms	2/26/2024
Mahvash Harms	Date
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

ADDITIONAL CORPORATE
OFFICER
(if necessary per the above)

Linh Nguyen
Assistant City Attorney

<i>Daniel Devlin</i>	2/26/2024
Daniel Devlin	Date
Secretary	

Attachments:

Exhibit A: Scope of Services
Exhibit B: Payment Rates
Exhibit C: Insurance Requirements

EXHIBIT A

SCOPE OF SERVICES

SCOPE OF SERVICES

1. **Project Management & Coordination**

- Ensure an efficient and coordinated project development process, the delivery of a high-quality product, and the development of the Project components within budget and on schedule.
- Be responsible for detailed management of the project, including any subconsultants, and keep the City apprised of the status of the project. Represent the City, with the City's input and approval, in communications with other external agencies as needed to deliver the Project.
- Provide the key personnel as described in the Proposer's proposal and do not reassign key project personnel without prior approval of the City per the Standard Agreement for Professional Consultant Services.
- Prepare and submit monthly progress reports including a summary of completed activities, proposed activities for next month, issues affecting project delivery, scope, schedule, or budget, consultant's actions to mitigate issues, a summary of project decisions, updated project schedule, budget status, percent of work complete and cost to complete remaining work, and other important project information.
- Prepare and submit a baseline schedule and monthly progress schedules including identifying key permits and agency approvals with associated processes required to facilitate the design and construction of the Project.
- Attend both virtual and in-person meetings with the City including but not limited to a kick-off meeting, bi-weekly progress review, design submittal presentation, and review meetings at each submittal milestone, and as described elsewhere in this scope of services.

Deliverables:

- Baseline schedule
- Monthly project progress report and schedule submitted with invoice
- Meeting agendas and minutes

2. **Site Investigations including Survey & Abutment Review**

- Perform field reconnaissance and prepare a record of site conditions.
- Obtain and review available information relevant to this project from the City including utility base maps pertinent to the project and adjacent areas and as-built plans
- Conduct land surveying as needed to prepare accurate plans, including topographic data, survey control points, and confirmation of right of way limits. Use of various public agency topographic information sources may be acceptable – proposer to include a description of the source and quality control/assurance of data in the proposal.
- City right of way lines and property line boundaries will be shown based on record map information and best fit to the site or otherwise based on prior projects completed in the area.
- Research underground and overhead utilities, contact utility owners to request available record information, and prepare a detailed survey of all known underground and overhead utilities within the project area to incorporate utility information in the plan set. (Potholing and utility location are excluded)
- Determine if there are any necessary site improvements required for ADA accessibility to/from the bridge and seismic stability. Review existing City ADA compliance survey and field-verify conditions using smart-level.
- Inspect and analyze existing abutments and determine reusability.

Deliverables:

- Topographic base map including utility information

3. Environmental Compliance

- Prepare Project Description based on the 30% plans.
- Confirm what CEQA document and/or environmental (regulatory) permits (if any) are required for the Project.
- Prepare Technical Studies to support the CEQA Document. Based on our prior experience with similar projects, we anticipate that a Biological Resources Assessment Report, summarizing the results of reconnaissance survey and including a list of recommended avoidance and minimization measures, is the only technical study required.
- Prepare CEQA document. Based on our prior experience with similar projects, we believe the project will be categorically exempt from CEQA under Class 2 Replacement or Reconstruction, and a CEQA Notice of Exemption will be prepared.
- Obtain all necessary environmental (regulatory) permits necessary for the construction of the project. The following regulatory permits may be required:
 - California Department of Fish and Wildlife (CDFW) – Section 1602 Notification of Lake or Streambed Alteration (LSA)
 - Regional Water Quality Control Board (RWQCB) – Application for Waste Discharge Requirements
 - US Army Corps of Engineers (USACE) – not required as no fill or exaction below ordinary high-water mark is anticipated
- We assume federal funds will not be used for the project. Additional scope for NEPA clearance can be added if required.
- We assume bridge abutments will not be replaced or significantly modified, no work will be required below top of bank, no vegetation of special-status species will be impacted and there will no compensatory mitigation required by permits.

4. Preliminary Engineering

- Identify potential existing utility conflicts and any suggested utility relocation scope highlighting where a third-party utility may be required to perform utility relocation in accordance with existing franchise agreements and identify potential schedule impacts. The City will lead coordination with the impacted third-party utility but the Consultant will be responsible for preparing exhibits, and work summaries, and participate in meetings with the affected third-party utilities. We assume no utility relocations are required.
- Prepare 30% design-level drawings identifying the proposed improvements and limits of work. Drawings will be:
 - Accessibility improvements
 - Structure general plan
 - Structure general notes and specifications
- Prepare a list of Caltrans standard special provisions (SSP's) and non-standard special provisions (NSSP's)
- Prepare preliminary bid item list and cost estimate
- Prepare the Basis of Design (BOD) report including abutment evaluation

Deliverables:

- 30% design submittal including plans, specifications outline, and cost estimate
- Basis of Design (BOD) report

5. **Preparation of Detailed Plans, Specifications, & Cost Estimates (PS&E) for Construction**

- Communicate with various agencies and utility companies as necessary to obtain information and permits, and coordinate any other activities required to complete the scope of services and implement project construction. We assume no utility relocations are required.
- Present in-progress plans at the biweekly progress meetings with the City.
- Prepare and submit plans, specifications, and cost estimates for 90% and 100% design development milestones. Drawings will be:
 - Cover sheet
 - Accessibility improvements
 - Structure general plan
 - Structure general notes and specifications
 - Abutment details
- Prepare for and facilitate a design review workshop with City staff.
- Prepare and submit final construction contract documents incorporating all comments from previous reviews.
- Prepare plans using AutoCAD and plot at appropriate scales on 22-inch x 34-inch sheets.
- Write specifications in the format of Caltrans standard specifications 2023 version. The City will provide standard City general conditions for the consultant's use. Prepare all special provisions and technical specifications required for construction in a manner that integrates clearly with City and Caltrans specifications. Review general conditions and coordinate any proposed changes with the City. This project may utilize federal funds for construction; write specifications accordingly.
- Develop a schedule of bid items to address all required contract work and prepare clear specifications for measurement and payment. Provisions for alternate items may be considered as an approach to keep the project within budget. Identify any physical work required for project implementation outside of the construction contract and provide recommendations for procurement methods.

Deliverables:

- Progress plans as required (pdf)
- 90% and 100% PS&E submittals in electronic format (MS Word, Excel, and pdf)
- Technical review workshop agenda and minutes
- Final bid documents: submit original stamped drawings and complete contract book including bid documents, general conditions, and special provisions in electronic format (MS Word and pdf, plans in AutoCAD and pdf)
- Final quantity estimates, quantity calculation sheets, and final construction cost estimate submitted in the format of the schedule of bid items in electronic format (MS Word and pdf), including detailed construction cost estimate documentation
- Other documentation as needed to clarify the design and contract approach

6. **Bid Phase Support**

- Attend a pre-bid meeting and respond to questions concerning the plans, specifications, and other bid documents before bid opening and prepare contract addenda, if needed.

Deliverables:

- Contract addenda, if needed, for distribution by the City
- Written responses to bidder's questions for distribution by the City during the bid phase

7. Engineering Services During Construction

- Provide professional engineering services during the project construction phase to support the administration of the construction contract, including but not limited to tasks such as responding to requests for information, reviewing contractor submittals, and preparing design change documents.

8. General Consulting Services (Option Services)

- Provide limited general consulting services to additional support the City during preliminary engineering, design, bid, or construction phases. Consultant shall request City's written authorization prior to commencing with any services as outlined in Task 8. Optional services under this Task may include but are not limited to:
 - Evaluation of alternative bridge materials and coatings: review alternative materials and coatings, including aluminum, weathering steel, epoxy coatings, galvanizing, and powder coat, and prepare a technical memorandum.

EXHIBIT B

PAYMENT RATES

CHARGE RATE SCHEDULE

Senior Principal	\$325.00
Principal	\$280.00
Associate	\$257.00
Engineering Manager	\$225.00
Senior Engineer	\$205.00
Project Engineer	\$190.00
Staff Engineer	\$175.00
Assistant Engineer	\$160.00
Junior Engineer	\$145.00
Senior Computer Drafter	\$165.00
Computer Drafter	\$145.00
Junior Computer Drafter	\$130.00
BIM/Visualization Specialist	\$165.00
Project Administrator	\$190.00
Project Coordinator	\$155.00
Secretarial Administrative Services	\$125.00
Construction Manager	\$280.00
Senior Structural Representative	\$240.00
Structural Representative	\$215.00
Assistant Structures Representative	\$170.00
Senior Bridge Inspector	\$215.00
Subconsultants	Cost Plus 10%
Expenses	Cost Plus 15%

Charge Rates Applicable October 1, 2023 through September 30, 2024
Anticipated escalation is between 5% and 8% per year starting Oct 1, 2024

EXHIBIT C

INSURANCE REQUIREMENTS

MINIMUM SCOPE OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability (CGL):** Insurance Services Office (ISO) Form CG 00 01 12 07 covering CGL on an "occurrence" basis, including products-completed operations, personal & advertising injury, with limits no less than **\$2,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
2. **Automobile Liability:** ISO Form Number CA 00 01 covering any auto (Code 1), or if CONSULTANT has no owned autos, hired, (Code 8) and non-owned autos (Code 9), with limit no less than **\$1,000,000** per accident for bodily injury and property damage.
3. **Workers' Compensation:** as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than **\$1,000,000** per accident for bodily injury or disease.
4. **Professional Liability (Errors and Omissions):** Insurance appropriate to the CONSULTANT's profession, with limit no less than **\$1,000,000** per occurrence or claim, **\$2,000,000** aggregate

If the CONSULTANT maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the CONSULTANT.

Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Status

The City, its elected and appointed officials, employees, and agents are to be covered as insureds on the auto policy for liability arising out of automobiles owned, leased, hired or borrowed by or on behalf of the CONSULTANT; and on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the CONSULTANT including materials, parts or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the CONSULTANT's insurance (at least as broad as ISO Form CG 20 10, 11 85 or both CG 20 10 and CG 20 37 forms if later revisions used).

Primary Coverage

For any claims related to this contract, the **CONSULTANT's insurance coverage shall be primary** insurance as respects the City, its elected and appointed officials, employees, and agents. Any insurance or self-insurance maintained by the City, its elected and appointed officials, employees, or agents shall be excess of the CONSULTANT's insurance and shall not contribute with it.

Notice of Cancellation

Each insurance policy required above shall provide that **coverage shall not be canceled, except after thirty (30) days' prior written notice** (10 days for non-payment) has been given to the City. If a Notice of Cancellation endorsement is not available, CONSULTANT shall ensure the requisite Notice of

Cancellation is specified in the Certificate of Insurance. In the event the Notice of Cancellation is not specified in the Certificate of Insurance, Consultant shall be responsible for providing the City the requisite notice as specified in this Exhibit C.

Waiver of Subrogation

CONSULTANT hereby grants to City a waiver of any right to subrogation which any insurer of said CONSULTANT may acquire against the City by virtue of the payment of any loss under such insurance. CONSULTANT agrees to obtain any endorsement that may be necessary to effect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared to and approved by the City. The City may require the CONSULTANT to purchase coverage with a lower deductible or retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention.

Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City.

Verification of Coverage

CONSULTANT shall furnish the City with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the CONSULTANT's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.



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: 82-468

File ID: 24-8436

TO: City Council
FROM: Alex Khojikian, City Manager
PREPARED BY: Public Works Department
MEETING DATE: March 4, 2024
SUBJECT:
Public Works Facilities Construction Manager – Amendment

RECOMMENDATION:

Approve Amendment No. 1 to the professional services agreement with Nickitas 7280, Inc. in the amount of \$86,524.50, for a revised total amount of \$180,708.50; and authorize the Public Works Director to execute the amendment in substantially the form presented and to execute no-cost time extensions, if necessary.

BACKGROUND:

Public Works staff requires additional professional construction manager services to assist the Public Works Facilities and Fleet Division with the delivery of Facilities Maintenance projects and Capital Improvement Projects (CIP). Currently, there are 31 projects in development and/or under construction.

In April 2023, the City solicited proposals directly from three firms that had previous experience with the Public Works Department to oversee and direct construction, review and schedule deliverables, and estimate costs on behalf of the City. The scope of work also includes construction inspection as required by the California Building Code for the purpose of obtaining final approval from the City Building Department and San Mateo Consolidated Fire. The firms solicited included Nickitas 7280, Inc., KCM Engineering, Inc., and Townsend Management, Inc. The City received proposals from Nickitas 7280, Inc. and KCM Engineering, Inc. In June 2023, the City retained Nickitas 7280 (Nickitas), Inc. because it was immediately available and had the most flexibility in terms of schedule to work on the various types of City projects.

The construction projects for Fiscal Year 2023-24 originally included the following projects:

- King Swim Center Family Changing Room - complete
- Fire Station 21 Shower Remodel - complete
- Fire Station 23 Shower Remodel - complete
- Washington Park Basketball Court Improvements - complete
- Beresford Tennis Court Improvements – complete
- Main Library Painting Phase 1 – complete
- Tennis Court Garage Structural Improvements - complete
- Indian Springs Park Restroom Remodel – complete
- Casanova Park Restroom Remodel – in construction
- Fiesta Meadows Park Restroom Remodel – in construction
- King Recreation Center Kitchen Remodel – in construction

In December 2023, nine additional construction projects were added, which include:

- Corporation Yard Facilities Office Repair – complete

- Corporation Yard Deck Replacement – complete
- Police Department Conference Room Remediation – complete
- Main Street Garage Tenant Space Remediation – complete
- King Center Fire Alarm Installation – in construction
- Elevator Modernization Project – in construction
- 2nd & El Camino Real Garage Structural Improvements – in construction
- Shoreview Park Restroom Remodel – construction beginning April 2024
- Lakeshore Park Restroom Remodel – construction beginning April 2024
- City Hall UPS Replacement – construction beginning May 2024

Due to the increase in volume of construction projects from 11 to 20 projects, staff requires additional resources and assistance to complete the projects. Since Nickitas has the requisite expertise, familiarity with this type of work, and has experience with the City’s Facilities projects, staff recommends amending the current agreement by increasing the agreement amount in order to include these additional projects. Based on the above, staff recommends for Council to approve Amendment No. 1 with Nickitas by increasing the agreement amount by \$86,240, for a total not to exceed agreement amount of \$180,708.50.

BUDGET IMPACT:

Sufficient funding is available in each project budget to fund the cost of this amendment.

ENVIRONMENTAL DETERMINATION:

This project is categorically exempt from CEQA as an “existing facility,” because it consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. (CEQA Guidelines Section 15301.)

NOTICE PROVIDED

All meeting noticing requirements were met.

ATTACHMENTS

Att 1 – Amendment No. 1

STAFF CONTACT

Steve Wu, Project Manager II
 swu@cityofsanmateo.org
 (650) 522-7345

**AMENDMENT NO. 1 TO THE AGREEMENT
BETWEEN THE CITY OF SAN MATEO AND
NICKITAS 7280, INC. FOR
PROFESSIONAL SERVICES FOR
PUBLIC WORKS FACILITIES CONSTRUCTION MANAGER
(\$94,184 [Original Amount], \$86,524.50 [Amendment 1])**

WHEREAS, the City of San Mateo ("City"), a municipal corporation of the State of California, and Nickitas 7280, Inc. ("Consultant"), entered into an Agreement for professional services for Public Works Facilities Construction Manager ("Agreement") on July 6, 2023; and

WHEREAS, City and Consultant wish to amend the Agreement to increase the Agreement amount by \$86,524.50, for a total Agreement amount of \$180,708.50.

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 \$180,708.50."

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

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, CITY OF SAN MATEO and Nickitas 7280, Inc. have executed this Amendment No. 1 on _____

CITY OF SAN MATEO

CONSULTANT

Matt Fabry, Date
Public Works Director

Nick Panayotou
Its Authorized Agent
President

APPROVED AS TO FORM:

Linh Nguyen,
Assistant City Attorney



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: 10-466:

File ID: 24-8456

TO: City Council

FROM: Alex Khojikian, City Manager

PREPARED BY: Public Works Department

MEETING DATE: March 04, 2024

SUBJECT:

25th Avenue Grade Separation Memorandum of Understanding – Amendment

RECOMMENDATION:

Approve Amendment No. 4 to the Memorandum of Understanding (MOU) with Peninsula Corridor Joint Powers Board and San Mateo County Transportation Authority to extend the MOU for two years and authorize the City Manager to execute the amendment in substantially the form presented.

BACKGROUND:

The 25th Avenue Grade Separation Project (Project) raised the railroad tracks at the 25th Avenue crossing, as well as at 28th Avenue and 31st Avenue, which allowed new east-west street connections at these locations in conformance with the Rail Corridor Transit Oriented Development Plan. The Project also relocated the Hillsdale Caltrain Station northward between 28th and 31st Avenues.

The Project requires collaboration and partnerships with multiple agencies, including the San Mateo County Transportation Authority (SMCTA), the California High Speed Rail Authority (CHSRA), and the California Department of Transportation (Caltrans) as funding agencies; the City as the project sponsor; and the Peninsula Corridor Joint Powers Board (JPB) as the implementation agency. Staff secured multiple funding sources to deliver the project from planning through construction; the funding sources are as follows: SMCTA's Measure A Grade Separation Program Funds; California Public Utility Commission, Section 190 Grade Separation funds; CHSRA funds; and City Traffic Impact Fees.

In July 2014, the City entered into a Memorandum of Understanding (MOU) with the JPB and SMCTA to begin preliminary engineering and the environmental phase for the Project and outline the roles and responsibilities between the parties. In March 2016, Amendment No. 1 to the MOU was executed to begin the design and right-of-way phase. In August 2017, Amendment No. 2 was executed to begin the construction phase and in August 2021, Amendment No. 3 was executed, increasing the total project cost from \$180M to \$205.9M. The cost increase was a result of various change orders, most notably the addition of an enhancement wall to separate a Caltrain parking track from nearby homes; this additional work is referred to as the San Mateo Parking Track sub-project in the Amendment No. 4.

Construction for the San Mateo Parking Track, which includes the enhancement wall, is expected to begin in Spring of 2024. The latest version of the MOU expires on March 15, 2024. Amendment No. 4 will extend the MOU for the duration for the construction of the San Mateo Parking Track for two years and memorialize the additional \$6.2M in grant funding the JPB obtained to fully fund the Project and various fund transfers to fully fund the San Mateo Parking Track. There are no scope changes or local financial impacts to the City related to this amendment. Based on the above, staff recommends for Council to approve of Amendment No. 4.

BUDGET IMPACT:

There are no budget impacts as this amendment will only extend the term of the existing MOU.

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).) In addition, the 25th Avenue Grade Separation Project, as implemented by the JPB, is exempt from CEQA review because it concerns a railroad grade separation project that eliminates an existing grade crossing or that reconstructs an existing grade separation. (CEQA Guidelines Section 15282(g); Cal. Public Resources Code Section 21080.13.)

NOTICE PROVIDED

All meeting noticing requirements were met.

ATTACHMENTS

Att 1 – Amendment No. 4

STAFF CONTACT

Jay Yu, Engineering Manager
jyu@cityofsanmateo.org
(650) 522-7323

**FOURTH AMENDMENT TO
THE MEMORANDUM OF UNDERSTANDING
BETWEEN THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY, THE
CITY OF SAN MATEO, AND THE PENINSULA CORRIDOR JOINT POWERS
BOARD FOR THE 25TH AVENUE GRADE SEPARATION AND RAIL
REALIGNMENT PROJECT**

THIS FOURTH AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY, THE CITY OF SAN MATEO, AND THE PENINSULA CORRIDOR JOINT POWERS BOARD FOR THE FINAL RIGHT OF WAY AND CONSTRUCTION PHASE FOR THE 25TH AVENUE GRADE SEPARATION AND RAIL REALIGNMENT PROJECT is made as of _____, by and between the San Mateo County Transportation Authority (TA), the City of San Mateo (Sponsor), and the Peninsula Corridor Joint Powers Board (JPB), referred to herein individually as “Party” and jointly as “Parties.”

WHEREAS, on July 11, 2014, the Parties entered into an MOU for the Preliminary Engineering/ Environmental (PE/ENV) phase of the 25th Avenue Grade Separation and Rail Realignment Project (Project); and

WHEREAS, on March 3, 2016, the Parties entered into a First Amendment to the MOU for the Final Design and Right of Way (PS&E and ROW) phases of work; and

WHEREAS, on October 6, 2016, the TA programmed and allocated \$65.3 million in Measure A Grade Separation Program Category funds to complete the ROW and Construction phases of work for the Project based on an estimated budget of \$180 million; and

WHEREAS, the Parties entered into a Second Amendment to the MOU on August 10, 2017 to allocate the \$65.3 million in Measure A Grade Separation Program funds for ROW and Construction phases, including utility relocation work and related costs; and

WHEREAS, the scope of work funded by the Second Amendment to the MOU included the construction of a parking lot for automobiles and a separate parking track for Caltrain rolling stock; and

WHEREAS, on January 7, 2021, the TA programmed and allocated an additional \$23.8 million in Measure A Grade Separation Program Category funds to fund unforeseen construction challenges; and

WHEREAS, the Parties entered into a Third Amendment to the MOU on September 15, 2021 to allocate the \$23.8 million in Measure A Grade Separation Program Category funds to the Project; and

WHEREAS, the Third Amendment also amended Section E of the MOU to make the JPB responsible for adjustments to the Hillsdale Station parking lot and construction of a parking lot and a set-out track, now referred to as the San Mateo Parking Track sub-project; and

WHEREAS, the 25th Avenue Grade Separation was substantially completed and the new Hillsdale Station was opened for service in late 2021; and

WHEREAS, the JPB project team is currently in the close-out phase of the Project and needs additional time to complete remaining punch list items including the installation of wheel stops in the parking lot; and

WHEREAS, to expeditiously accomplish the installation of the wheel stops the JPB recommends the transfer of \$75,000 to the separate Mini High Platform Project; and

WHEREAS, the JPB deferred San Mateo Parking Track until the substantial completion of the 25th Avenue grade separation was accomplished; and

WHEREAS, the JPB proposes to internally transfer a remaining \$1,500,00 in Measure A funding to the San Mateo Parking Track sub-project along with internally transferring \$2,354,522 from the City of San Mateo for a total transfer of \$3,854,522 from the 25th Avenue Grade Separation Project to the San Mateo Parking Track sub-project; and

WHEREAS, TA staff concur that the transfer of remaining funds are intended to complete approved scope from the original 25th Avenue Grade Separation Project; and

WHEREAS, in addition to the \$3,854,522 from the 25th Avenue Grade Separation funding, the JPB has identified \$6,273,889 in other JPB and grant funds to fully fund the remaining San Mateo Parking Tract work;

WHEREAS, the JPB has submitted a request on December 20, 2023 to the TA, to allow for the MOU term to be extended for an additional twenty-three (23) months and fourteen (14) days, through February 28, 2026, to complete all remaining approved portions of the Scope of Work by August 31, 2025 and then request reimbursements.

NOW, THEREFORE, IT IS HEREBY AGREED by the Parties that the MOU is revised and amended as follows:

- 1. EFFECTIVE DATE.** This Fourth Amendment is effective as of the day and year first written above.
- 2. FUNDING COMMITMENT.** Section B.1. of the MOU is revised to add the following paragraph to the end of this section:

Exhibit A-4 authorizes the transfer of \$1,500,000 in TA Measure A Funds and \$2,354,522 in City of San Mateo funds which were previously dedicated to the 25th Avenue Grade Separation Project to be reassigned to the design and construction phase of the secondary San Mateo Parking Track sub-project. The JPB has identified an additional \$6,273,889 in JPB and other grant funds to fully fund the secondary San Mateo Parking Track scope of work. The total cost of the 25th Avenue Grade Separation Project including the secondary San Mateo Parking Track work is now increased from \$205.9 million to \$212.2 million.

3. TERM OF MOU. Section C.1 of the MOU, Term of MOU, is revised and restated to read:

1. Term of MOU. This MOU is effective upon the Execution Date. This MOU, as amended, will terminate upon the earliest of: (a) six months after the written acceptance/endorsement of the Sponsor of the completion of the Scope of Work, (b) termination by Sponsor, the JPB or the TA pursuant to section C.3, C.4, C.5, or C.6, or (c) on February 28, 2026.

4. TIME OF PERFORMANCE. Section C.2 of the MOU, Time of Performance, is revised and restated to read:

2. Time of Performance. The Project Scope of Work must be completed no later than August 31, 2025.

5. EFFECT. Except as and solely to the extent amended by this Fourth Amendment, the MOU, as previously amended, will continue in full force and effect in accordance with its terms.

IN WITNESS WHEREOF, the Parties hereto have caused this Fourth Amendment to be executed by the persons authorized to act in their respective names on the day and year first written above.

CITY OF SAN MATEO

By: _____
Name: Alex Khojikian
Its: City Manager

APPROVED AS TO FORM:

Legal Counsel for the City of San Mateo

PENINSULA CORRIDOR JOINT POWERS BOARD

By: _____
Name: Michelle Bouchard
Its: Executive Director

APPROVED AS TO FORM:

Legal Counsel for the JPB

**SAN MATEO COUNTY TRANSPORTATION
AUTHORITY**

By: _____
Name: April Chan
Its: Executive Director

APPROVED AS TO FORM:

Legal Counsel for the TA

EXHIBIT A-4: SCOPE OF WORK INFORMATION

25th Avenue Grade Separation and Rail Realignment Project Right-of-Way and Construction

Sponsoring Agency:

City of San Mateo
Jay Yu, Engineering Manager
330 West 20th Avenue
San Mateo, CA 94403
(650) 522-7323; jyu@cityofsanmateo.org

Lead/Implementing Agency:

Peninsula Corridor Joint Powers Board (JPB)
Michelle Bouchard, Acting Executive Director
1250 San Carlos Ave, P.O. Box 3006
San Carlos, CA 94070

Contact:

Rob Barnard, Deputy Chief, Rail Development
Peninsula Corridor Joint Powers Board (JPB)
1250 San Carlos Ave, P.O. Box 3006
San Carlos, CA 94070
BarnardR@samtrans.com, (650)508-7783

Project Description and Scope of Work:

The overall Project will construct a two-track elevated rail alignment grade separating the existing at-grade crossings at 25th Avenue in San Mateo, California. The elevated rail alignment will require the relocation of the existing Hillsdale Caltrain Station northward to a location between 28th and 31st Avenues. The elevated rail alignment also creates an opportunity to make new street connections between El Camino Real and Delaware Street at 28th and 31st Avenues.

While the overall Project consists of creating a two-track elevated alignment, it will be designed so that four (4) tracks could be incorporated in the future if the section is selected for construction of passing tracks.

The Project has completed the preliminary engineering/environmental and final design phases, which include the layout of the relocated Hillsdale Caltrain Station.

The Second and Third Amendments to the MOU included work involving the acquisition of property and utility relocation and associated costs. Since 2017, there have been significant unforeseen circumstances during the construction and ROW phases which have delayed the Project and increased costs. For instance, the work has been delayed due to utility relocations, additional utility connections, removal of contaminated soil, differing site conditions, and modifications to the design and eventual construction of a set-out track. Additionally, higher than anticipated costs associated with these unforeseen circumstances and additional

administrative, materials, and labor escalation costs due to the overall delay in completion of the Project have increased Project costs from \$180 million to \$205.9 million.

Work to be completed under this Fourth Amendment to the MOU includes installation of parking lot stops as part of the JPB Mini High Project and include the design and construction of the San Mateo Parking Track sub-project.

Project Schedule:

	<u>Begin</u>	<u>End</u>
Pre-Project Planning	Completed	
PE/Environmental	Completed	
PS&E	Completed	
Right-of-Way	Completed	
Construction		
Grade Sep	12/01/2017	12/31/2024
Parking Track	12/01/2017	08/31/2025

Scope of Work Budget/Funding Tables

Primary 25th Avenue Grade Separation Project Funding Table

	TA Responsibility		Sponsor Responsibility						Total (in \$M)
Phase	Measure A Funding (in \$M)	%	Sponsor Local Funds (in \$M)	%	CHSRA (in \$M)	%	Caltrans Section 190 (in \$M)	%	
PE/ENV ¹	\$3.70	78.72%	\$1.00	21.28%					\$4.70
PSE/ROW	\$5.00	50.00%	\$5.00	50.00%					\$10.00
ROW/Construction ²	\$87.60	46.76%	\$5.75	3.07%	\$84	44.84%	\$10	5.34%	\$187.35
Total	\$96.30	47.66%	\$11.75	5.82%	\$84	41.57%	\$10	4.95%	\$202.05

Secondary San Mateo Parking Track Project Funding Table

	TA Responsibility		Sponsor Responsibility		JPB Responsibility		Total (in \$M)
Phase	Measure A Funding (in \$M)	%	Sponsor Local Funds (in \$M)	%	JPB & Other Grants (in \$M)	%	
PSE & CON	\$1.50	14.82%	\$2.35	23.22%	\$6.27	61.96%	\$10.12
Total	\$1.50	14.82%	\$2.35	23.22%	\$6.27	61.96%	\$10.12

Footnotes

1) \$200,000 of the Sponsor's \$1 million match from the PE/ENV phase was from in-kind staff support.

- 2) Sponsor costs for in-kind staff support during the ROW/Construction phase, as further described in the Sponsor Responsibilities, are anticipated to be \$225,000 and may be subject to change during the course of the Project upon mutual agreement by the Parties' authorized representatives. These costs will be paid first from: 1) A balance of \$94,066 of Sponsor in-kind staff support capacity carried over from the PE/ENV and PS&E/ROW phases, and then 2) \$130,934 from the contributions of other fund sources listed in the Table above under "Sponsor Responsibility."
- 3) It should be noted that the City contributed an additional \$2.1M to the construction of the Parking Track in the 3rd Amendment. \$100,000 of that contribution is for in-kind staff support to complete the Parking Track. The difference between the \$2.35M and \$2.1M in local funds is from previously paid cost as part of the 25th Avenue Grade Separation project that was for Parking Track-related scope.

Measure A Project Cash Flow Projection

The cash flow projection is provided for informational purposes only and includes projections for both Sponsor and JPB activities. Total costs listed for right of way and construction are best estimates and may be subject to change within the overall total amount of Measure A funds allocated for the Scope of Work.

Phase/Activity (e.g. Planning, PSE, Construction)	FY21				Subtotal FY21	FY22				Subtotal FY22
	1st Quarter (Jul 1-Sept 30)	2nd Quarter (Oct 1-Dec 31)	3rd Quarter (Jan 1-Mar 31)	4th Quarter (Apr 1-Jun 30)		1st Quarter (Jul 1-Sept 30)	2nd Quarter (Oct 1-Dec 31)	3rd Quarter (Jan 1-Mar 31)	4th Quarter (Apr 1-Jun 30)	
ROW/Construction				\$10,800,000	\$10,800,000	\$10,000,000	\$3,000,000			\$13,000,000
					\$0					\$0
					\$0					\$0
Total	\$0	\$0	\$0	\$10,800,000	\$10,800,000	\$10,000,000	\$3,000,000	\$0	\$0	\$13,000,000
Cumulative to Date	\$0	\$0	\$0	\$10,800,000		\$20,800,000	\$23,800,000	\$23,800,000	\$23,800,000	
Phase/Activity (e.g. Planning, PSE, Construction)	FY23				Subtotal FY23	FY21	FY22	FY23	Subtotal for FY21-FY23	Project Total
	1st Quarter (Jul 1-Sept 30)	2nd Quarter (Oct 1-Dec 31)	3rd Quarter (Jan 1-Mar 31)	4th Quarter (Apr 1-Jun 30)						
					\$0				\$0	\$23,800,000
					\$0				\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,800,000

Operating Responsibility: JPB

Maintenance Responsibility: JPB

Project Implementation Responsibility: JPB

Project Oversight Responsibility: JPB



CITY OF SAN MATEO

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Agenda Report

Agenda Number: 7

Section Name: PUBLIC HEARING

Account Number:

File ID: 24-8441

TO: City Council
FROM: Alex Khojikian, City Manager
PREPARED BY: Community Development Department
MEETING DATE: March 4, 2024
SUBJECT:
General Plan Amendment to Adopt Strive San Mateo General Plan 2040

RECOMMENDATION:

Receive an overview of General Plan 2040 and the Final Environmental Impact Report, take public comments, and provide direction on any remaining updates or revisions.

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 November 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 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 General Plan 2040. General Plan 2040, the General Plan's Final Environmental Impact Report (EIR) as well as numerous supporting resources and tools, are available at www.StriveSanMateo.org.

The City Council resolution, with findings, to adopt General Plan 2040 and Climate Action Plan Technical Update is included as [Attachment 1](#), and the City Council resolution to certify the Final EIR, with findings and a Statement of Overriding Considerations, is included as [Attachment 2](#). However, no formal action will be taken at tonight's meeting. Instead, on March 18, 2024, the City Council will be asked to adopt the aforementioned resolutions.

General Plan 2040

Strive San Mateo General Plan 2040, which is included as [Attachment 3](#), began with a foundation based on the existing General Plan 2030, and then developed updates to reflect current community policy priorities, address the key issues the City is facing today, and improve organization and clarity. To reach this milestone, the City has hosted 80+ events, a combination of workshops, staff presentations, and pop-up events, seven online activities, thirteen General Plan Subcommittee (GPS) meetings, seven Planning Commission meetings, and sixteen City Council meetings from 2018 through the end of 2023. The community input received at these events and meetings shaped the development of General Plan 2040 at every step of the process.

Early in the process, the City Council directed staff to focus outreach to hard-to-reach populations in San Mateo: non-English speakers, renters, residents 44 and under, low-income and very low-income households, and residents of under-

represented neighborhoods, including North Shoreview, Shoreview, North Central, and East of 101. To reach these communities, City staff used a variety of engagement methods, including working with a community-based partner, providing materials in Spanish and simplified Chinese, and conducting pop-up events and intercepts with bilingual staff at key locations such as food distribution events and local grocery stores. Due to this effort, the participation of these targeted groups increased over the course of the General Plan Update process.

General Plan 2040 Overview

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. 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 the community has 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 General Plan 2040 and the topics areas that they cover are outlined below:

General Plan 2040 Element Topic Areas

Element Name	Important Topics
Land Use	This Element sets allowed land uses, heights and densities, and establishes goals, policies and actions to support balanced and equitable growth and preservation, a diverse range of land uses, the focus areas around the City, including Downtown, El Camino Real corridor and Hillsdale Station Area, environmental justice, food access, community engagement, climate change, community health, regional cooperation, economic development, development review, and general plan maintenance.
Circulation	This Element establishes goals, policies and actions to support multimodal transportation, reduce the number and length of vehicle trips, traffic congestion, and GHG emissions, supports pedestrians, bicycles, micromobility, transit services, roadway improvements, streetscape beautification, parking, curb management, and future mobility technologies.
Housing	This Element establishes goals, policies and programs to meet existing and projected housing needs for all segments of the community, including various household types, special needs populations, and all income levels. <i>This element is updated every eight years, requires certification from the State and has been prepared separately from the General Plan Update process. The 2023-2031 Housing Element was found to be substantially compliant by the State in January 2024 and is anticipated to come to Council for adoption in spring 2024.</i>
Community Design and Historic Resources	This Element establishes goals, policies and actions to support the City's urban forest, archaeological resources, tribal coordination, historic resources and preservation, sustainable design, public art, and design guidance for residential neighborhoods and commercial areas.
Conservation, Open Space, and Recreation	This Element establishes goals, policies and actions to support natural resource protection, access to nature, open space preservation, creeks and riparian areas, air quality, and parks and recreation.
Public Services and Facilities	This Element establishes goals, policies and actions to support Police and Fire services, adequate water supply and wastewater treatment, flood control, energy and telecommunications infrastructure, public services and facilities, seniors and aging adults, child care, schools, healthcare, social services and solid waste.
Safety	This Element establishes goals, policies and actions to support emergency readiness and emergency operations, and addresses geologic and seismic hazards, flood hazards, sea

	level rise, wildfire hazards and hazardous materials.
Noise	This Element establishes goals, policies and actions to set exterior noise standards, interior noise standards, measures and regulates noise, and reduce and mitigate noise

Each element, or chapter, of 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 decision-making process. Together, these items paint a picture of the community's future.

The elements in 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.

In addition to the eight elements, which go beyond the minimum State requirements, General Plan 2040 embodies **three key themes: Sustainability, Environmental Justice, and Community Engagement**. These themes are interrelated and woven throughout General Plan 2040. Policies and actions in each element that relate to each of these themes are marked with a corresponding icon.

Building on these three themes and all of the other goals and policies contained in the eight Elements, General Plan 2040 expresses the following Big Ideas that will guide policy and growth in San Mateo over the next 20 years. These Big Ideas are intended to synthesize the various goals and policies contained in the General Plan to illustrate some of the real and tangible outcomes that are of highest community interest that could be achieved over the next two decades:

1. **Balance Growth and Change.** 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 (VMT) and greenhouse gas (GHG) emissions.
2. **Enhance San Mateo's Neighborhood Fabric and Quality of Life.** General Plan 2040 promotes context-sensitive residential 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.
3. **Preserve Nature as the Foundation of the City.** 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.
4. **Encourage All Ways to Travel Around the City.** General Plan 2040 supports a multimodal transportation system implemented using a complete streets approach with a strong emphasis on safety and access for walking, bicycling, transit, and driving. By prioritizing mobility options and connectivity for all modes, the General Plan works toward improving user and resident safety, and reducing congestion on local streets, as well as VMT and GHG emissions.
5. **Support the Local Economy.** 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, child care facilities, medical clinics, gyms, pharmacies, and grocery stores, in convenient locations throughout the community.
6. **Address Historic Preservation Holistically.** General Plan 2040 provides a comprehensive blueprint for historic preservation, starting with a Historic Preservation Ordinance update and citywide historic context statement, followed by updates to the City's historic resources inventory. 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.

7. **Initiate a Comprehensive Sea Level Rise Adaptation Strategy.** 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.
8. **Strengthen Community Outreach.** 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.
9. **Focus on Equity and Health for all Residents.** 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 healthy foods, making parks and open space equitably accessible for all residents, and making streets safer and more beautiful.
10. **Improve Community Safety Planning and Awareness.** General Plan 2040 establishes clear actions to protect the community from emergencies and extreme weather events such as flooding, wildfires, earthquakes, and pandemics, 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.

City Council Direction on Draft General Plan 2040

The Draft General Plan 2040 was published for public review and comment on July 17, 2023. The City collected feedback on Draft General Plan 2040 from July 2023 to the beginning of November 2023 through public meetings, workshops, community town halls, community presentations, pop-up events, and an online commenting tool. The City Council met at four public meetings in October and November 2023 to review and provide direction on Draft General Plan 2040. During these meetings, the City Council considered suggested revisions to the General Plan from the community, General Plan Subcommittee, Planning Commission, and City staff, and provided direction on which revisions should be incorporated into the final version of General Plan 2040. Based on this input, the City Council directed staff to make various updates and revisions to the goals, policies and actions, as well as the narrative text. The changes that have been made to various goals, policies and actions since the Draft General Plan was published in July 2023 are included in [Attachment 4](#). A summary of the overarching changes made to General Plan 2040, in accordance with Council direction, are listed below.

- Enhance cultural and entertainment policies and actions in the General Plan.
- Improve access to and from Caltrain stations, including the west side of Hillsdale Station across El Camino Real.
- Remove the Residential High II and Mixed-Use High II land use designations, with a height range of 6-10 stories and density range of 100-200 units per acre, from the General Plan Land Use Map.
- Add policy direction to address senior issues and support the aging population in San Mateo.
- Support Build Up San Mateo County recommendations to amplify child care policies and actions.
- Add policy direction to mitigate outdoor air quality in residential areas close to pollutant sources such as highways.
- Strengthen the wording of the OneShoreline policies and actions, including the sea level and/or flood overlay zone action to "evaluate the establishment" of a sea level overlay and/or flood zone instead of "studying the feasibility".
- Add policy direction to develop and maintain communication tools that provide information and updates related to capital improvement projects to promote community awareness.
- Update the maps in the General Plan to make them accessible for text-to-speech readers.
- Include population projections in the annual General Plan progress report.
- Highlight safety as a cornerstone of the recommendations in the Circulation Element.
- Enhance pedestrian connectivity along El Camino Real to improve safety.

- Align the City’s roadway classifications with Caltrans and the Federal Highway Administration, including updating current classifications to reflect existing conditions and volumes.

Other Revisions on General Plan 2040

In addition to the revisions Council directed staff to incorporate in General Plan 2040, staff made various other minor changes to clarify a few policies and actions, and fix errors found while reviewing the General Plan, including assigning land use designations to isolated parcels that were missing a designation in the Draft General Plan 2040. A summary of these revisions is as follows:

- Revise Policy LU 1.2 to reflect the current buildout projection of 19,760 new housing units, 3,186,000 new square feet of non-residential development, and 15,000 new jobs, which is based on Council direction to remove the High II land use designations, reduce the height limits and intensities for the Office land use designations, and reduce the height and density limits along some study area edges to support transitions between high and low density areas.
- Reinstate the Transportation Corridor land use designation, which was included in General Plan 2030 but removed from Draft General Plan 2040 and apply this designation to Caltrain right-of-way parcels.
- Add a new action to support periodic staffing studies for Police and Fire services to ensure that appropriate levels of service are available to meet the community needs as the City’s population grows.
- Assign a similar land use designation as the existing General Plan 2030 to parcels that were missing a land use designation in the Draft General Plan 2040.

Attachment 5 shows the proposed parcel-specific changes to the General Plan 2040 land use map.

Fiscal Analysis of General Plan 2040

During the public review of Draft General Plan 2040, community members and the Council requested more detailed information about how the adoption of the land use changes would affect the City’s overall fiscal health. The Alternatives Analysis included a fiscal analysis for each of the three alternatives, so some information is already known. But to fully respond to these comments and questions, an updated fiscal analysis, based on General Plan 2040’s final land use map, was prepared by Economic & Planning Systems (EPS), the General Plan’s economic consultant, to confirm that future growth will be fiscally sustainable and public services can be maintained (Attachment 6). The fiscal analysis is based on the City’s budget documents, interviews with key City service providers (e.g., Police, Fire, Public Works), and well-accepted budget forecasting techniques to evaluate the impact of the assumed buildout of General Plan 2040 on General Fund revenues and General Fund expenditures. The fiscal analysis is based on the updated growth projections of 19,760 new housing units and 3,186,000 new square feet of non-residential development during the span of General Plan 2040.

Overall, the fiscal analysis found that the assumed buildout of General Plan 2040 is projected to generate annual General Fund revenues that exceed the costs of providing public services under existing service standards, with an annual net surplus estimated to be **\$15.8 million** (in 2024 dollars) by 2040 if the buildout occurs as assumed in the analysis. In addition, the analysis found that General Plan 2040 would be able to accomplish policy objectives related to economic development and fiscal sustainability for the City, such as concentration of new capacity along the El Camino Real corridor in proximity to transit and facilitating redevelopment of underutilized commercial parcels with higher density residential and mixed-use projects, which will support increased General Fund revenue.

Climate Action Plan Technical Update

A technical update to the City’s Climate Action Plan (CAP) was prepared to ensure the CAP is aligned and consistent with General Plan 2040 (Attachment 7). 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 General Plan 2040 when adopted and continue to serve as a qualified GHG reduction strategy.

The project team also used the CAP 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 California Environmental Quality Act (CEQA) document. Therefore, the EIR on General Plan 2040 also covers the CAP Technical Update. On August 9, 2023, the Sustainability and Infrastructure Commission reviewed the CAP Technical Update and recommended approval to the City Council.

Final Environmental Impact Report

As required by CEQA, the City prepared a Final EIR to address the public comments received on the General Plan 2040 and Climate Plan Update Draft EIR. The Final EIR is included as Attachment 8.

A Notice of Availability of the Draft EIR for public review and comments 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 to the general public of its availability. The Draft EIR was also made available for review on the General Plan 2040 website at www.StriveSanMateo.org. A Planning Commission public hearing was held on September 12, 2023 to provide an opportunity for staff to receive oral comments on the Draft EIR. Written comments were accepted until the end of the 45-day review period, which closed on September 25, 2023.

In addition to the oral comments presented at the public hearing, a total of 28 letters were received: two from government agencies, three from non-governmental organizations and private companies, and 23 from members of the public. The Final EIR includes revisions to the Draft EIR and responses to comments received on the Draft EIR. Master responses are included in the Final EIR to address key topics and commonly raised issues, including standards for responses to comments, roadway classifications, and lower growth alternatives, as summarized below.

- **Standards for Responses to Comments.** Master Response 1 explains that the Draft EIR is not meant to address project merits and that the City is not required to respond to comments that express an opinion about the project merits and do not relate to environmental issues covered in the Draft EIR. Additionally, where there are no facts available to substantiate a commenter’s assertion that the physical environment could ultimately be significantly impacted as a result of the project, the City is not required to analyze that effect, nor to mitigate for that effect. Under CEQA, lead agencies need only respond to significant environmental issues, and do not need to provide all information requested by reviewers, so long as a good-faith effort at full disclosure is made in the EIR.
- **Roadway Classifications.** Master Response 2 addresses concerns raised by several commenters regarding roadway classifications, specifically regarding Figure 4.15-1, *Proposed Street Classification*, in Chapter 4.15, *Transportation*, of the Draft EIR, which includes a figure depicting current Caltrans classifications of 5th Avenue and 9th Avenue as arterials. Master Response 2 notes that Figure 4.15-1 has been retitled as *Existing Street Classification* and the categories shown have been expanded to include minor arterials. 5th Avenue and 9th Avenue are now shown as minor arterials.
- **Lower Growth Alternative.** Master Response 3 responds to comments that requested that the EIR include lower growth alternatives (apart from the No Project Alternative). As described in this Master Response, lower growth alternatives were considered by the City as part of the Alternatives Analysis phase of the General Plan Update process in 2021-2022. Once the preferred scenario was selected by the City Council in 2022, it became part of the project objectives. In addition, a lower growth alternative would not reduce any of the project’s significant impacts.

Revisions to the Draft EIR in Chapter 3 of the Final EIR include additional discussion addressing several topics. This includes the status of applications regarding a potential Baywood District, and the Yoshiko Yamanouchi House historic designation, with the State Office of Historic Preservation. Other topics include California Geological Survey Earthquake Required Zones of Investigation, and consistency with Measure Y. Further revisions include updates to the references of the General Plan 2040 goals, policies, and actions, as well as changes to figures included in the Draft EIR (specifically

Figure 4.9-2, *Potential Flood Hazards*, Figure 4.15-1, *Existing Street Classification*, and Figure 4.18-5, *Potential Evacuation Routes*). Pursuant to CEQA Guidelines Section 15088.5, "significant new information" requiring recirculation can include: a new significant environmental impact that would result from the project or from new mitigation measure proposed to be implemented; substantial increase of the severity of an environmental impact that would result unless mitigation measures are adopted that reduce the impact to a level of insignificance; a feasible project alternative or mitigation measure considerably different from others previously analyzed that would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; or the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. Because the revisions to the Draft EIR listed in the Final EIR do not constitute "significant new information," recirculation is not legally required.

Overall, the EIR has identified eight significant and unavoidable impacts in the Air Quality, Noise and Wildfire topic areas that cannot be fully mitigated to a less-than-significant level. Thus, the EIR certification includes a Statement of Overriding Considerations, which is included as [Exhibit B](#) in [Attachment 2](#). The Statement of Overriding Considerations outlines the economic, legal, social, technological, and other benefits of General Plan 2040 that outweigh the potential adverse environmental effects. The requirements for a Statement of Overriding Considerations are established in CEQA Guidelines Section 15093 and in Public Resources Code Section 21081.

Planning Commission Recommendation

On January 30, 2024, the Planning Commission held a public hearing to review General Plan 2040, receive public comments and provide a recommendation to the City Council. Following discussion and deliberation, the Planning Commission voted unanimously to recommend that the City Council certify the General Plan's Final Environmental Impact Report (EIR) and adopt Strive San Mateo General Plan 2040 based on the listed findings. The Commission's recommendation also included four recommended revisions:

1. Remove the definition of a story that references 11 feet average per story to avoid confusion during implementation and allow the Zoning Code to establish specific height limits based on the range of stories specified in the General Plan;
2. Clarify that the density range in the Land Use Element, specifically Table LU-1, sets the maximum allowed density, but does not set a minimum required density;
3. Change the land use designation for the Bayshore Corporate Commons site (1650-1730 S. Amphlett Blvd) from Mixed-Use High to Mixed-Use Medium I per the owner's request; and
4. Change the land use designation for the office sites on Borel Ave, between Shafter St and Bovet Rd, from Office Medium to Office High to align with the height of the existing buildings (5-7 stories) to avoid creating a non-conforming situation.

DISCUSSION:

The goal of the March 4th public hearing (Meeting #1) is to receive public comments, answer Council questions about General Plan 2040, CAP Technical Update, and the Final Environmental Impact Report and receive direction on any final updates or revisions. At the March 18th public hearing (Meeting #2), Council will be asked to consider adoption of General Plan 2040 and the CAP Technical Update, and certification of the Final Environmental Impact Report with a Statement of Overriding Considerations.

The resolutions to support the City Council actions are included in [Attachments 1 and 2](#). The resolution with findings to support adoption of General Plan 2040 and the CAP Technical Update is included as [Attachment 1](#), and the resolution to certify the Final EIR is included as [Attachment 2](#), with specific EIR Findings in [Exhibit A](#) and the Statement of Overriding Considerations in [Exhibit B](#).

NEXT STEPS:

City Council Adoption Hearings

Public hearings before the City Council will be held on **Monday, March 4, 2024** and **Monday, March 18, 2024**, to consider adoption of General Plan 2040 and the CAP Technical Update, and certification of the Final Environmental Impact Report. If the City Council adopts General Plan 2040, the City Council will then be asked to proceed with placing a

measure on the November 2024 general election ballot to amend Measure Y to allow the heights and densities permitted under General Plan 2040 as described below.

Implementation Plan

Following adoption of General Plan 2040, staff will prepare a General Plan Implementation Plan, that will provide details on how each General Plan action can be implemented, including the lead department or entity, a general estimate of resources to complete and level of priority. The Implementation Plan will be brought back to Council for a study session later this year, and will be a resource to guide the City's annual goals and priorities.

November 2024 Ballot Initiative

Measure Y is a ballot measure that was passed by voters in November 2020 and sunsets in 2030, which retained the existing height, density and intensity limits on new development that were originally adopted under earlier ballot measures (Measure H in 1991 and Measure P in 2004). Overall, Measure Y sets a height limit up to 55 feet (five stories); the base density allows up to 50 units per acre, and the nonresidential intensity allows up to a 3.0 floor area ratio (FAR). The height, density and intensity limits allow for exceptions in certain locations with provision of public benefits, and State Density Bonus law allows projects to exceed these limits when certain percentages of affordable units are provided.

General Plan 2040 concentrates growth in ten study areas that are close to transit and/or are areas in transition, such as aging shopping centers. Some of the land use designations in the ten study areas include building heights, densities and FARs 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. If the City Council adopts General Plan 2040, the City Council will be asked to place a measure on the November 2024 general election ballot to amend Measure Y to allow for heights and densities as prescribed in General Plan 2040 for the ten study areas.

Most of General Plan 2040 is consistent with Measure Y and can be implemented without a ballot measure to amend Measure Y. However, if voters do not amend Measure Y, the City will need to explore land use changes citywide to accommodate the City's current and future housing needs. As required by law and so long as it is in effect, Measure Y will apply when there is any inconsistency between it and other provisions of General Plan 2040, as stated in Policy LU 1.9.

PUBLIC COMMENTS:

A summary of community input is provided above, and a detailed Community Engagement Summary of the Draft General Plan Phase was provided to the City Council on October 30, 2023, and is included as Attachment 9. All comments submitted on this topic are available online at www.strivesanmateo.org/documents/publiccomments. This link includes all comments that have been submitted since the beginning of the General Plan Update effort in September 2018.

ENVIRONMENTAL DETERMINATION:

As outlined above, an EIR has been prepared for General Plan 2040 to meet CEQA requirements. Since the EIR identified significant impacts that could not be fully mitigated, a Statement of Overriding Considerations is included as part of the resolution certifying the Final EIR.

NOTICE PROVIDED:

State law requires the City Council to hold at least one public hearing prior to adopting a general plan (Govt. §65355). In accordance with Government Code Section 65090, notice of this public hearing was published in the San Mateo Daily Journal newspaper at least 10 days in advance of this public hearing. In accordance with Government Code Section 65091 and the City's Municipal Code noticing requirements, this public hearing was noticed to the following parties at least 10 days in advance of this public hearing:

- A mailed notice to all households within the City of San Mateo;
- The City's "900 List" which contains nearly 100 Homeowner Associations, Neighborhood Associations, local utilities, media, and other organizations interested in citywide planning projects;

- The City’s Planning “Notify Me” email list;
- The Strive San Mateo General Plan Update interested parties list, which includes interested individuals who contacted the City and requested to be added to the project notification list; and
- Various other postings via the City’s social media channels.

ATTACHMENTS

Att 1 – City Council Resolution - General Plan 2040 and Climate Action Plan Technical Update Adoption

Att 2 – City Council Resolution - Final Environmental Impact Report Certification

Exhibit A - Significant Impacts and Mitigation Measures Findings and Alternatives Findings

Exhibit B - Statement of Overriding Considerations

Att 3 – Strive San Mateo General Plan 2040

Att 4 – General Plan 2040 Goals, Policies and Actions Updates

Att 5 – Land Use Map Recommended Revisions

Att 6 – Fiscal Analysis for General Plan 2040

Att 7 – Climate Action Plan Technical Update

Att 8 – Final Environmental Impact Report

Att 9 – Draft General Plan Community Engagement Summary

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CITY OF SAN MATEO
RESOLUTION NO. _____ (2024)

**ADOPT A GENERAL PLAN AMENDMENT TO REPEAL SAN MATEO GENERAL PLAN 2030 AND
ADOPT STRIVE SAN MATEO GENERAL PLAN 2040 AND
ADOPT A TECHNICAL UPDATE TO SAN MATEO'S 2020 CLIMATE ACTION PLAN**

WHEREAS, the City of San Mateo (City) General Plan 2030, consisting of various state-mandated elements that requires revision and updating to ensure compliance with current State law and regulations, was last comprehensively updated in 2010, with City Council adoption of Resolution No. 134-2010 on October 18, 2010; and

WHEREAS, the City, by and through its City Council, Planning Commission, General Plan Subcommittee, and General Plan Technical Advisory Committee, through extensive community and stakeholder engagement and input, prepared Strive San Mateo General Plan 2040 (General Plan 2040 or "Project") as a comprehensive revision to, and update of General Plan 2030; and

WHEREAS, the City has conducted extensive community outreach over the last five and a half years, including more than 80 events, including workshops, staff presentations, and pop-up events, seven online activities, 13 General Plan Subcommittee meetings, seven Planning Commission meetings, and 16 City Council meetings from 2018 through 2023; and

WHEREAS, General Plan 2040 was prepared pursuant to Government Code Section 65350 *et seq.*, and is intended to replace the General Plan 2030, which will be repealed in its entirety, excepting and incorporating Housing Element 2023-2031 that was most recently adopted by the City Council on January 24, 2023; and

WHEREAS, General Plan 2040 consists of the eight elements mandated by State law in Government Code Section 65302 (Land Use; Circulation; Housing; Conservation; Noise; Environmental Justice, Safety, and Open Space), and two additional non-mandatory elements included pursuant to Government Code Section 65303 (Public Services and Facilities Element; and Community Design and Historic Resources Element); and

WHEREAS, Housing Element 2023-2031, adopted in 2023, is incorporated into General Plan 2040, although it has not yet achieved certification by the State of California Department of Housing and Community Development ("HCD"), and once Housing Element 2023-2031 is certified by the state, it will replace the current 2023-2031 Housing Element and will be incorporated into General Plan 2040; and

WHEREAS, the City has voter-approved height, density, and intensity limits under Measure Y, which was approved on November 3, 2020, and General Plan 2040 incorporates these limits by reference; in case of any inconsistency or conflict between Measure Y and General Plan 2040, Measure Y shall control as long as it is in effect; and

WHEREAS, the Safety Element in General Plan 2040 incorporates by reference the current San Mateo County Multijurisdictional Local Hazard Mitigation Plan and City of San Mateo Annex, approved by the Federal Emergency Management Agency in 2021, as required by Assembly Bill 2140 to increase opportunities for financial assistance under the California Disaster Assistance Act; and

WHEREAS, as provided in Government Code Sections 65352 – 65352.5, on April 22, 2022, the City mailed a public notice to all California Native American tribes on the contact list provided by the Native American Heritage Commission and other entities listed; and

WHEREAS, no California Native American tribe requested consultation; and

WHEREAS, a Technical Update to the City's 2020 Climate Action Plan was prepared to ensure consistency with General Plan 2040 and to align with new State laws and best practices, including Assembly Bill (AB) 1279; and

WHEREAS, on August 9, 2023, the Sustainability and Infrastructure Commission reviewed the Climate Action Plan Technical Update and recommended approval to the City Council; and

WHEREAS, on January 12, 2022, a Notice of Preparation of the Draft Environmental Impact Report ("Draft EIR") was issued in accordance with the requirements of the California Environmental Quality Act (Public Resources Code [PRC] Section 21000 *et seq.*) ("CEQA"), and the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 15000 *et seq.*); and

WHEREAS, On January 25, 2022, a scoping meeting was held to solicit public comment on the environmental issues to be addressed in the Draft EIR; and

WHEREAS, the City, as lead agency, prepared the Draft EIR, including technical appendices thereto, for General Plan 2040 and the Climate Action Plan Technical Update as prescribed by CEQA, and the CEQA Guidelines, and such Draft EIR was prepared in accordance with CEQA Guidelines Section 15166(b), forwarded to the State Clearinghouse (SCH) and was assigned SCH No. 2022010160; and

WHEREAS, a Notice of Availability was issued for the circulation of the Draft EIR on August 11, 2023 and the Draft EIR was available for public review and comment for 45 days, between August 11, 2023 to September 25, 2023; and

WHEREAS, the City received several comments relating to the project's Draft EIR and has evaluated and responded to the comments received on the Draft EIR; and

WHEREAS, the City has prepared a Final Environmental Impact Report ("Final EIR"), which incorporates the Draft EIR, contains the City's responses to written comments received on the Draft EIR, and identifies revisions to the Draft EIR; and

WHEREAS, pursuant to California Code of Regulations ("CEQA Guidelines"), Title 14, Section 15090, the lead agency's decision-making bodies shall review the Final EIR and certify that the Final EIR was prepared in compliance with CEQA; and

WHEREAS, on January 30, 2024, in accordance with Government Code Section 65354, CEQA Guidelines Section 15202(b) and San Mateo Municipal Code Section 27.06.040(b), the Planning Commission held a duly noticed public hearing and recommended that the City Council certify the Final EIR with findings and a Statement of Overriding Considerations, and adopt General Plan 2040; and

WHEREAS, notice of the City Council public hearing on the matter of General Plan 2040 and the Final EIR was provided in accordance with applicable law.

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

1. A Final EIR has been prepared for General Plan 2040. The Final EIR identified significant impacts that could not be fully mitigated, therefore, a Statement of Overriding Considerations is included as part of a separate resolution certifying the Final EIR.

2. The City Council has read and considered the Strive San Mateo 2040 General Plan and all of the documentation comprising the foregoing, as presented to the City Council concurrent with this Resolution, and finds that General Plan 2040, which is incorporated herein and made apart hereof as though fully set forth, is consistent with the requirements of State law, specifically Government Code Section 65300 *et seq.*
3. The City Council hereby repeals San Mateo General Plan 2030 in its entirety and hereby approves the Strive San Mateo 2040 General Plan in its entirety. General Plan 2040 shall henceforth constitute the General Plan of the City of San Mateo, subject to such amendments as may occur in the future pursuant to the requirements and procedures of applicable law relating to the amendment of general plans.
4. The City Council has read and considered the Climate Action Plan Technical Update and all of the documentation comprising the foregoing, as presented to the City Council concurrent with this Resolution, and finds that the Climate Action Plan Technical Update, which is incorporated herein and made apart hereof as though fully set forth, is consistent with the requirements of State law, including Assembly Bill (AB) 1279, which codified the State's commitment to be carbon neutral by 2045.
5. The City Council hereby approves the Climate Action Plan Technical Update in its entirety and incorporates it into San Mateo's 2020 Climate Action Plan.
6. The Planning Commission held a duly noticed public hearing and voted to recommend that the City Council adopt Strive San Mateo General Plan 2040 based on the entire record before it. Planning Commission Resolution No. 2 (2024) memorializing their action is incorporated by reference.
7. Pursuant to the requirements of State law, within one working day of the date of adoption of this Resolution, the City Clerk shall make available at City Hall for public review a copy of the Strive San Mateo 2040 General Plan and Final EIR.
8. This resolution will take effect 30 days from the date of adoption.
9. New projects submitted for review and approval by the City on or after the effective date of this resolution shall be subject to the goals, policies, and actions within Strive San Mateo General Plan 2040.

**CITY OF SAN MATEO
RESOLUTION NO ____ (2024)**

**CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE STRIVE SAN
MATEO GENERAL PLAN 2040 AND CLIMATE ACTION PLAN UPDATE AND ADOPTING
FINDINGS OF FACT AND A STATEMENT OF OVERRIDING CONSIDERATIONS IN
ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

WHEREAS, the City of San Mateo (“City”), as the lead agency, has prepared an update to its general plan, entitled “Strive San Mateo General Plan 2040” and a technical update to its Climate Action Plan (both collectively referred to herein as the “Project”), for approval and adoption by the City Council; and

WHEREAS, approval of the Project would constitute a project under the provisions of the California Environmental Quality Act of 1970, together with related State implementation guidelines promulgated thereunder (“CEQA”); and

WHEREAS, the City, in compliance with CEQA, prepared an Environmental Impact Report to provide an assessment of the potential environmental consequences of adopting and implementing the Project; and

WHEREAS, the environmental review process under CEQA was undertaken concurrently with the preparation and consideration of the Project, which included the participation of a General Plan Subcommittee (“GPS”) that periodically held public meetings over approximately five years and offered recommendations to the City Council. This process allowed the Project to account for potential environmental impacts and include policies to address those impacts; and

WHEREAS, a Notice of Preparation (“NOP”) for a Draft Environmental Impact Report (“Draft EIR”) was circulated for public review on January 12, 2022. On January 25, 2022, a scoping meeting was held to solicit public comment on the environmental issues to be addressed in the EIR; and

WHEREAS, a Draft EIR was prepared for the Project and was circulated for public review from August 11, 2023 to September 25, 2023, during which time the City held one public hearing before the Planning Commission on September 12, 2023, to receive comments on the Draft EIR; and

WHEREAS, a Final Environmental Impact Report (“Final EIR”) was prepared, which is comprised of the Draft EIR dated August 2023, together with the Final EIR including responses to public comments on the Draft EIR and edits to the Draft EIR, and the Statement of Overriding Considerations (collectively, all of said documents are referred to herein as the “Final EIR”), and published at least ten days prior to any public hearings on this Project; and

WHEREAS, the Council is the decision-making body for adoption of the Project, and considers recommendations made by the Planning Commission as part of its action; and

WHEREAS, on January 30, 2024, the Planning Commission at a duly noticed public hearing reviewed the Final EIR prepared for the Project, and voted to recommend that the City Council certify

the Final EIR and find that it was completed in accordance with the requirements of CEQA. Planning Commission Resolution No. 2 (2024) memorializing their action is incorporated by reference; and

WHEREAS, CEQA requires that, in connection with approval of a project for which an EIR has been prepared that identifies one or more significant environmental effects of the project, the decision-making body of a public agency make certain findings regarding those effects; and

WHEREAS, during the EIR process, eighteen environmental resources areas were evaluated, and three resource areas were found to have significant unavoidable impacts. All the significant unavoidable impacts had specific economic, legal, social, technological, or other considerations that made mitigation measures infeasible. These findings are described in **Exhibit A**.

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

1. The City Council certifies the Final EIR, adopts the CEQA Findings, and adopts the Statement of Overriding Considerations for the Project based on the findings and information contained herein and outlined below.
2. The City Council, in the exercise of its independent judgment, makes and adopts the following findings to comply with the requirements of CEQA, including Sections 15091, 15092, and 15093 of the CEQA Guidelines, based upon the entire record of proceedings for the Project. All statements set forth in this Resolution constitute formal findings of the City Council, including the statements set forth in this paragraph and in the recitals above.
3. The City Council was presented with and has independently reviewed and analyzed the Final EIR and other information in the record, including all public comments, and has considered the information contained therein prior to acting upon and approving the Project, and based on the findings stated below upon such review.
4. The Final EIR provides an adequate basis for considering and acting upon the Project. The City Council has considered all of the evidence and arguments presented during consideration of the Project and the Final EIR. In determining whether the Project may have a significant impact on the environment, and in adopting the findings set forth herein, the City Council certifies that it has complied with Public Resources Code Sections 21081, 21081.5, and 21082.2.
5. The City Council finds that all impacts initially identified as “less than significant” have been described accurately and are less than significant as described in the Final EIR. This finding does not apply to impacts identified as “significant” that are addressed by mitigation measures included in the Final EIR. The disposition of each of those impacts and the mitigation measures adopted to reduce them are addressed specifically in **Exhibit A**. The impacts identified as significant and unavoidable even with mitigation are addressed in the Statement of Overriding Considerations in **Exhibit B**. **Exhibits A and B** are attached hereto and incorporated by reference.
6. Consistent with CEQA Guidelines Section 15126.4, the Final EIR identifies mitigation measures, where available, to minimize significant impacts. All mitigation measures in the Final EIR are adopted and incorporated into the Project.

7. The Mitigation Monitoring and Reporting Program (MMRP) includes all mitigation measures adopted with respect to the Project and explains how and by whom they will be implemented and enforced. The MMRP is included in the Final EIR and is incorporated by reference.
8. The Final EIR contains responses to comments received on the Draft EIR. The Final EIR also contains corrections and clarifications to the text and analysis of the Draft EIR, where warranted. The City Council hereby finds that such changes and additional information do not constitute significant new information under CEQA because such changes and additional information do not indicate that any of the following would result from approval and implementation of the Project:
 - i. Any new significant environmental impact or substantially more severe environmental impact (not already disclosed and evaluated in the Draft EIR),
 - ii. Any feasible mitigation measure considerably different from those analyzed in the Draft EIR that would lessen a significant environmental impact of the Project has been proposed and would not be implemented, or
 - iii. Any feasible alternative considerably different from those analyzed in the Draft EIR that would lessen a significant environmental impact of the Project has been proposed and would not be implemented.

Therefore, the City Council finds and determines that recirculation of the Final EIR for further public review and comment is not warranted or required under the provisions of CEQA.

9. The Final EIR considers a reasonable range of potentially feasible alternatives, sufficient to foster informed decision making, public participation, and a reasoned choice, in accordance with CEQA. Alternatives to the Project that are evaluated in the Final EIR are addressed in **Exhibit A**.
10. The Statement of Overriding Considerations has been adopted, attached hereto as **Exhibit B**. The Statement of Overriding Considerations addresses the significant and unavoidable impacts of the Project that, even with mitigation measures, are expected to remain significant, and identifies the specific economic, legal, social, technological, or other benefits, that outweigh the project's significant unavoidable impacts.
11. The City Council hereby makes the following findings with respect to significant effects on the environment of the Project, as identified in the Final EIR, with the understanding that all of the information in this Resolution is intended as a summary of the complete administrative record supporting the Final EIR; the full administrative record should be consulted for the details supporting these findings.

I. STATUTORY REQUIREMENTS FOR FINDINGS

Significant effects of the Project were identified in the Draft EIR. Public Resources Code Section 21081 and CEQA Guidelines Section 15091 require that the Lead Agency prepare written findings for identified significant impacts, accompanied by a brief explanation of the rationale for each finding. Less than significant effects (without mitigation) of the Project were also identified in the Draft EIR. CEQA does not require that the Lead Agency prepare written findings for less than significant effects.

CEQA requires that the Lead Agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the Project. Project mitigation or alternatives are not required, however, where substantial evidence in the

record demonstrates that they are infeasible or where the responsibility for modifying the Project lies with another agency. Specifically, CEQA Guidelines Section 15091 states:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
 - (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

The “changes or alterations” referred to in CEQA Guidelines Section 15091(a)(1) above, that are required in, or incorporated into, the Project and that mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in CEQA Guidelines Section 15370, including avoiding, minimizing, rectifying, or reducing the impact over time, or compensating for the impact by replacing or providing substitute resources.

II. FINDINGS REGARDING SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15091, the City Council hereby makes specific findings with respect to the potential for significant environmental impacts from adoption and implementation of the Project and the means for mitigating those impacts. For the purpose of these findings, as identified above, the term “Final Environmental Impact Report” (Final EIR) includes the Draft EIR , unless otherwise specified.

The findings herein do not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, the findings provide a summary description of each impact, describe the applicable mitigation measures identified in the Final EIR and adopted by the City, and state the findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Final EIR. These findings hereby incorporate by reference the discussion and analysis in the Final EIR that support the Final EIR's determinations regarding significant Project impacts and mitigation measures designed to address those impacts. The facts supporting these findings are found in the record as a whole for the Project.

In making these findings, the City ratifies, adopts, and incorporates into these findings the analysis and explanation in the Final EIR, and ratifies, adopts, and incorporates into these findings the determinations and conclusions of the Final EIR relating to environmental impacts and mitigation measures, except to the extent that any such determinations and conclusions are specifically and expressly modified by these findings.

III. MITIGATION MONITORING AND REPORTING PROGRAM

Incorporated and adopted as part of this Resolution herein is the Mitigation Monitoring and Reporting Program (“MMRP”) (located in Appendix H of the Final EIR) for the Project required under Public Resources Code Section 21081.6. The MMRP identifies impacts of the Project, corresponding mitigation, timing for implementation, and designation for responsibility for mitigation implementation and monitoring.

IV. LOCATION AND CUSTODIAN OF RECORDS

The documents and other materials that constitute the record of proceedings on which the City Council based the foregoing findings and approval of the Project are located at the Planning Division, 330 West 20th Avenue, San Mateo, CA 94403. The official custodian of the record is the Interim Director of Community Development at the same address.

EXHIBIT A

SIGNIFICANT IMPACTS AND MITIGATION MEASURES FINDINGS AND ALTERNATIVES FINDINGS

FINDINGS REGARDING SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Pursuant to Public Resources Code section 21081 and CEQA Guidelines section 15091, the City Council hereby makes these findings with respect to the potential for significant environmental impacts from adoption and implementation of Strive San Mateo General Plan 2040 (General Plan 2040 or proposed General Plan) and Climate Action Plan (CAP) Technical Update, hereinafter referred to together as “Project” and the means for mitigating those impacts. For the purpose of these findings, the term “Final Environmental Impact Report” (Final EIR) includes the Draft EIR, unless otherwise specified.

The findings provide a summary description of each impact, describe the applicable mitigation measures identified in the Final EIR and adopted by the City, and state the findings on the significance of each impact after imposition of the adopted mitigation measures. These findings do not attempt to describe the full analysis of each environmental impact contained in the Final EIR. A full explanation of these environmental findings and conclusions can be found in the Final EIR. These findings hereby incorporate by reference the discussion and analysis in the Final EIR that support the Final EIR's determinations regarding significant project impacts and mitigation measures designed to address those impacts. The facts supporting these findings are found in the record as a whole for the project.

In making these findings, the City ratifies, adopts, and incorporates into these findings the analysis and explanation in the Final EIR, and ratifies, adopts, and incorporates into these findings the determinations and conclusions of the Final EIR relating to environmental impacts and mitigation measures, except to the extent that any such determinations and conclusions are specifically and expressly modified by these findings.

FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS

AIR QUALITY

Impact AQ-2: Construction of development projects that could occur from implementation of the 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.

Mitigation Measure AQ-2: Prior to discretionary approval by the City for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), future project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with Bay Area Air Quality Management District (BAAQMD) methodology for assessing air

quality impacts identified in BAAQMD's CEQA Air Quality Guidelines. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD-adopted thresholds of significance, the City shall require feasible mitigation measures to reduce air quality emissions. Measures shall require implementation of the BAAQMD Best Management Practices for construction-related fugitive dust emissions, examples of best management practices include:

- Water all exposed surfaces (e.g., parking areas, staging areas, soil piles, grading areas, and unpaved access roads) at least twice daily or as often as needed to control dust emissions.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seedling or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All trucks and equipment, including their tires, shall be washed prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compact layer of wood chips, mulch, or gravel.
- Prior to the commencement of construction activities, individual project proponents shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD and City contact phone numbers shall also be visible to ensure compliance with applicable regulations.

Measures shall be incorporated into appropriate construction documents (e.g., construction management plans) and shall be verified by the City.

Finding: At the programmatic level, the mitigation measure cannot be determined to fully reduce the severity of Impact AQ-2 for all future development projects allowed by the Project; therefore, it remains significant and unavoidable.

Rationale for Finding: Mitigation Measure AQ-2 would reduce construction-related regional air impacts from construction equipment exhaust at the project level; however, potential future development projects under the Project could still exceed the BAAQMD significance thresholds for construction. Therefore, implementation of the Project could result in significant construction-related regional air impacts from construction equipment exhaust. However, implementation of the Project would provide specific economic, environmental, social, legal, technological, and other benefits that would outweigh the significant adverse effects of Impact AQ-2, as set forth in the Statement of Overriding Considerations in Exhibit B. These benefits include supporting property investment and redevelopment, encouraging a multimodal transportation system, and promoting context-sensitive high-quality design. These findings are based on the entire record of proceedings for the Project, including but not limited to, the discussion and analysis on pages 4.2-53 to 4.2-56 of the Draft EIR, which includes a full statement of this impact.

Resulting Significance: Significant and unavoidable.

Impact AQ-3: Operation of development projects under the 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).

Mitigation Measure AQ-3: Prior to discretionary approval by the City for development projects subject to California Environmental Quality Act (CEQA) review (i.e., nonexempt projects), future project applicants shall prepare and submit a technical assessment evaluating potential project operational air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with Bay Area Air Quality Management District (BAAQMD) methodology in assessing air quality impacts identified in BAAQMD's current CEQA Air Quality Guidelines at the time that the project is considered.

If operation-related air pollutants are determined to have the potential to exceed the BAAQMD-adopted thresholds of significance, the City shall require the project applicant(s) to incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval or as part of a mitigation monitoring and reporting plan adopted for the project as part of the project CEQA review. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- Implementing commute trip reduction programs.
- Unbundling residential parking costs from property costs.
- Expanding bikeway networks.
- Expanding transit network coverage or hours.
- Using cleaner-fueled vehicles.
- Exceeding the current Title 24 Building Envelope Energy Efficiency Standards.
- Establishing on-site renewable energy generation systems.
- Requiring all-electric buildings.
- Replacing gas-powered landscaping equipment with zero-emission alternatives.
- Implementing organics diversion programs.
- Expanding urban tree planting.

Finding: At the programmatic level, the mitigation measure cannot be determined to fully reduce the severity of Impact AQ-3 for all future development projects that could occur under the Project; therefore, it remains significant and unavoidable.

Rationale for Finding: Mitigation Measure AQ-3 would apply to future development projects that are subject to CEQA (i.e., discretionary projects) and are allowed by the Project. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent individual projects that meet applicable thresholds of significance. While it is anticipated there will be project-level impacts related to this standard of significance, it is not feasible to fully evaluate and mitigate impacts at the project level due to the programmatic nature of this analysis. However, implementation of the Project would provide specific economic, environmental, social, legal, technological, and other benefits that would outweigh the significant adverse effects of Impact AQ-3, as set forth in the Statement of Overriding Considerations in Exhibit B. These benefits include supporting property investment and redevelopment, encouraging a multimodal transportation system, and promoting context-sensitive high-quality design. These findings are based on the entire record of

proceedings for the Project, including but not limited to the discussion and analysis on pages 4.2-56 to 4.2-63 of the Draft EIR, which includes a full statement of this impact.

Resulting Significance: Significant and unavoidable.

Impact AQ-4: Construction emissions associated with development under the 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.

Mitigation Measure AQ-4: Prior to discretionary approval by the City, project applicants for new industrial or warehousing development projects that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes) or Overburdened Community (as defined by the Bay Area Air Quality Management District [BAAQMD] Community Air Risk Evaluation Program), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City for review and approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and BAAQMD. If the HRA shows that the cumulative and project-level incremental cancer risk, noncancer hazard index, and/or PM_{2.5} exceeds the respective threshold, as established by BAAQMD (all areas of the City and Sphere of Influence) and project-level risk of 6.0 in Equity Priority Communities (as defined in the City of San Mateo General Plan) at the time a project is considered, the project applicant will be required to identify best available control technologies for toxics (T-BACTs) and appropriate enforcement mechanisms, and demonstrate that they are capable of reducing potential cancer, noncancer risks, and PM_{2.5} to an acceptable level. T-BACTs may include but are not limited to:

- Restricting idling on-site beyond Air Toxic Control Measures idling restrictions
- Electrifying warehousing docks
- Requiring use of newer equipment
- Requiring near-zero or zero-emission trucks for a portion of the vehicle fleet based on opening year.
- Truck Electric Vehicle (EV) Capable trailer spaces.
- Restricting off-site truck travel through the creation of truck routes.

T-BACTs identified in the HRA shall be included as part of the conditions of approval or a mitigation monitoring and reporting plan adopted for applicable projects as part of their CEQA review.

Finding: At the programmatic level, the mitigation measure cannot be determined to fully reduce the severity of Impact AQ-4 on sensitive populations; therefore, it remains significant and unavoidable.

Rationale for Finding: Mitigation Measure AQ-4 would reduce project-level impacts of TAC and PM_{2.5} to less than significant levels. However, there is potential for future development projects allowed by the Project to contribute to significant cumulative risk in the Bay Area that could affect sensitive populations and Equity Priority Communities. Therefore, impacts would be significant and unavoidable. However, implementation of the Project would provide specific economic, environmental, social, legal, technological, and other benefits that would outweigh the significant adverse effects of Impact AQ-4, as set forth in the Statement of Overriding Considerations in Exhibit B. These benefits include supporting property investment and redevelopment, encouraging a multimodal transportation system, and promoting context-sensitive high-quality design. These findings are based on the entire record of

proceedings for the Project, including but not limited to, the discussion and analysis on pages 4.2-63 to 4.2-68 of the Draft EIR, which includes a full statement of this impact.

Resulting Significance: Significant and unavoidable.

Impact AQ-6: Implementation of the 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 designations and health risk in the San Francisco Bay Area Air Basin.

Mitigation Measure AQ-6: Implement Mitigation Measures AQ-2, AQ-3, and AQ-4.

Finding: Due to the programmatic nature of the Project, no additional mitigation measures are available; therefore, impacts would be significant and unavoidable.

Rationale for Finding: Mitigation Measures AQ-2, AQ-3, and AQ-4 would help reduce project-related emissions to the extent feasible. However, criteria air pollutant emissions generated by land uses could exceed the BAAQMD regional thresholds. Therefore, air pollutant emissions associated with the Project would result in a cumulatively considerable contribution to air quality impacts and remain significant and unavoidable at the program level. Implementation of the Project would provide specific economic, environmental, social, legal, technological, and other benefits that would outweigh the significant adverse effects of Impact AQ-6, as set forth in the Statement of Overriding Considerations in Exhibit B. These benefits include supporting property investment and redevelopment, encouraging a multimodal transportation system, and promoting context-sensitive high-quality design. These findings are based on the entire record of proceedings for the Project, including but not limited to the discussion and analysis on pages 4.2-69 to 4.2-70 of the Draft EIR, which includes a full statement of this impact.

Resulting Significance: Significant and unavoidable.

NOISE

Impact NOISE-1: Buildout under the 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.

Mitigation Measures: None available.

Finding: Because no feasible mitigation measures are available to avoid or further reduce the severity of Impact NOISE-2, it remains significant and unavoidable.

Rationale for Finding: Addressing traffic noise at the receiver rather than the source usually takes the form of noise barriers (i.e., sound walls). While constructing noise barriers along streets would reduce noise, the placement of sound walls between existing residences/businesses and local roadways would not be desirable as it would conflict with the community's aesthetic, design, and character, and quality of life, and is therefore deemed infeasible. Therefore, there are no feasible mitigation measures to avoid or further reduce the severity of Impact NOISE-1. However, implementation of the Project would provide specific economic, environmental, social, legal, technological, and other benefits that would

outweigh the significant adverse effects of Impact NOISE-1, as set forth in the Statement of Overriding Considerations in Exhibit B. These benefits include supporting local shops and businesses, protecting open spaces, and promoting development of a climate change adaptation plan. These findings are based on the entire record of proceedings for the Project, including but not limited to the discussion and analysis on pages 4.11-37 to 4.11-46 of the Draft EIR, which includes a full statement of this impact.

Resulting Significance: Significant and unavoidable.

Impact NOISE-4: Buildout under the Project is anticipated to result in unacceptable cumulative traffic noise within the EIR Study Area.

Mitigation Measures: None available.

Finding: Because no feasible mitigation measures are available to avoid or further reduce the severity of Impact NOISE-4, it remains significant and unavoidable.

Rationale for Finding: As discussed in impact discussion NOISE-1, there are no feasible mitigation measures to reduce this impact. However, implementation of the Project would provide specific economic, environmental, social, legal, technological, and other benefits that would outweigh the significant adverse effects of Impact NOISE-4, as set forth in the Statement of Overriding Considerations in Exhibit B. These benefits include supporting local shops and businesses, protecting open spaces, and promoting development of a climate change adaptation plan. These findings are based on the entire record of proceedings for the Project, including but not limited to the discussion and analysis on page 4.11-51 of the Draft EIR, which includes a full statement of this impact.

Resulting Significance: Significant and unavoidable.

WILDFIRE

Impact WILD-2: Development under the Project would increase population, buildings, and infrastructure in wildfire-prone areas, thereby exacerbating wildfire risks.

Mitigation Measures: None available.

Finding: Because no feasible mitigation measures are available to avoid or further reduce the severity of Impact WILD-2, it remains significant and unavoidable.

Rationale for Finding: The only way to fully avoid the wildfire impact from implementation is to prohibit development in areas in very high fire hazard severity zones (VHFHSZs) and the Wildland-Urban Interface (WUI). The majority of western San Mateo is in a VHFHSZ and/or the WUI. Prohibiting new development in this portion of San Mateo is not feasible or practical because the City has a responsibility to meet other, conflicting obligations, including reconstruction of homes burned by wildfires or allowing by right development under existing zoning. Any such development or reconstruction would have to meet fire codes, but still exacerbates wildfire risks. However, the development of the Project would provide specific economic, environmental, social, legal, technological, and other benefits that would outweigh the significant adverse effects of Impact WILD-2, as set forth in the Statement of Overriding Considerations in Exhibit B. These benefits include protecting open spaces,

prioritizing development of a climate change adaptation plan, and reducing vehicle miles traveled and greenhouse gas (GHG) emissions. These findings are based on the entire record of proceedings for the Project, including but not limited to the discussion and analysis on pages 4.18-28 to 4.18-31 of the Draft EIR, which includes a full statement of this impact.

Resulting Significance: Significant and unavoidable.

Impact WILD-5: Potential development under the 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.

Mitigation Measures: None available.

Finding: Because no feasible mitigation measures are available to avoid or further reduce the severity of Impact WILD-5, it remains significant and unavoidable.

Rationale for Finding: Similar to the rationale for Impact WILD-2, the only way to fully avoid the cumulative wildfire impact is to prohibit future development projects allowed by the Project in the State Responsibility Area (SRA), VHFHSZs, and WUI throughout the region. Prohibiting new development in this portion of San Mateo is not feasible or practical because the City has a responsibility to meet other, conflicting obligations, including reconstruction of homes burned by wildfires or allowing by right development under existing zoning. Any such development or reconstruction would have to meet fire codes, but could still exacerbate wildfire risks. However, implementation of the Project would provide specific economic, environmental, social, legal, technological, and other benefits that would outweigh the significant adverse effects of Impact WILD-5, as set forth in the Statement of Overriding Considerations in Exhibit B. These benefits include protecting open spaces, prioritizing development of a climate change adaptation plan, and reducing vehicle miles traveled and greenhouse gas (GHG) emissions. These findings are based on the entire record of proceedings for the Project, including but not limited to the discussion and analysis on pages 4.18-35 to 4.18-36 of the Draft EIR, which includes a full statement of this impact.

Resulting Significance: Significant and unavoidable.

FINDINGS REGARDING ALTERNATIVES

The CEQA Guidelines require that an EIR describe a reasonable range of alternatives that would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant environmental effects of the project, and then evaluate the comparative merits of such alternatives. (CEQA Guidelines §15126(a)). For the purpose of these findings, the term “Final EIR” includes the Draft EIR, unless otherwise specified.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

CEQA provides that decision-makers should not approve a project as proposed if there are feasible alternatives or feasible mitigation measures that would substantially lessen the significant impacts of the project (Public Resources Code §21002). The following impacts in the Final EIR remain significant after mitigation (i.e., significant and unavoidable) and no feasible mitigation or project alternative is identified or available to reduce these impacts to a level of less than significance:

1. Impact AQ-2: Construction of development projects that could occur from implementation of the 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.
2. Impact AQ-3: Operation of development projects under the 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 (NOX).
3. Impact AQ-4: Construction emissions associated with development under the 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.
4. Impact AQ-6: Implementation of the 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 designations and health risk in the San Francisco Bay Area Air Basin.
5. Impact NOISE-1: Buildout under the 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.
6. Impact NOISE-4: Buildout under the Project is anticipated to result in unacceptable cumulative traffic noise within the EIR Study Area.
7. Impact WILD-2: Development under the Project would increase population, buildings, and infrastructure in wildfire-prone areas, thereby exacerbating wildfire risks.
8. Impact WILD-5: Potential development under the 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.

In compliance with CEQA, the following findings address whether there are any feasible alternatives or any additional feasible mitigation measures available that would reduce the significant and unavoidable impacts identified in the Final EIR for the Project to a less-than-significant level.

ALTERNATIVES CONSIDERED

Through the environmental review process, the City identified two (2) potential project alternatives for consideration. The following alternatives are evaluated in Chapter 5 of the Draft EIR:

- **No Project Alternative.** Under CEQA, an evaluation of a "no project" alternative must be included in each EIR. Under the No Project Alternative, the current General Plan 2030 and Climate Action Plan (CAP) would remain in effect and would not be replaced by the Project. The Project would not

incorporate new topics that are now required by State law, such as environmental justice, and would not revise relevant policies and actions to meet those requirements. The No Project Alternative would also not address other emerging issues addressed in the proposed General Plan 2040, such as sea level rise, autonomous vehicles, and green infrastructure. Under the No Project Alternative, potential future development in San Mateo would continue to be subject to existing policies, regulations, development standards, and land use designations of the existing General Plan 2030 and the existing CAP.

- **Reduced Traffic Noise Alternative.** The Reduced Traffic Noise Alternative is intended to reduce the level of traffic noise generated by the Project through enhanced transportation demand management (TDM) measures. Specifically, it is assumed that this alternative would involve a new TDM program applicable to new development as well as existing residences, employees, and businesses, and may require individual developers to participate in a City-established TDM program focused on reducing vehicle trips. In addition, this alternative would involve increased funding allocations to fully implement the City's Bicycle Master Plan and Pedestrian Master Plan as expeditiously as possible, in order to provide expanded and safer alternatives to driving and encourage higher participation in TDM initiatives. The Reduced Traffic Noise Alternative would accommodate the same amount of proposed development as the Project and would involve the same proposed General Plan land use map, designations, goals, policies, and actions. This alternative would also include the same technical update to the City's 2020 Climate Action Plan (CAP) that would occur under the Project.

The primary purpose of an EIR's alternative analysis is to identify and evaluate possible alternatives to the Project that can avoid or substantially lessen the project's significant environmental effects while still achieving the basic objectives of the project. The City has developed the following project objectives for General Plan 2040:

- Identify the location and allowed density and intensity of San Mateo's land uses including housing, businesses, industry, open space, schools, civic buildings, etc.
- Plan for future circulation and infrastructure improvements.
- Identify sufficient residential land to meet the current and future housing needs for people at all income levels.
- Protect natural resources, such as water, air, trees, and hillsides, and preserve and improve open spaces, including open space for recreation, for habitat, or for public health and safety.
- Protect residents from harmful or disruptive levels of noise.
- Keep the community safe from natural and human-caused hazards, such as earthquakes, landslides, floods, and wildfires, including increased risks from climate change.
- Improve the safety and quality of life for residents of neighborhoods that face a combination of both higher-than-average pollution exposure and social and economic challenges such as low incomes, language barriers, or housing instability (Equity Priority Areas).

The fundamental objectives of the Project are to plan for the growth and conservation of San Mateo over a 20-year time horizon.

FINDINGS REGARDING ALTERNATIVES

As further set forth below, the City has considered all of the possible alternatives identified and analyzed in the Final EIR and has elected to approve the Project described in Chapter 3 of the Draft EIR. While the Reduced Traffic Noise Alternative would reduce the Project's significant and unavoidable noise impacts, the City finds that both alternatives would be infeasible for specific economic, social, or other considerations pursuant to Public Resources Code sections 21002 and 21081(a)(3), and CEQA Guidelines section 15091(a)(3), as described below. Based on the evaluation and analysis of project alternatives set forth in Chapter 5 of the Draft EIR, and on the entire record of proceedings for the Project, the City hereby makes the following findings:

- **Findings Relating to No Project Alternative.** The City considered a No Project Alternative and declines to adopt it because it is inconsistent with all of the Project objectives. The existing General Plan 2030 was adopted in 2010 and included a horizon year of 2030. While this horizon year is still six years away (as of the time of publishing the Final EIR), in the years between 2010 and 2024 conditions inside and outside of San Mateo have changed, including the economic recovery from the Great Recession, a worsening housing crisis in California, ongoing impacts from climate change, and the COVID-19 pandemic that began in 2020. A number of State and federal laws guiding general plan policies have also been updated during this time. The No Project Alternative would not incorporate new topics that are now required by State law, nor would it address other emerging issues such as future infrastructure planning based on current conditions, responding to sea level rise, or improving environmental justice in San Mateo. Since the No Project Alternative would not implement the Project, the proposed goals, policies, and actions intended to address the objectives would not be adopted. Therefore, this alternative would not fully accomplish any of the project objectives. For these reasons, this alternative is infeasible, as supported by the administrative record for the Project.
- **Findings Relating to the Reduced Traffic Noise Alternative.** The City considered a Reduced Traffic Noise Alternative and declines to adopt it because while it is consistent with the project objectives and would reduce the project's significant and unavoidable impacts associated with traffic noise, it is financially and logistically infeasible. This alternative would require San Mateo residents to implement TDM measures typically implemented by employers rather than jurisdictions. In addition, this alternative would require increased funding allocations to fully implement bicycle and pedestrian improvements at a faster pace than anticipated in the City's current capital improvement plan. TDM measures are evaluated separately and would need policy direction from City Council as well as financial analysis to ensure specific measures are not infeasible because of the associated cost burden. For these reasons, this alternative is infeasible, as supported by the administrative record for the Project.

EXHIBIT B

STATEMENT OF OVERRIDING CONSIDERATIONS

The City is considering approval of the Strive San Mateo General Plan 2040 (General Plan 2040 or proposed General Plan) and proposed Climate Action Plan (CAP) technical update, hereinafter referred to together as the “Project.”

When project impacts cannot be mitigated to a less than significant level, CEQA requires decision-makers to balance the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable impacts when determining whether to approve the project. If the specific benefits of a project outweigh the unavoidable adverse environmental effects, those effects may be considered acceptable, and the agency must state the specific reasons to support the action in a “statement of overriding considerations” supported by substantial evidence in the record (CEQA Guidelines §15093, Statement of Overriding Considerations). Pursuant to CEQA Guidelines section 15093, the City Council must adopt a Statement of Overriding Considerations for the significant and unavoidable impacts of the Project in connection with approval of the Project.

Notwithstanding all the feasible mitigation measures incorporated into General Plan 2040, the Project will still result in certain significant and unavoidable impacts, as discussed in the Final Environmental Impact Report (Final EIR), which includes the Draft EIR. The City Council finds that even with mitigation, implementation of the Project carries with it significant and unavoidable environmental effects, as identified in the Final EIR and summarized below.

Adoption of the Project would result in the following significant and unavoidable impacts:

1. Impact AQ-2: Construction of development projects that could occur from implementation of the 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.
2. Impact AQ-3: Operation of development projects under the 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 (NOX).
3. Impact AQ-4: Construction emissions associated with development under the 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.
4. Impact AQ-6: Implementation of the Project would generate a substantial increase in emissions that exceed the Bay Area Air Quality Management District’s significance thresholds and would cumulatively contribute to the nonattainment designations and health risk in the San Francisco Bay Area Air Basin.
5. Impact NOISE-1: Buildout under the 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.

6. Impact NOISE-4: Buildout under the Project is anticipated to result in unacceptable cumulative traffic noise within the EIR Study Area.
7. Impact WILD-2: Development under the Project would increase population, buildings, and infrastructure in wildfire-prone areas, thereby exacerbating wildfire risks.
8. Impact WILD-5: Potential development under the 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.

The City Council has examined alternatives to the Project that could avoid or reduce its significant and unavoidable effects. The City Council determined that adoption and implementation of the Project is the most desirable, feasible, and appropriate action for the reasons stated below.

Therefore, in accordance with Public Resources Code Section 21081(b) and CEQA Guidelines Section 15093, the City Council makes the following Statement of Overriding Considerations, which reflects its balancing of the Project's benefits against its significant and unavoidable effects and states the specific reasons for its decision to approve the Project. Substantial evidence supports the various benefits and can be found in the preceding CEQA findings, which are incorporated by reference into this Statement, the Final EIR, and the other documents which make up the record of proceedings. Each of the overriding considerations set forth below constitutes a separate and independent ground for finding that the benefits of the Project outweigh its significant adverse environmental effects and is an overriding consideration warranting approval. The City finds that the Project will have the following economic, social, technological, and environmental benefits.

OVERRIDING CONSIDERATIONS

In reaching its decision to approve the Project, the City Council has carefully considered each significant, unavoidable project impact. Even with mitigation, the City Council recognizes that implementation of some parts of the Project will cause significant and unavoidable adverse environmental effects, as identified in the Final EIR. The City Council specifically finds that, to the extent that the identified significant adverse impacts for the Project have not been reduced to acceptable levels through feasible mitigation or alternatives, there are specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, that outweigh the Project's significant unavoidable impacts and support approval of the Project. Any one of these benefits as set forth below is sufficient to justify approval of the Project.

The following statement identifies the reasons why, in the City's judgment, specific benefits of the Project outweigh the significant and unavoidable effects. The City finds that each of the Project benefits discussed below is a separate and independent basis for these findings. The reasons set forth below are based on the Final EIR and other information in the administrative record as a whole.

ECONOMIC BENEFITS

1. **Implementing the goals and policies to support a sustainable and resilient local economy:** The General Plan contains numerous policies and actions designed and intended to support local shops, businesses, and services to support a sustainable economy. The Project includes a diversity of land uses with an emphasis on balance and prosperity that would support and incentivize property investment and redevelopment and increase property values and revenue to support City services. This investment and redevelopment will also benefit local shops, businesses, services, employees, and residents. Specifically, the policies and actions within GOAL LU-11 of the Land Use Element focus on cultivating a diverse, thriving, inclusive, and green economy.

SOCIAL BENEFITS

2. **Fostering a strong sense of community and placemaking:** The Project would encourage new businesses that residents need and enjoy, in proximity to where they live and work, while fostering a sense of place within the community where residents can socialize. It would facilitate balanced growth with a mix of housing that is affordable at all levels, further job opportunities, and protect and enhance services for the most vulnerable populations such as seniors and other disadvantaged communities. Goals within General Plan 2040 that specifically support this benefit include LU-4, CD-5, CD-6, PSF-7 and PSF-8.
3. **Preserving and enhancing neighborhoods and access to transit:** The Project would allow and encourage higher-density residential and mixed-use development close to transit and jobs, while maintaining existing development patterns in lower density neighborhoods. Goals within General Plan 2040 that specifically support this benefit include LU-1, C-1, C-3, C-4, C-5 and CD-7.
4. **Promoting quality design and community amenities.** The Project would promote context-sensitive high-quality design, support neighborhood shopping areas, improve neighborhood walkability and reduce traffic congestion, protect homes, schools, and libraries from excessive noise levels, and provide for a comprehensive network of parks and recreational facilities for all to enjoy. Goals within General Plan 2040 that specifically support this benefit include LU-3, C-1, CD-6, CD-8, COS-2, COS-5, N-1 and N-2.
5. **Reducing vehicle miles traveled and associated affects by planning for and developing a citywide multi-modal system:** The Project would support a multimodal transportation system implemented using a complete streets approach that emphasizes safety and access for walking, bicycling, transit, and driving. Goals within General Plan 2040 that specifically support this benefit include C-1, C-2, C-3, C-4 and C-5.
6. **Enhancing investment into equity priority communities:** The Project would direct City investment to public improvements that address health and infrastructure disparities in equity priority communities, including the North Central and North Shoreview neighborhoods. Goals within General Plan 2040 that specifically support this benefit include LU-8, LU-9, C-5, C-8, COS-8, PSF-1, PSF-4, PSF-8, S-1 and N-1.

TECHNOLOGICAL BENEFITS

7. **Adopting goals focused on sustainability and resilience and including a technical update of the Climate Action Plan:** The Project would guide redevelopment in a manner consistent with up-to-date California Building Code Standards, Energy Efficiency Standards, and Cal Green requirements to reduce citywide greenhouse gas (GHG) emissions and increase the City's ability to adapt and be resilient to the effects from climate change. Goals within General Plan 2040 that specifically support this benefit include LU-10 and S-3.

ENVIRONMENTAL BENEFITS

8. **Protecting habitats and open space areas:** The Project would protect open spaces and natural habitats, increase the planting and maintenance of street trees, maintain the City's urban forest, invest in natural infrastructure, and expand access to parks and open space. Goals within General Plan 2040 that specifically support this benefit include COS-2, COS-5, and CD-3.
9. **Reducing vehicle miles traveled and associated air quality and greenhouse gas emissions:** The Project would reduce vehicle miles traveled and greenhouse gas (GHG) emissions by making the City's General Plan and Climate Action Plan consistent, encouraging mixed-uses near transit, walkable and bike friendly communities, promoting access to transit, and reducing dependence on single occupancy vehicles. Goals within General Plan 2040 that specifically support this benefit include LU-10, C-1, C-2, C-3, C-4 and C-5.
10. **Preserving historic character and cultural resources:** The Project would provide a comprehensive and balanced approach to historic preservation, starting with an update to the City's Historic Preservation Ordinance and citywide historic context statement, followed by updates to the historic resources inventory to identify appropriate architecturally, culturally, and historically significant buildings, structures, sites, and districts. Goals within General Plan 2040 that specifically support this benefit include CD-4 and CD-5.
11. **Preparing for climate change to be a resilient community:** The Project would prioritize 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, and other climate change related impacts. The Project would establish clear actions to protect the community from the effects of 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. Goals within General Plan 2040 that specifically support this benefit include LU-10, PSF-2, PSF-4, S-1 and S-3.



Strive San Mateo

General Plan 2040

January 2024





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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.



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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 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 five years, the City received input from over 6,000 people or organizations. Outreach activities included:

- Hosting over 25 community meetings, workshops, and open houses virtually and across the city.
- Staffing booths at over 30 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 seven 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 45 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.

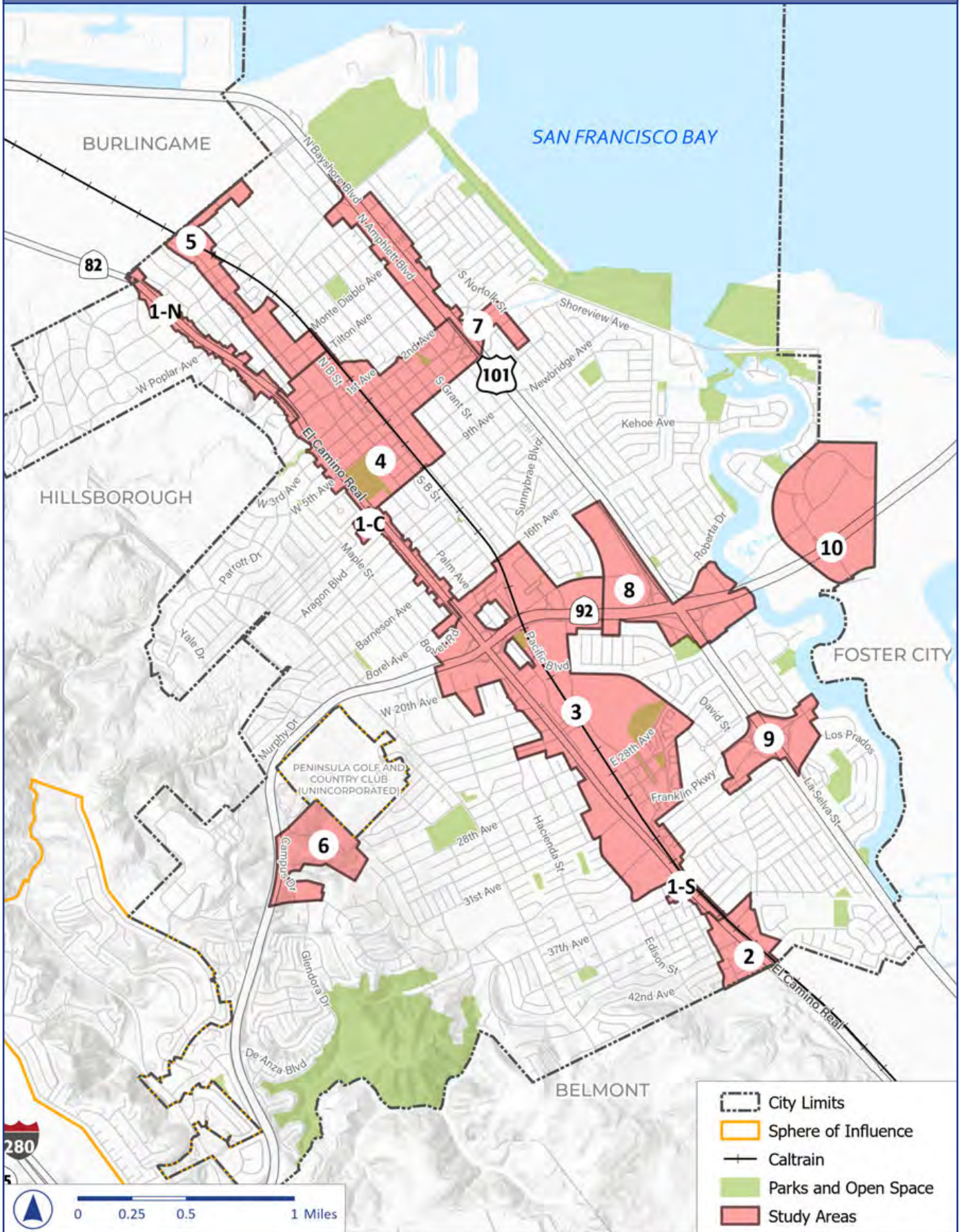
Throughout the Strive San Mateo General Plan 2040 process, the City Council emphasized inclusive outreach to ensure engagement from non-English speakers, renters, residents under the age of 44, low-income households, and underrepresented areas, including the North Shoreview, Shoreview, and North Central 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.

FOUNDATION OF GENERAL PLAN 2040

The previous iteration of San Mateo's General Plan, General Plan 2030, formed the basis of Strive San Mateo General Plan 2040. General Plan 2040 includes all of the same topics as General Plan 2030, but reorganizes the elements to improve usability, legibility, and implementation. General Plan 2030 focused on what it called "eight major proposals:" increasing housing opportunities while preserving single-family neighborhoods, strengthening downtown, concentrating new development near transit, improving community design, preserving historic resources, improving traffic congestion, increasing parks and recreational opportunities, and establishing San Mateo as a sustainable city. All of these major proposals are carried forward in General Plan 2040 with policy and action updates to recognize new ideas and solutions. General Plan 2040 also carries forward the height limits established in General Plan 2030 for most of the city, including existing low density neighborhoods, with some exceptions within the 10 Study Areas. Maintaining a connection to the City's past while planning for the future is central to General Plan 2040, with the Plan's Big Ideas embodying this concept.

In that spirit, this General Plan introduces new policy guidance to respond to issues that have emerged since the last General Plan update, such as planning for an equitable community, shifting the transportation focus from an auto-oriented circulation system to one that supports all travel modes, planning for sea level rise, and broadening the way the City approaches community outreach.

THE BIG IDEAS IN GENERAL PLAN 2040

The Strive San Mateo General Plan 2040 includes ten Big Ideas that will guide the next 20 years of San Mateo. These Big Ideas are a mix of enduring principles that have guided decision-making in San Mateo for many years and support the City's history and fabric while introducing new concepts and topics that reflect present-day concerns and challenges.



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 low density residential 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, child care facilities, 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 emergencies and extreme weather events such as flooding, wildfires, earthquakes, and pandemics, 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

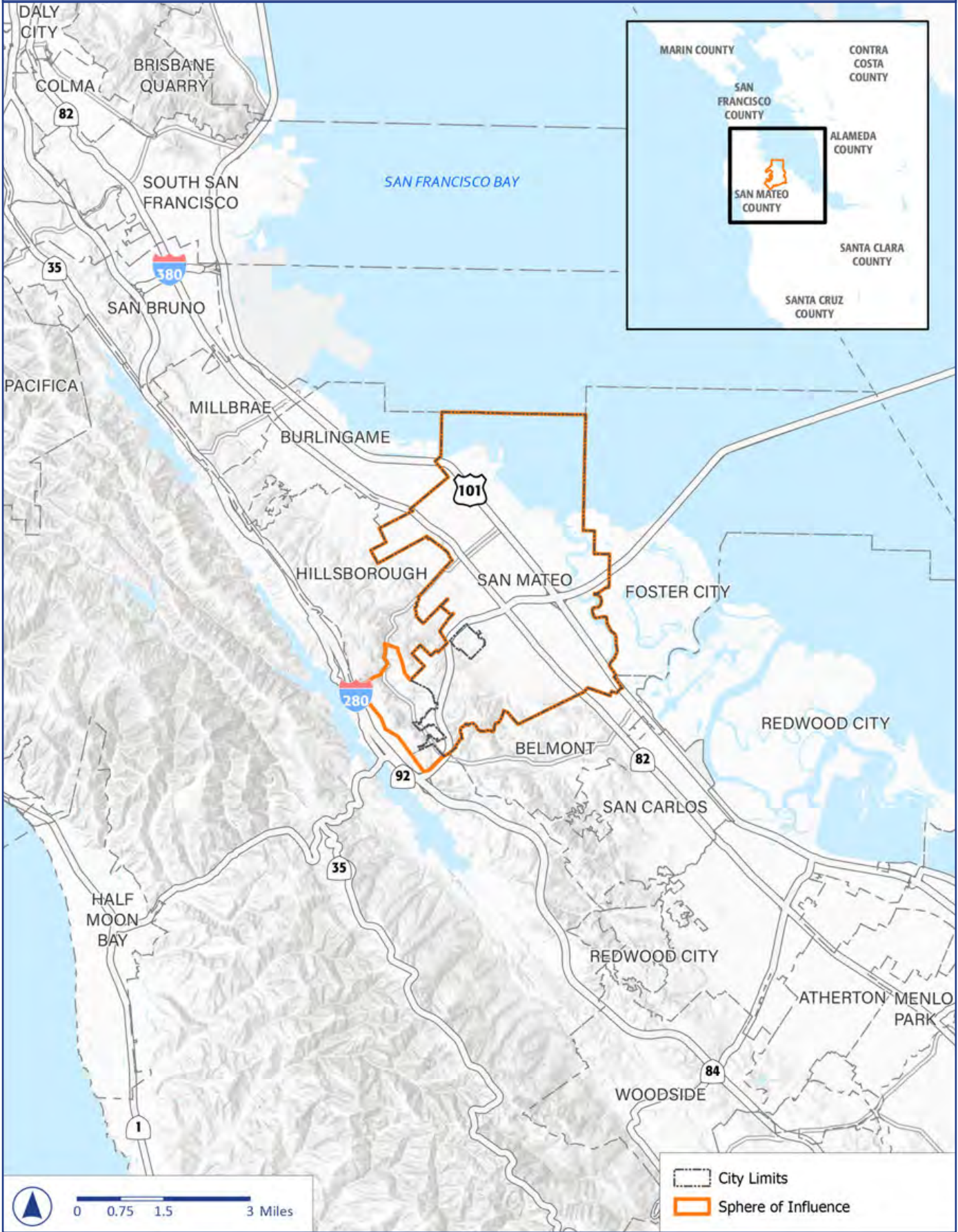
San Mateo is in the center of the Peninsula, between the bay and foothills, as shown on Figure I-2. It has the largest population in San Mateo County. San Mateo's vibrant and historic downtown, desirable neighborhoods, diversity of employment options, and high-quality public services make it a popular 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 92, and El Camino Real 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 100,984 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

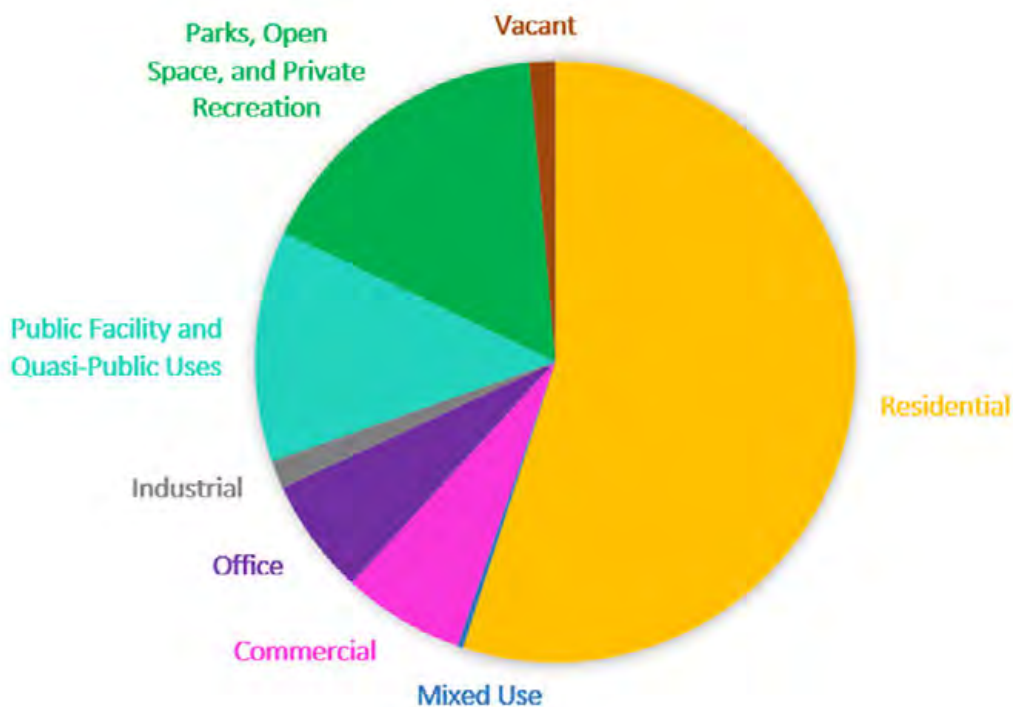


Table I-1 Race and Hispanic Origin (2022)

White alone	44.3%
Black or African American alone ^a	1.9%
American Indian and Alaska Native alone ^a	1.0%
Asian alone ^a	27.0%
Native Hawaiian and Other Pacific Islander alone ^a	1.4%
Two or More Races	11.6%
Hispanic or Latino ^b	24.7%
White alone, not Hispanic or Latino	38.8%

^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, 2022 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 Sustainability (incorporated into all of the elements) Community Engagement (incorporated into all of the elements)

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.

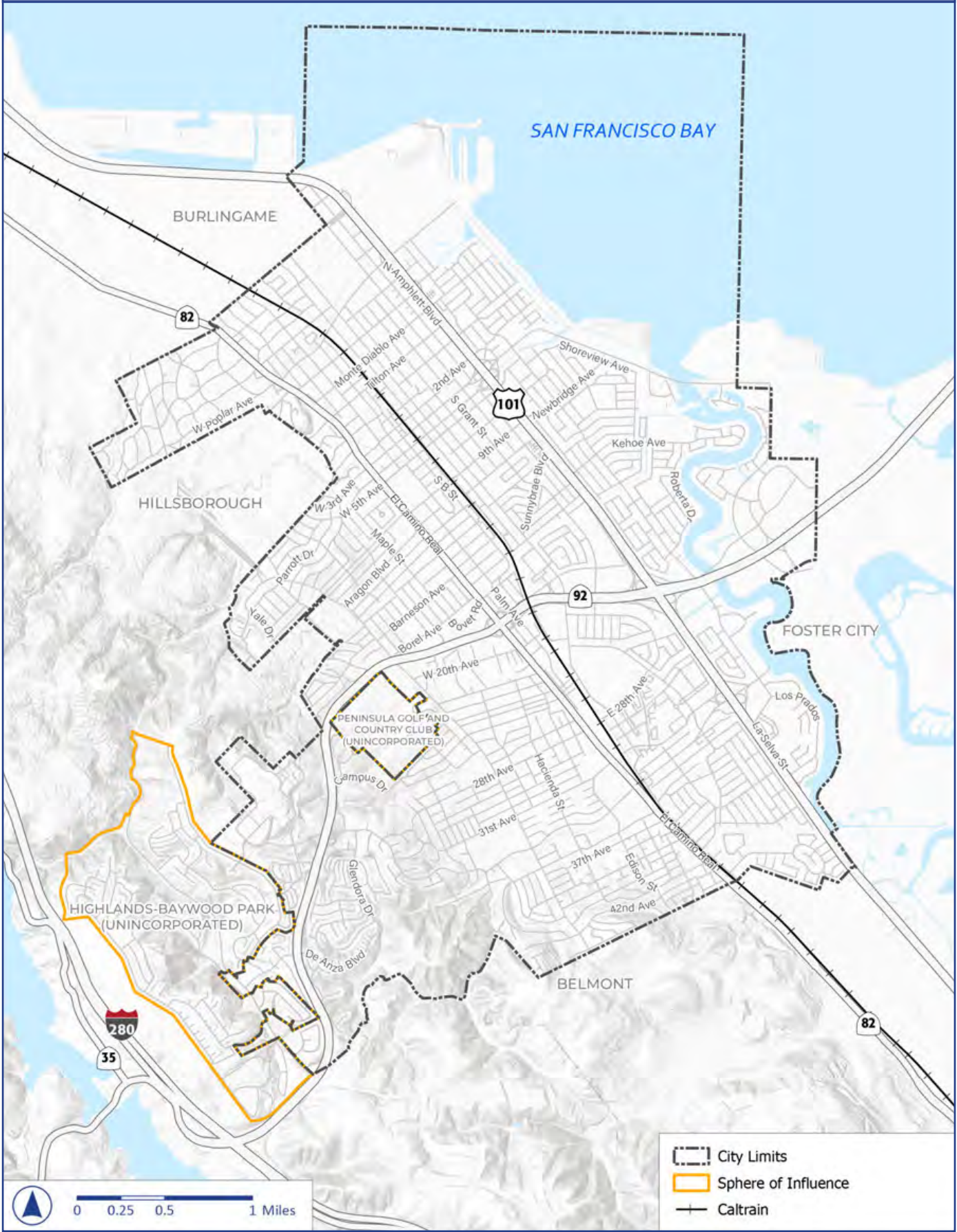
Planning Boundaries

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



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

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

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 important community priorities that were considered as potential stand-alone elements. However, these topics are interrelated to and support achievement of the goals and policies in all of the General Plan's other elements. To reflect this relationship while highlighting the importance of addressing them, these three themes have been 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.

tool 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 multifamily 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.

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.

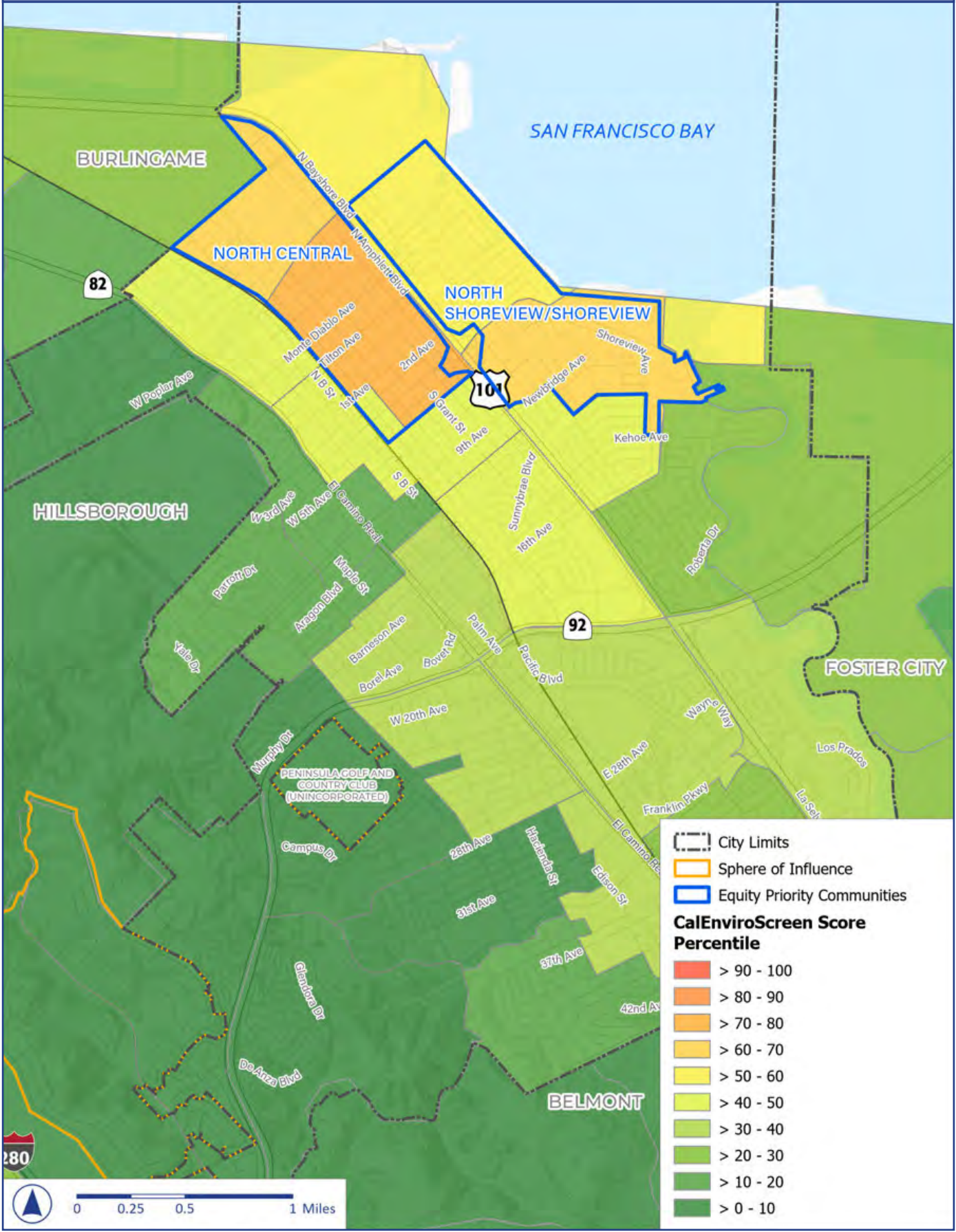
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North Central and North Shoreview/Shoreview

There are three Census tracts that encompass the North Central Equity Priority Community: 6081606000, 6081606200, and 6081606300. 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: 6081606100 and 6081607701. 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. Figure I-6 shows 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-6, Census tract 6081606200, 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 6081606000, 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 6081606300, 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.



Figure I-7 shows 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-7, Census tract 6081606100, which encompasses a large area of North Shoreview/Shoreview, received a score over the 75th percentile for education, asthma, impaired water bodies, groundwater threats, traffic, and toxic releases. Census tract 6081607701, in the southern area of North Shoreview/Shoreview, received a score over the 75th percentile for education, asthma, groundwater threats, particulate matter 2.5.

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

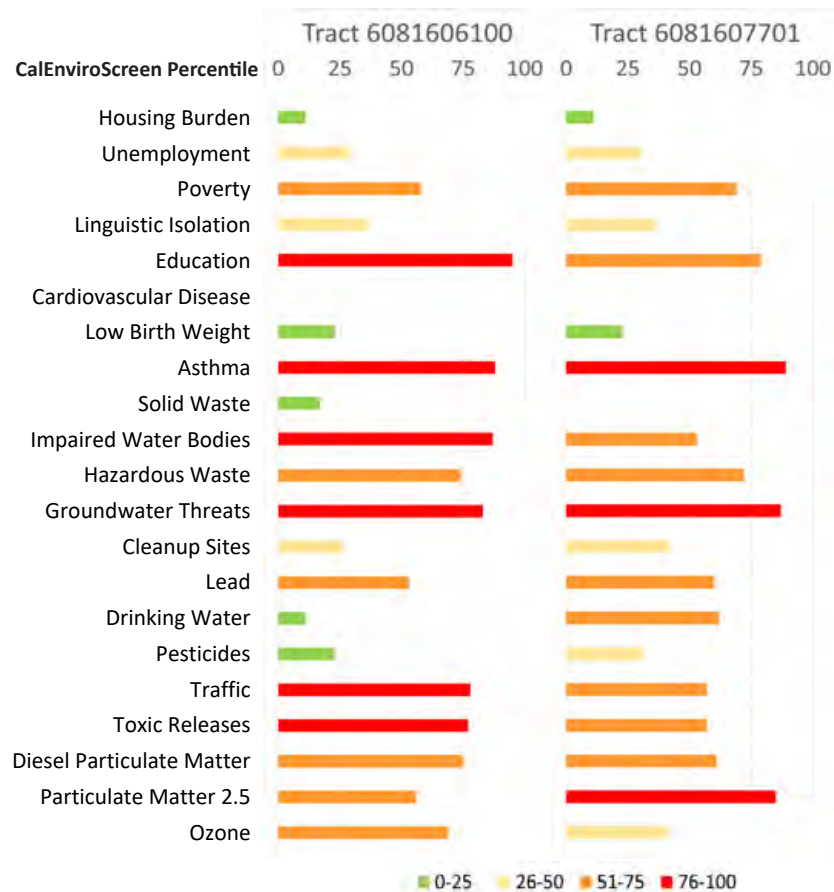
result in negative health impacts for children, such as slowed development and growth, learning difficulties, and hearing or speech problems.

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, such as existing or former dry cleaners, gas stations, and buildings with lead and asbestos.

Figure I-6 Equity Priority Communities – North Central



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

Addressing Equity Priority Communities in 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 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 maintains a list of implementation programs to help achieve the goals, policies, and actions identified in each element. The implementation plan describes and prioritizes 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. The implementation plan will be maintained and updated over time to keep it current and to reflect progress in realizing the General Plan's vision.

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, following adoption of the General Plan, the Zoning Code will need to be amended to retain consistency with the General Plan. Other Municipal Code sections, specific plans, and City planning documents will also need to 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.

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CHAPTER 2

Land Use Element





LAND USE ELEMENT

INTRODUCTION

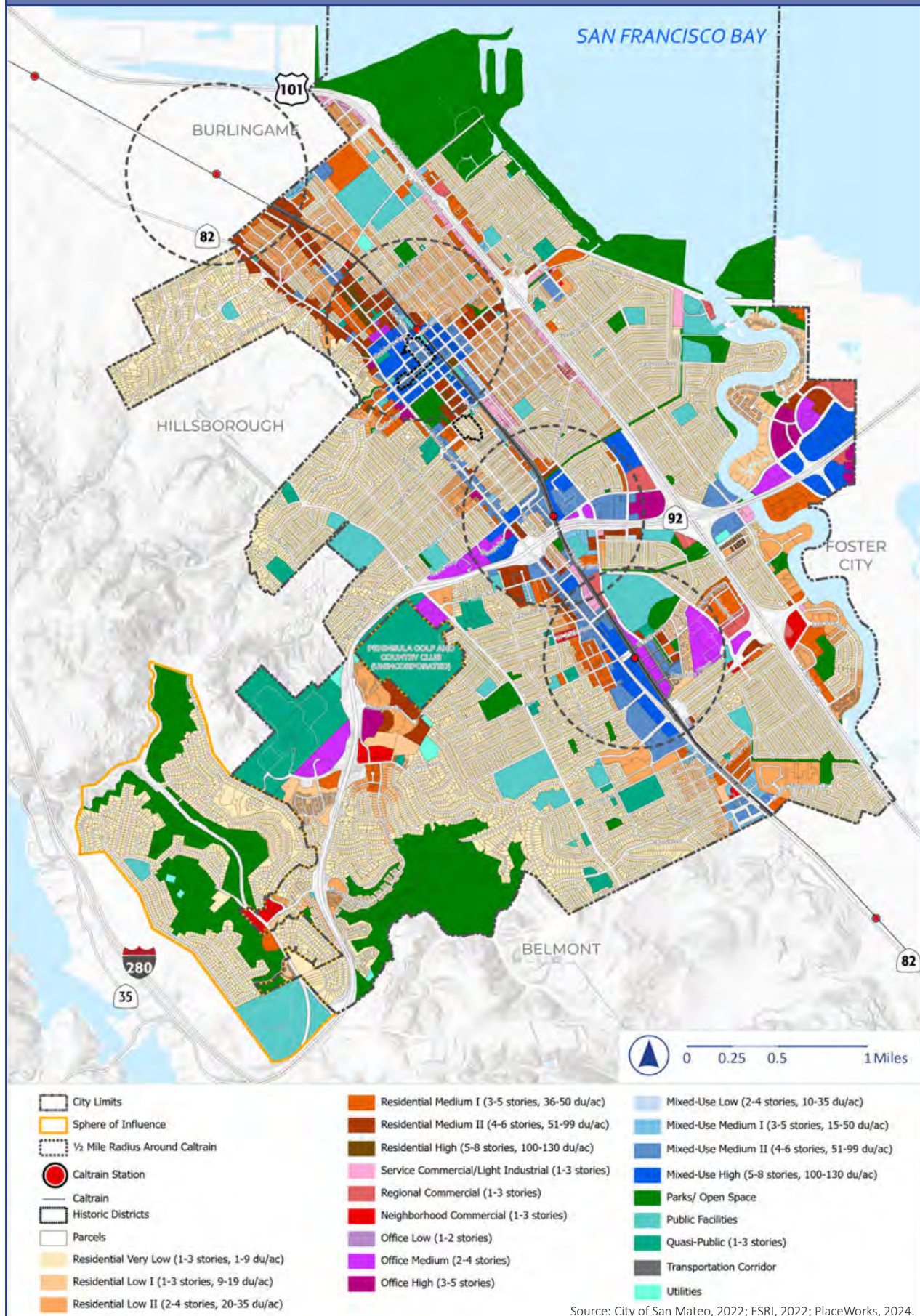
The Land Use Element sets the foundation for future growth, change, and preservation in San Mateo and serves as the blueprint for the development of public and private property in the city. The Element seeks to balance well-designed development and thoughtful preservation with a full spectrum of choices 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

The Strive San Mateo General Plan 2040 has three important themes that are woven throughout every element – sustainability, environmental justice, and community engagement – and this element addresses them in the following ways.



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 the existing height, density and intensity limits on new development that were originally adopted under earlier ballot measures (Measure H in 1991 and Measure P in 2004), and has a sunset date of 2030. Overall, the Measure Y height limit is set to 55 feet and three to five stories, the density limit allows up to 50 units per acre and the nonresidential intensity allows up to a 3.0 floor area ratio (FAR). The height, density and intensity limits allow for exceptions in certain locations with provision of public benefits, and State Density Bonus law allows projects to exceed these limits when certain percentages of affordable units are provided.

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. To understand the relationship of stories to a physical height dimension, the General Plan assumes each story is an average of 11 feet, provided that the applicable overall height limit is not exceeded. 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 the ten study areas shown on Figure I-1 include building heights, densities and FARs 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. If voters approve a ballot measure to allow the heights, densities and intensities that exceed the limits set by Measure Y, those higher limits would only apply within the ten study areas. The areas outside of the ten study areas would still be subject to the height, density, and intensity limits of Measure Y. 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, intensity (FAR), height limit, and description of uses that can occur in the designation.

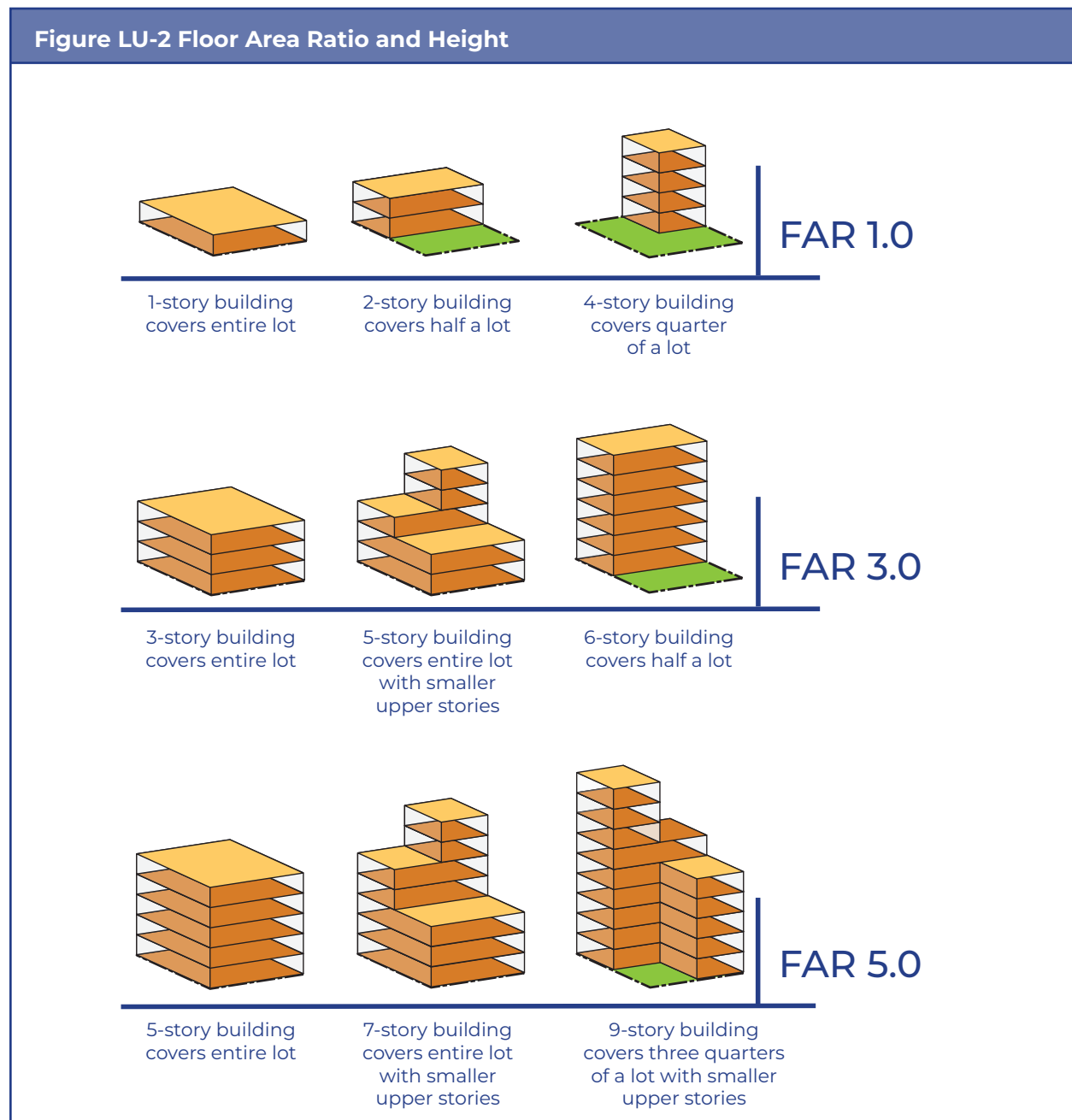


Table LU-1 Land Use Designations

Designation	Density (min/max) (Residential Uses)	Intensity/ 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 (ADUs).
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, low rise condominium and apartment buildings, and ADUs.
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 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	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.
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	15 to 50 du/ac	3.0	3-5 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 that encourages people to live, work, play, and shop in close proximity.
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.

Designation	Density (min/max) (Residential Uses)	Intensity/ Maximum FAR (Nonresi- dential uses)	Height Limit	Description
Mixed-Use High	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.
Commercial				
Neighborhood Commercial	Up 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/ Light Industrial	n/a	1.0	1-3 stories	This designation is intended for a wide range of service commercial and light industrial facilities. Examples 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 North and South Amphlett Ave, and portions of South Claremont St, Railroad Ave and Palm Ave. New residential uses are not allowed.
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.
Office				
Office Low	Up 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.

Designation	Density (min/max) (Residential Uses)	Intensity/ Maximum FAR (Nonresi- dential uses)	Height Limit	Description
Office Medium	Up 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	Up 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.
Quasi-Public	Up to 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.
Transportation Corridor	n/a	n/a	n/a	Fixed transit lines along the railroad corridor that provide mass transportation. Portions of the railroad corridor not required for transportation purposes may be considered for other uses.

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. Maintain the City's ability to rely on the General Plan EIR to approve future discretionary actions. When approved development within City Limits and unincorporated properties within the Sphere of Influence reaches the number of new residential units and net new nonresidential square feet below, require that environmental review conducted for any subsequent development project address growth impacts that would occur from further development:

- 19,764 new dwelling units
- 3,186,000 square feet of new nonresidential floor area

When approved nonresidential development reaches half of the anticipated development, evaluate the citywide jobs-housing balance.¹

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.



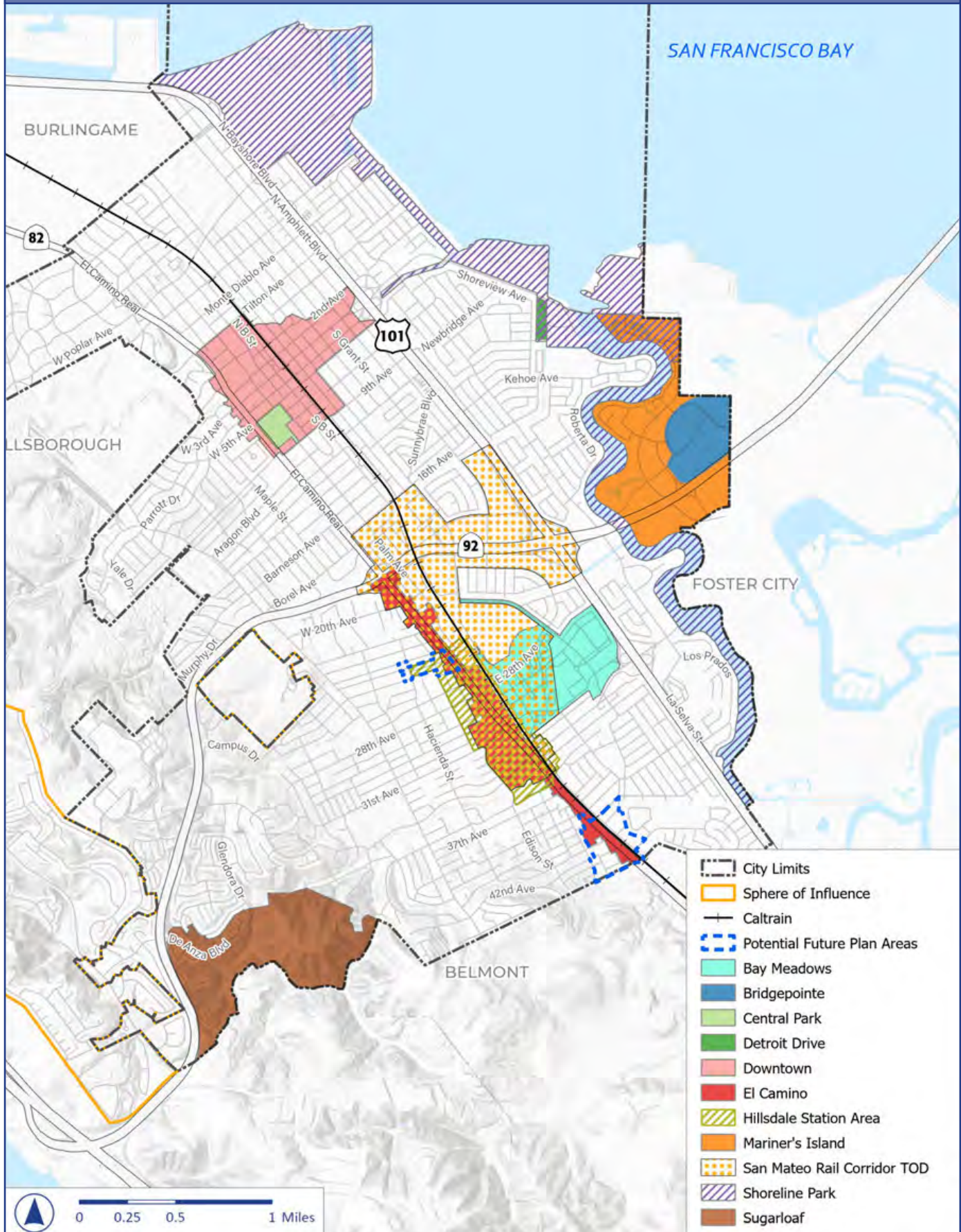
Policy LU 1.4 Mixed-Use. Encourage mixed-use developments to include increased residential components to provide greater proximity between jobs and housing, promote pedestrian activity, and reduce traffic congestion and vehicle miles traveled (VMT).

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.

¹ The General Plan Update Draft EIR (August 2023) analyzed a buildout potential of 21,410 new dwelling units and 4,325,000 square feet of new nonresidential floor area. During the public review period for the Draft General Plan 2040 and Draft EIR, changes were incorporated into the final adopted General Plan that reduced the residential and nonresidential development capacity. This policy reflects the reduced amounts, as acknowledged in the General Plan Update Final EIR (January 2024).

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.

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

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.

- The framework shall allow for nonresidential development (office and commercial) within ¼-mile of the Hayward Park and Hillsdale Caltrain stations to have heights up to eight-stories when commensurate community benefits are provided.



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 through cultural and entertainment events 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 venues 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 and Service Uses. Encourage the preservation of local-serving commercial retail and service uses in neighborhood shopping districts and adjacent to residential neighborhoods, including as part of new mixed-use development.

Policy LU 3.4 Neighborhood Commercial Preservation. Support neighborhood serving shopping area vibrancy and maintain commercial concentrations by encouraging new development to retain existing ground floor retail and commercial uses, to continue to meet the needs of the surrounding neighborhoods.



Policy LU 3.5 Support Service Uses. Encourage businesses that provide a variety of services, such as restaurants, child care facilities, medical clinics, gyms, pharmacies, hardware stores, 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 Service Commercial/Light Industrial. 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 and light industrial areas.

Policy LU 3.7 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 3.8 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, cultural, 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 3.9 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 3.10 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 and outdoor spaces as far as possible from high-volume roadways.
- 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. Spaces should be safe, welcoming, easy to access, and include signage that clearly identifies these spaces as publicly accessible.
- Policy LU 3.13 Cultural Facilities and Public Art.** Recognize cultural facilities, entertainment events, performing arts, 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 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, cultural, 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, entertainment, 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, attracts residents and visitors, promotes local businesses, creates inclusive community gatherings, and provides 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 connectivity west of 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 support the 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 of 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 the health disparities and inequities that exist in San Mateo.



Action LU 8.4 **City Investment.** Use funds from the park impact fee and other sources 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 that 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 expressed purpose of improving health, safety, and welfare of the members of each community.



Action LU 8.11 City Services. Work with residents in equity priority communities to improve services provided by the City or other partners related to 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 street tree planting and maintenance, through partnerships 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. Account for the effects of climate change in updating or amending the General Plan or Zoning Code, disaster planning efforts, City projects, infrastructure planning, future policies, and long-term strategies, as feasible. 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 for a diverse range of housing that is 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. The Annual Progress Report should also include population projection information.

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. Safety is a cornerstone of the Circulation Element and improving safety for all users, including pedestrians, bicyclists, transit-users, and motorists is integrated into the goals, policies, and actions identified in this Element. 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.





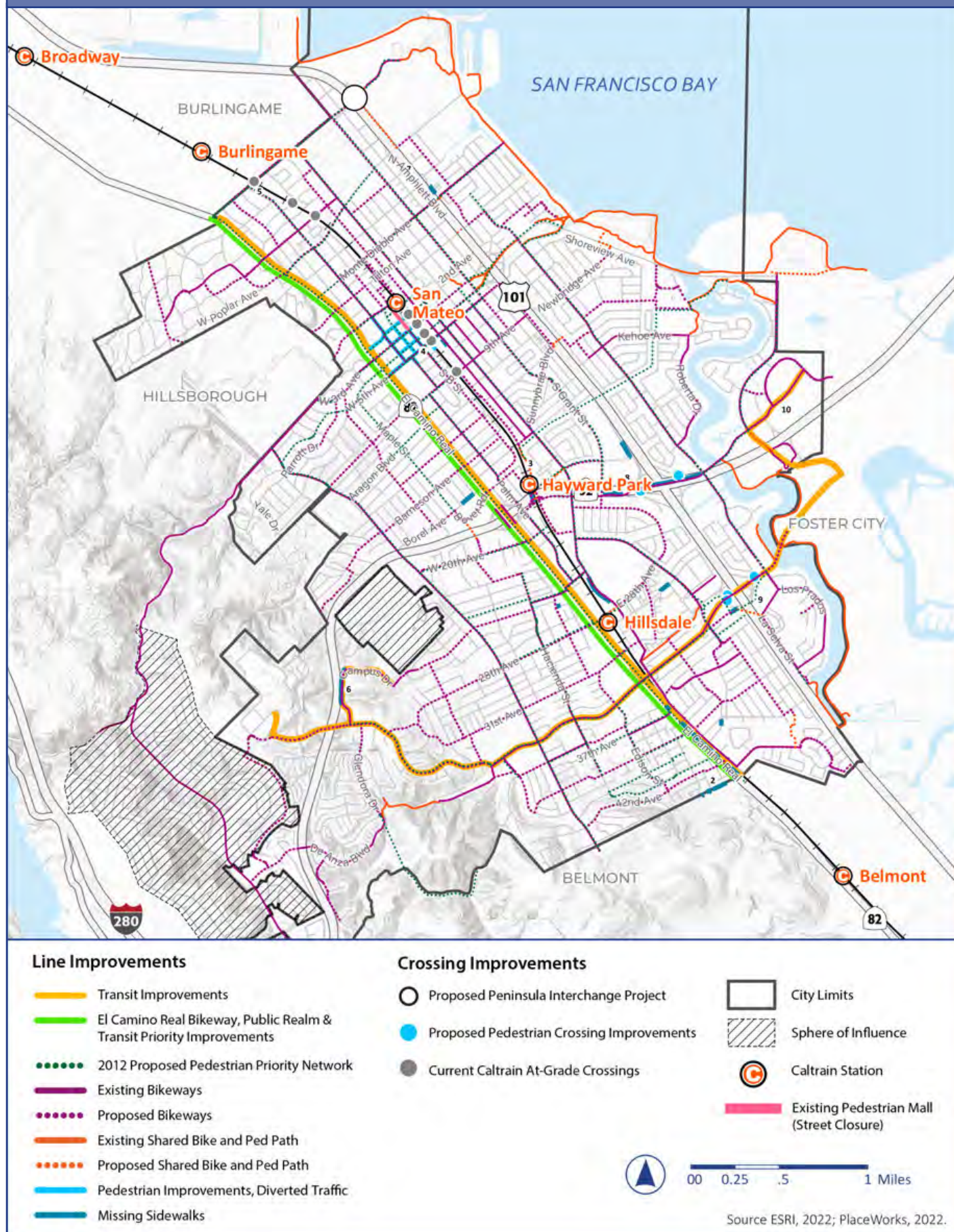
MULTIMODAL TRANSPORTATION NETWORK

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)



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 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.



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 by supporting improvements that enhance pedestrian connectivity, such as improved pedestrian crossings.



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, including pedestrian, bicycling, and transit infrastructure, 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 higher-frequency travel along El Camino Real, Bus Rapid Transit, and other modes of alternative transportation.



Action C 1.14 Safe Routes for Seniors. Develop a "safe routes for seniors" program to promote active transportation connections for seniors in collaboration with seniors' organizations and based on the likely walking routes for older adults identified in the Age Friendly Action Plan. Prioritize improvements for seniors in equity priority communities.



Action C 1.15 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 to improve access to and from the Caltrain Stations.

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. Provide safety education to increase awareness of roadway safety practices 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. Regularly 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 and shuttle partnerships 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. In conjunction with other TDM strategies that aim to reduce vehicle trips, 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, including the El Camino Real corridor, 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 and Shared Mobility-Related Technology. Explore ways to use technology to improve bicycle and shared mobility safety and connectivity.



Policy C 4.5 Bicycle Improvements. Require new developments to construct or contribute to improvements that enhance the cyclist experience, including bicycle lanes and bicycle parking.



Policy C 4.6 Coordination with Other City Projects. Maximize opportunities to implement bicycle facilities through other City of San Mateo projects.



Policy C 4.7 Interjurisdiction Coordination. Continue to coordinate with adjacent jurisdictions and regional partners in the development of connected bicycle and pedestrian facilities and regional trails, as identified in adopted City plans.

Policy C 4.8 Bicycle Lane Maintenance. Maintain existing and future bicycle lanes to keep them in a usable and safe condition for cyclists.

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.

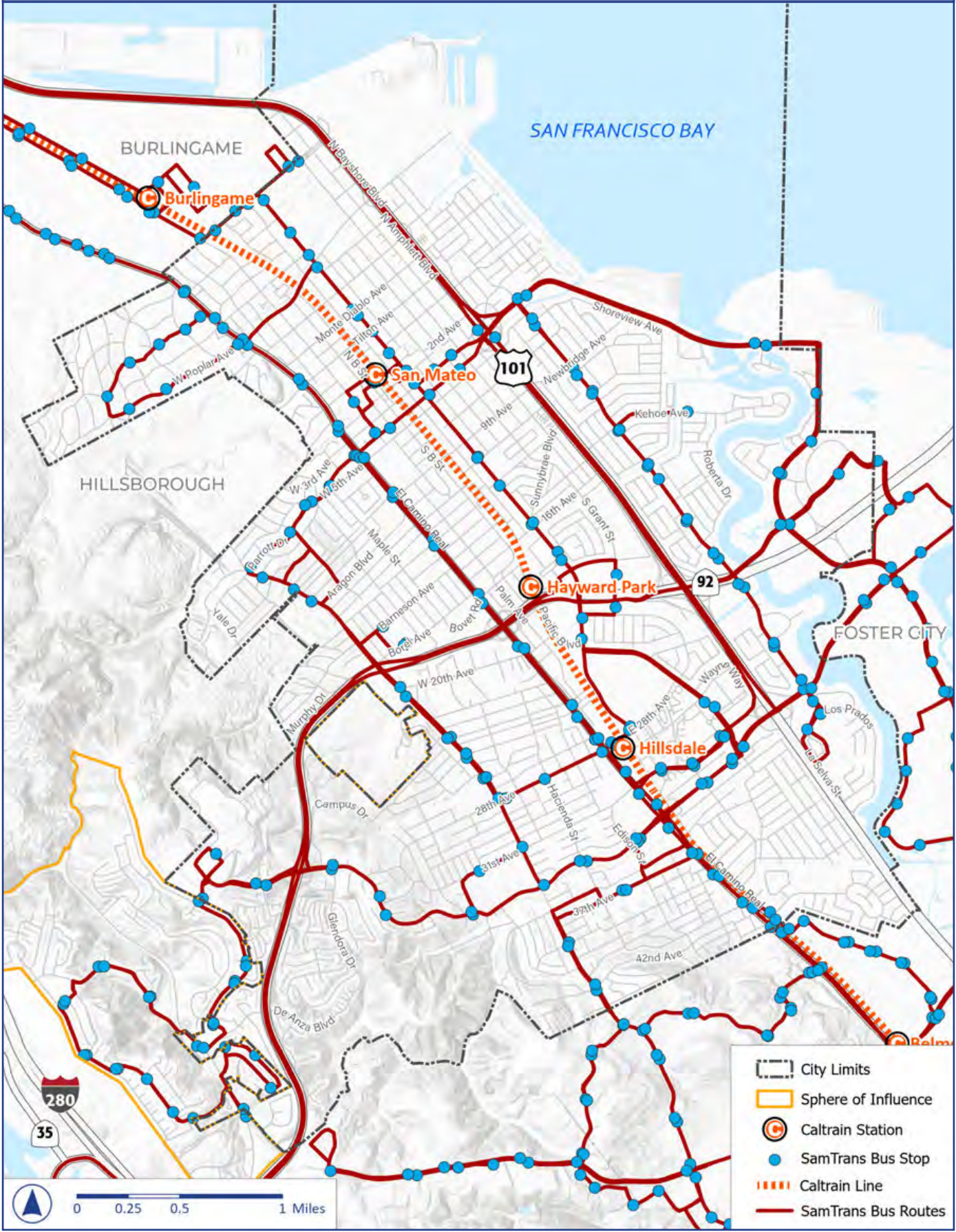
TRANSIT SERVICES

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.

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.



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. SamTrans is also developing transit plans that will provide improved access and frequency along the El Camino Real corridor.

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 and Frequency.** Support SamTrans and Caltrain in their efforts to increase transit ridership and frequency of transit services.



Policy C 5.2 **Caltrain and SamTrans.** Support Caltrain and SamTrans as critical transit service providers 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 that enhance pedestrian connectivity to transit and 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.

Policy C 5.9 Paratransit. Support San Mateo County's efforts to provide paratransit services in the city.

ACTIONS

Action C 5.10 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 5.11 Transit Experience Improvements. Prioritize installing new transit shelters and benches or other seating and an energy-efficient street lighting program at transit stops using SamTrans standards in equity priority communities and areas that improve transit access, safety, and experience.



Action C 5.12 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.

Action C 5.13 Safe Routes to Transit. Prioritize bicycle and pedestrian improvement projects that provide safe and equitable access to transit stops.

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. 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 existing roadway classifications in San Mateo as identified by Caltrans. The City uses the Caltrans roadway classifications to:

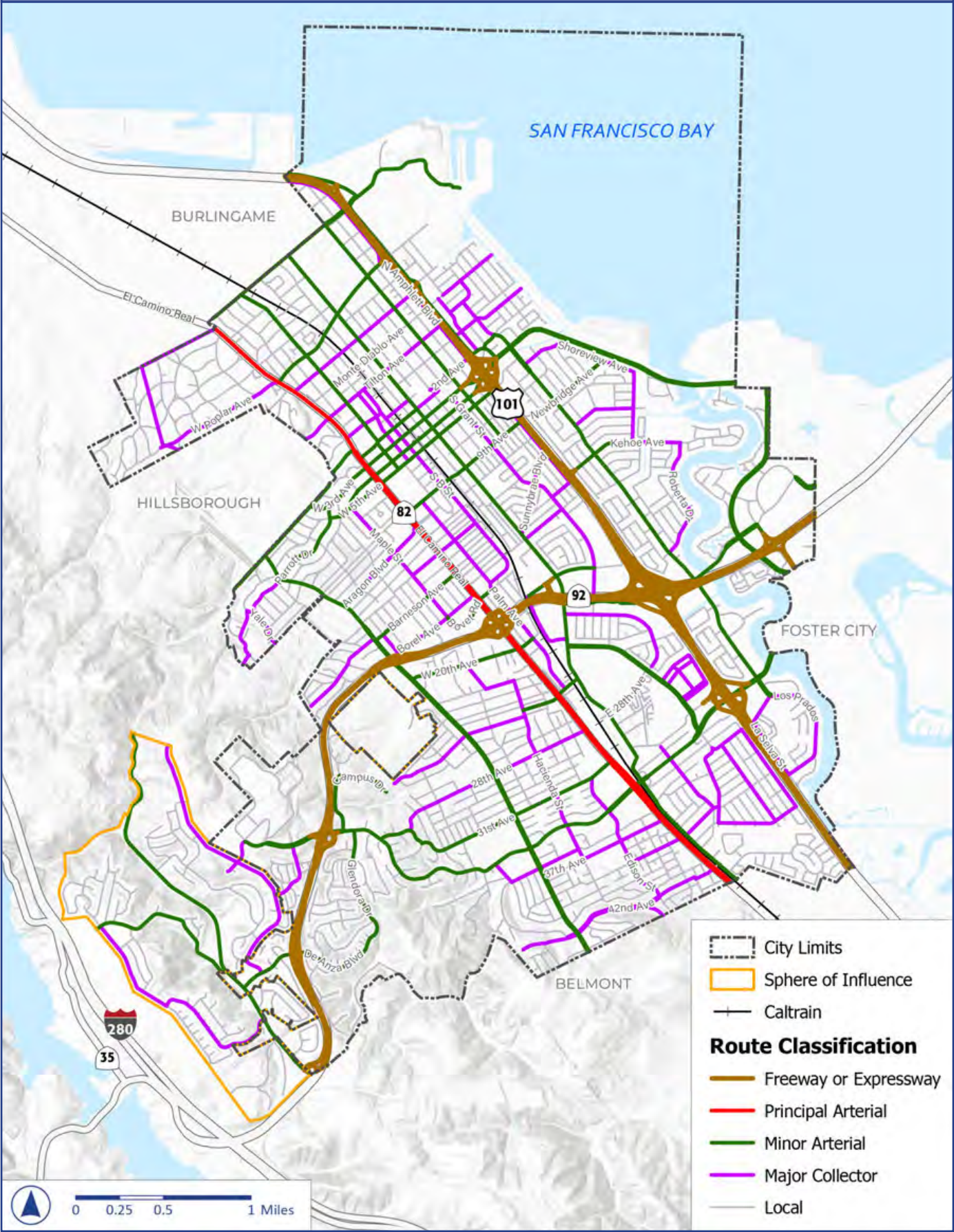
- Define the function of various street types in the transportation network;
- Monitor performance and track multimodal use; and
- Plan for improvements needed to accommodate changes in traffic over the life of the Strive San Mateo General Plan 2040.

In addition, the City aligns with the Caltrans roadway classifications to receive State funding for roadway improvements. However, the Caltrans roadway classifications may not capture on-the-ground conditions for all roadway segments. To ensure that the roadway classifications meet the community's intended use of the street network, the City plans to request that Caltrans update the roadway classifications using the framework of the City's Complete Streets Plan as a guide for the suggested changes.

The roadway classification definitions below are based on the definitions from Caltrans and the Federal Highway Administration. These definitions include the annual average daily trip volume for each classification. The surrounding land uses will influence the actual volumes for each roadway in San Mateo.

- **Freeways or Expressways.** Freeways and expressways have directional travel lanes that are usually separated by a physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. The annual average daily traffic volume for freeways and expressways is 13,000 to 55,000 trips. US Highway 101 and State Route 92 are the two freeways in San Mateo.
- **Principal Arterials.** Principal arterials are the main streets within the city that carry the greatest number of users and serve the largest area. Unlike a freeway, travelers can access destinations directly from the arterial through driveways and at-grade intersections with other roadways. The annual average daily traffic volume for principal arterials is 7,000 to 27,000 trips. El Camino Real is the only principal arterial in San Mateo.
- **Minor Arterials.** Minor arterials are used for trips of moderate length, serve smaller geographic areas than principal arterials and offer connections between principal arterials and other roadways. The annual average daily traffic volume for minor arterials is 3,000 to 14,000 trips.
- **Major Collector.** Major collectors gather traffic from local roads and funnel it to arterials. Compared to local roadways, major collectors are longer, have fewer driveways, have higher speed limits, and may have more travel lanes. The annual average daily traffic volume for major collectors is 1,100 to 6,300 trips.
- **Local.** Local roads are the largest percentage of roadways in terms of mileage. These provide direct access to abutting land. They may be designed to discourage through traffic; they are not intended to cover long distances. The annual average daily traffic volume for local roads is 80 to 700 trips.

Figure C-3 Existing Caltrans Roadway Classification Map



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



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.

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 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 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 legally 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 (CIP).** Prioritize improvements that increase person throughput, such as increased pedestrian, bicycle, and transit access, that work toward achieving the City's goal of reducing 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 Traffic Calming Policy.** Evaluate whether updates are needed to the City's Neighborhood Traffic Management Program to determine if the program should be expanded to include major and minor collectors and arterials.
- Action C 6.10 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 6.11 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 6.12 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.

Action C 6.13 Street Classification Update. Request that Caltrans and the Federal Highway Administration update their functional roadway classifications based on the roadway network framework defined by the Complete Streets Plan.

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.
- Action C 7.14 Off-Street Parking Incentives.** Explore a new policy or code amendment that would provide incentives to projects in exchange for providing additional off-street parking in neighborhoods that have on-street parking capacity issues, such as areas in the North Central Neighborhood.



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.

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CHAPTER 5

Community Design and Historic Resources Element





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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 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 to the extent feasible.

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; and incorporate programs for long-term care and maintenance of the new street trees.



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, maintain, and/or replace trees on their property.



Action CD 3.12 Tree Establishment. Develop a program and identify funding to support the early establishment and ongoing maintenance of City-owned street trees.

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 seven historic resources listed on the National Register of Historic Places and seven historic resources on the State Register of Historic Places, as shown in Table CD-1. Figure CD-1 shows the location of the historic districts and resources within San Mateo.

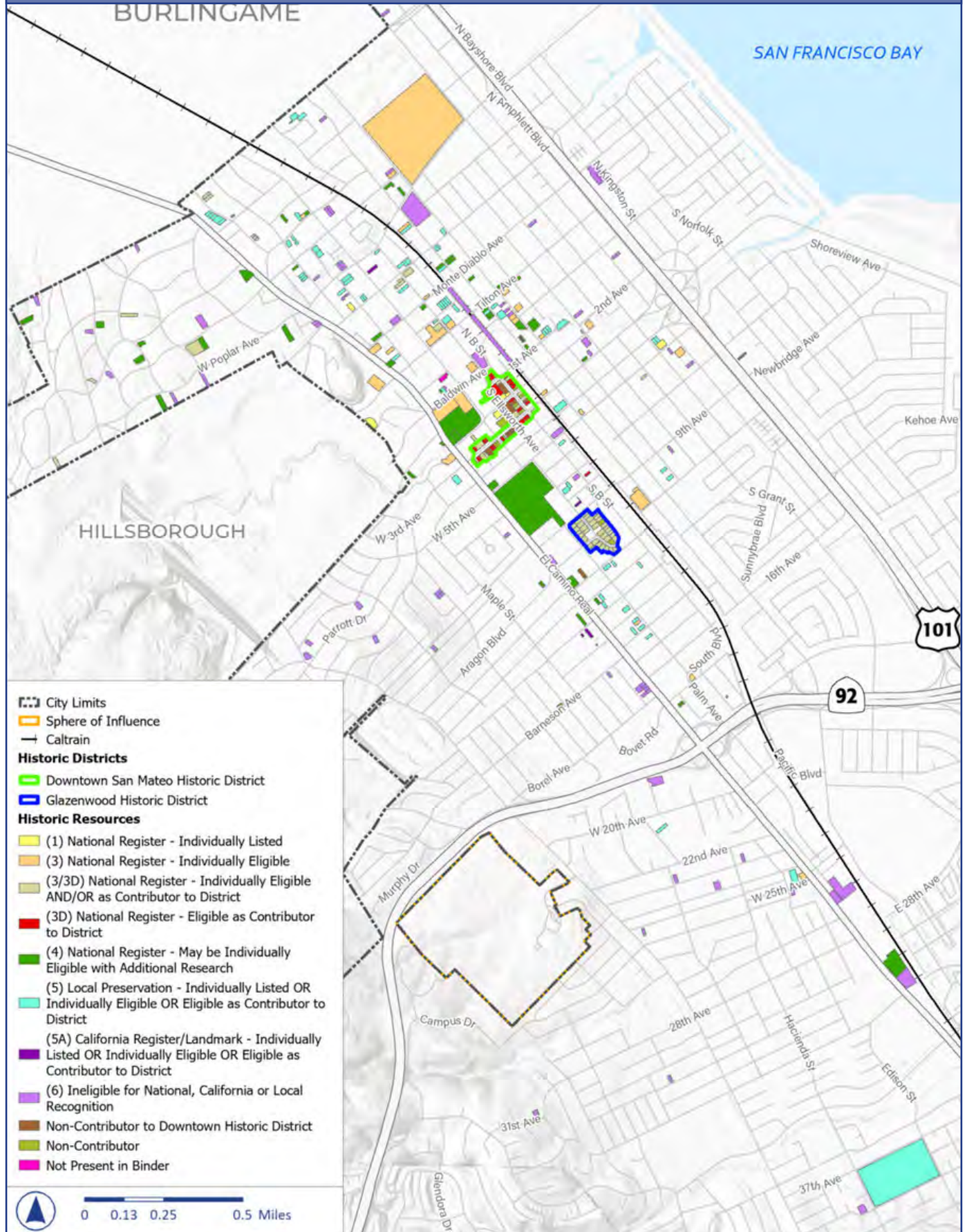
State and federal laws and programs help to protect historic and archaeological resources, including the California Historical Building Code, which preserves California's architectural heritage by ensuring historic buildings are maintained and rehabilitated in accordance with historically sensitive construction 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
Yoshiko Yamanouchi House	1007 East 5th Avenue	X	X	Mid 1950s

Figure CD-1 Historic Resources in San Mateo



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 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 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 an appropriate balance between preservation with other important priorities, such as affordable housing production and supporting local businesses.

Policy CD 5.2 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, as feasible, 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.

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 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 5.9 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 5.10 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 5.11 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 contributors to a designated historic district, 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 sculptures 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 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 State Route 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 Conservation, Open Space 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.



ACTION

Action CD 6.10 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 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.
- Policy CD 7.6 Nighttime Lighting.** Require nighttime lighting to be energy efficient and designed to minimize light pollution and light spillage on adjacent properties, while protecting public safety.

ACTION

- Action CD 7.7 Objective Design Standards.** Implement the City’s objective design standards to ensure that new multifamily and mixed-use projects with a residential component meet required standards and streamline the development review process.

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 respects 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.** New mixed-use and commercial development should have context sensitive design that incorporates architectural styles and elements that relate to the scale and design 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 context appropriate architectural styles and 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.

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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.





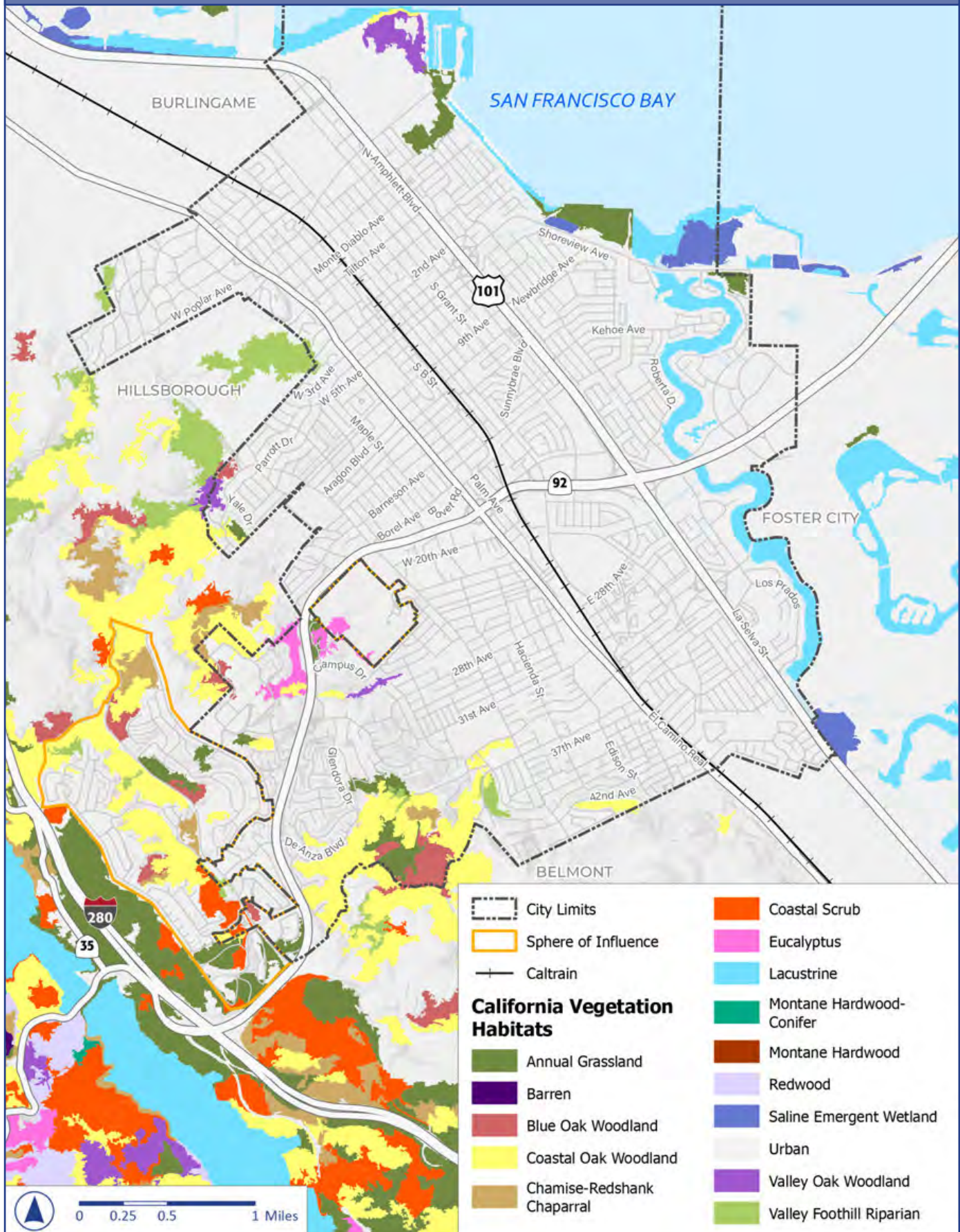
NATURAL RESOURCES

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. Disturbance of active native bird nests shall be avoided when required by State and federal regulations. For new development sites where nesting native birds may be present, vegetation clearing and construction must be initiated outside the bird nesting season (March 1 through August 31) or preconstruction surveys be conducted by a qualified biologist in advance of any disturbance. If active nests are encountered, appropriate buffer zones shall 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 shall 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 shall 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.

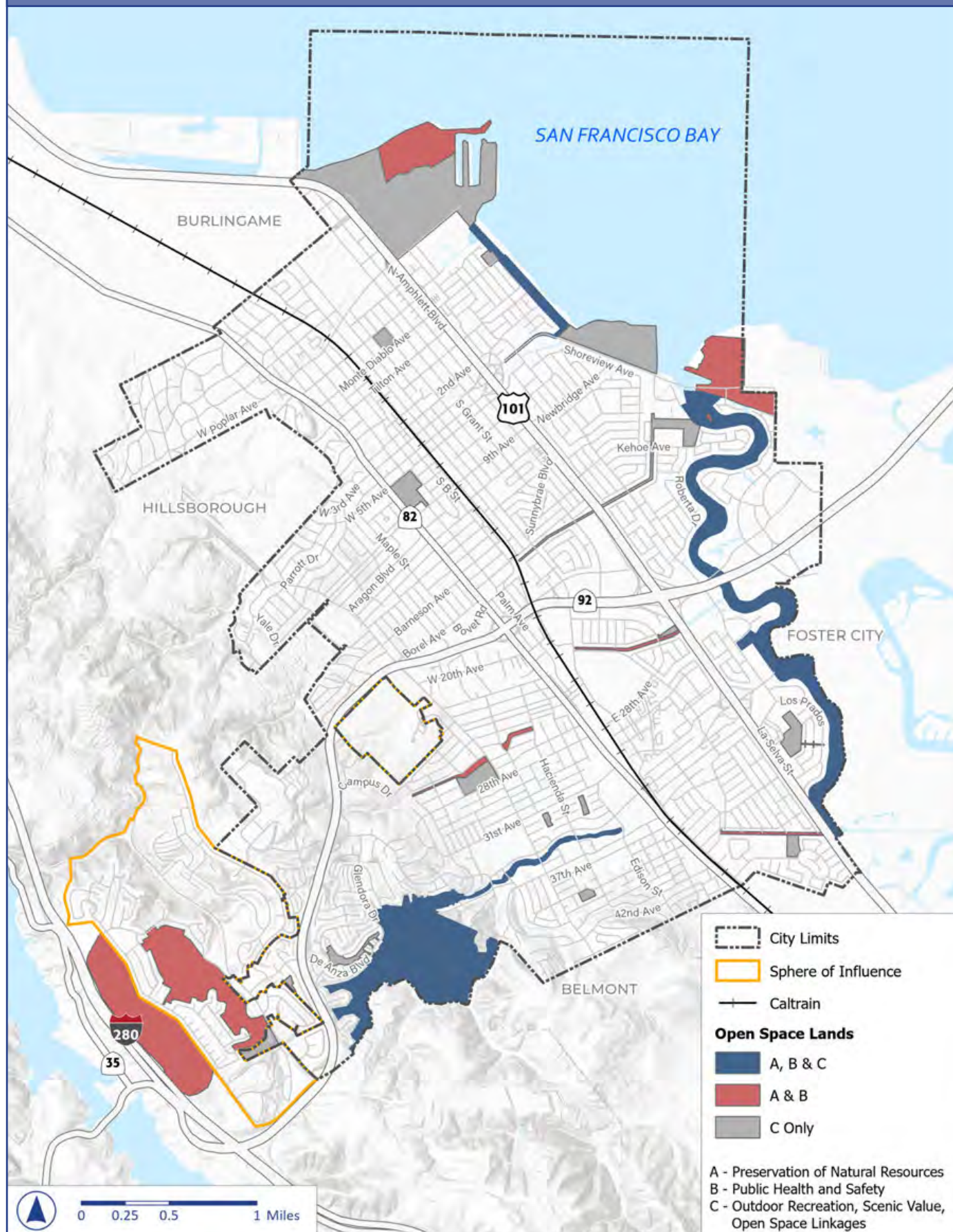
Figure COS-2 illustrates the type and nature of open space land in the City of San Mateo as defined by State law. "Open space land" is any parcel or area of land or water that is essentially unimproved and devoted to an open-space use, as defined in this section, and that is designated on a local, regional, 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 flooding. 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, re-wilding, 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.



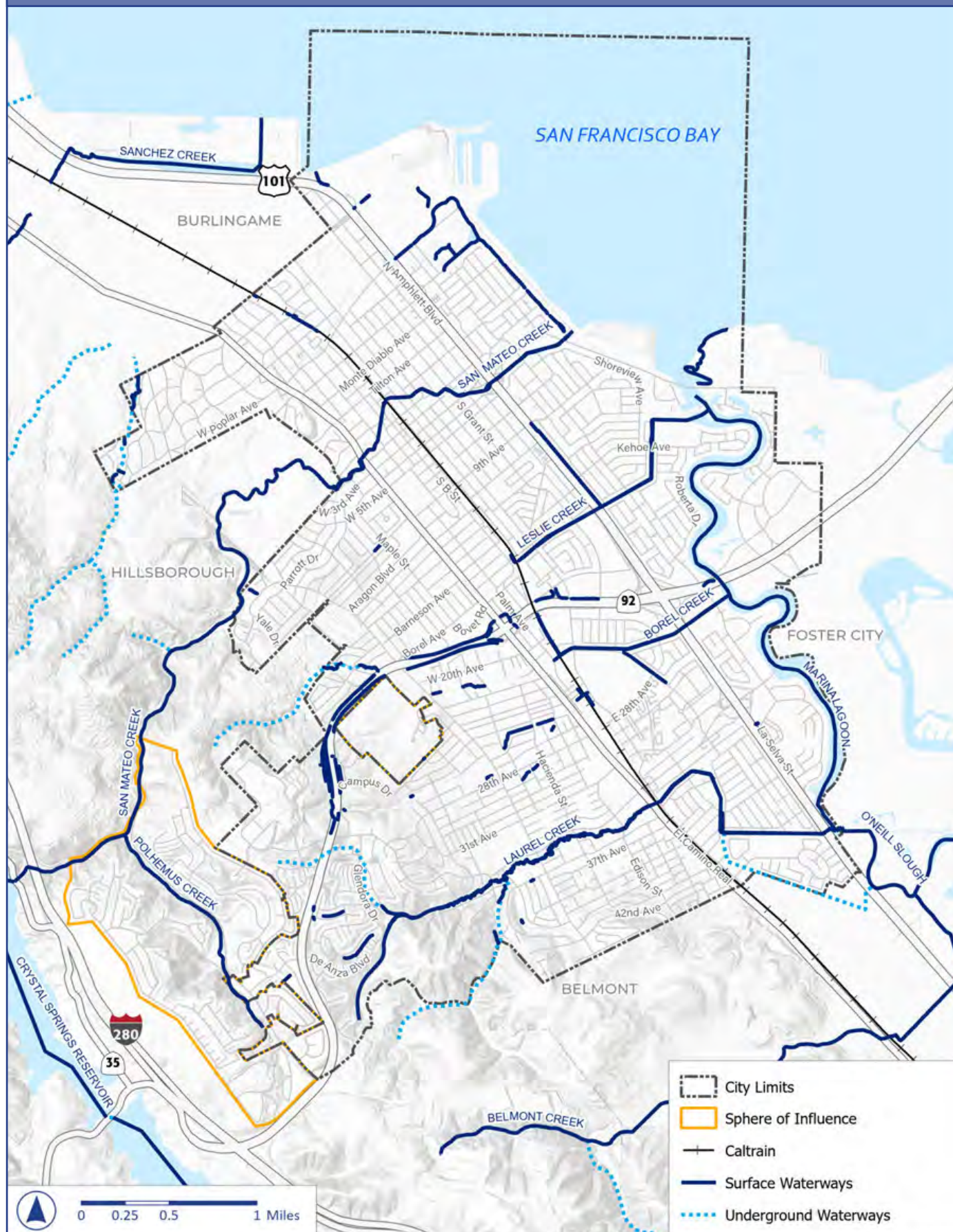
CREEKS AND RIPARIAN AREAS

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, flood-control infrastructure, and creekside development requirements 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.

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 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 and State Route 92 interchange, are exposed to significantly more pollutants, including particulate matter (PM), carbon monoxide (CO), oxides of nitrogen (NOx), and benzene, than neighborhoods in the hills or along the bay. These pollutants, emitted by engines in cars, 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 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.

GOALS, POLICIES, AND ACTIONS

GOAL COS-4 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 warranted by local conditions.



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 in both indoor and outdoor spaces.

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.

Action COS 4.12 Outdoor Air Quality Mitigation. Explore the feasibility of funding and installing pollutant screening solutions, such as walls and dense vegetation, to address outdoor air quality in residential areas located within 1,000 feet from US Highway 101 and State Route 92.

PARKS AND RECREATION

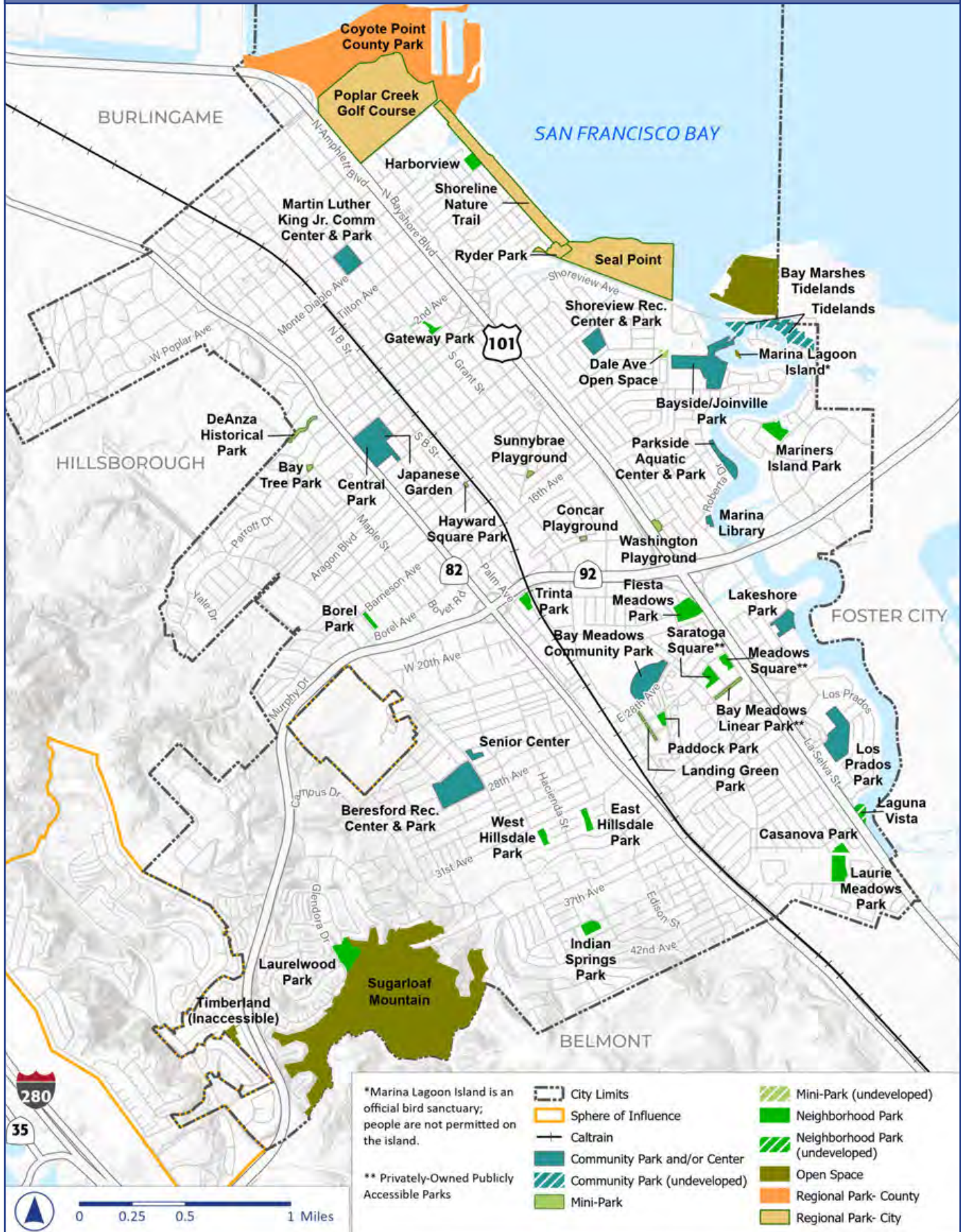
The City of San Mateo has a variety of parks and recreational facilities that provide community members with access to nature, encourage healthy lifestyles, and support a mixture of active and passive recreation opportunities. The City's park system includes more than a dozen neighborhood parks, nine 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. Goals and policies focused on public services and facilities that serve the needs of seniors and other City services are addressed in the Public Services and Facilities Element. Expectations for the integration of parks and open spaces into new development can be found in the Land Use Element.



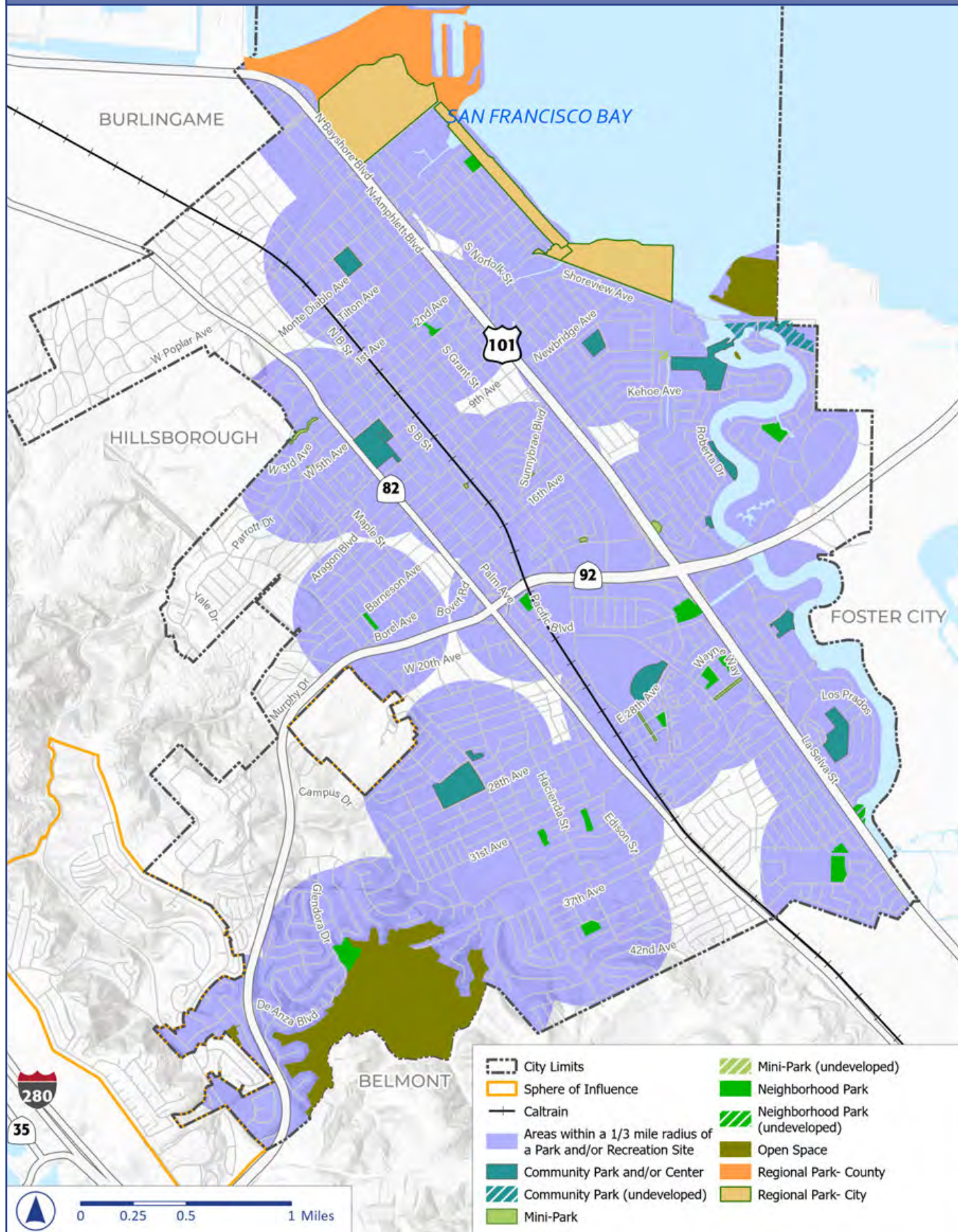
Figure COS-4 Public Parks and Recreation Sites



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 through cultural and entertainment events 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, cultural, 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, promote health, increase safety, 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.

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 Comprehensive Park Access Analysis. Conduct a comprehensive park accessibility gap analysis to address equitable park access, with an emphasis on neighborhoods east of El Camino Real and east of US Highway 101.

Action COS 6.6 Customer Service. Adopt policies and practices that create satisfied customers and develop life-long relationships with our users.

Action COS 6.7 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 6.8 Privately Owned Public Spaces Inventory. Develop and maintain a list of all publicly accessible private open space in the city.



Action COS 6.9 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 6.10 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 6.11 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 parks 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 interconnectivity 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.

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CHAPTER 7

Public Services and Facilities Element





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
- Seniors and aging adults
- 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 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.





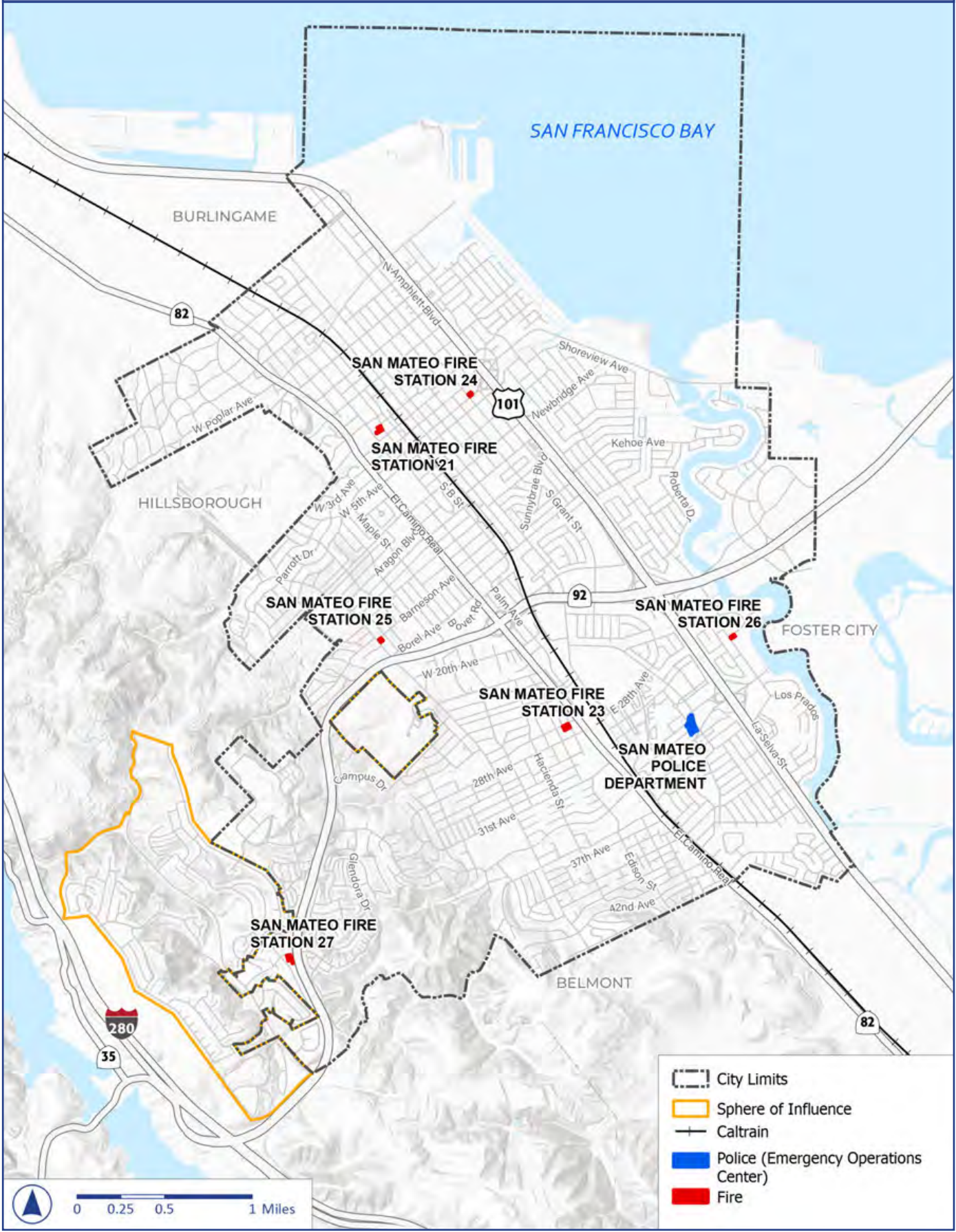
COMMUNITY SAFETY

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.

ACTION

- Policy PSF 1.8 Police and Fire Cover Assessments.** Complete standard of cover assessments or staffing studies periodically for Police and Fire Services to ensure that appropriate response times, staffing and levels of service are available to meet community needs as the City's population grows.

WATER SUPPLY

San Mateo receives water from two primary providers: the California Water Service (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.

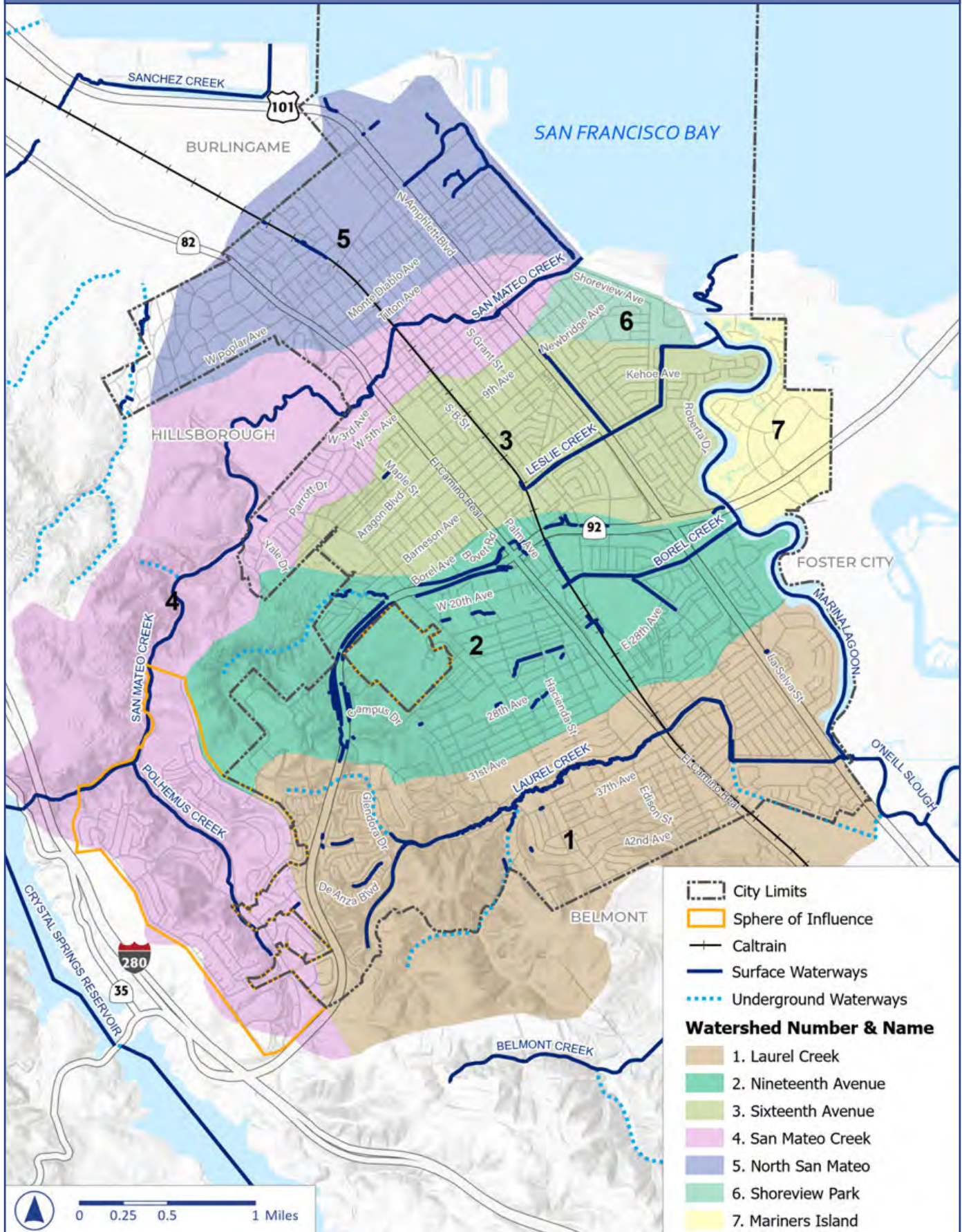


Policy PSF 2.2 Water Supply Planning. Coordinate with Cal Water and Estero Municipal Improvement District upon each update of their respective Urban Water Management Plans to ensure there is an adequate and sustainable water supply for current and future development.



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



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

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 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 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 130 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. The Marina Lagoon pump station is a critical flood-control infrastructure system. 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. Manage City creeks and channels for both flood protection and aquatic resources.



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 Green Infrastructure. Minimize stormwater runoff and pollution by requiring new green infrastructure to treat and improve stormwater quality as part of public and private projects.



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.

Policy PSF 3.13 Marina Lagoon. Continue to maintain the Marina Lagoon as flood control infrastructure that accounts for climate change risks and major flood events.

Policy PSF 3.14 City Utility Programs Funding. Maintain adequate, sustained, and dedicated revenue sources for City utility programs to support the sanitary sewer system, stormwater system, and refuse collection.

ACTIONS

Action PSF 3.15 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.

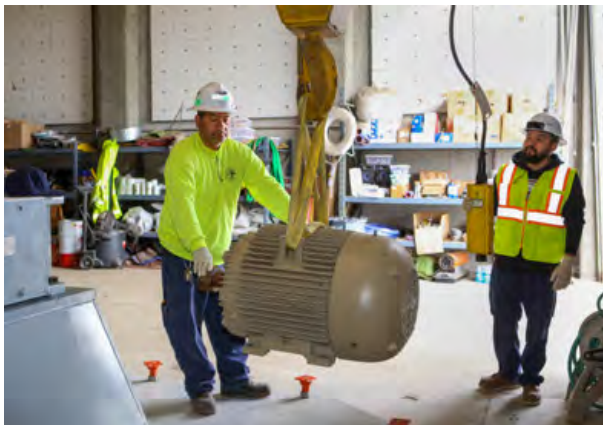
Action PSF 3.16 Stormwater Treatment. Continue to participate in the San Mateo Countywide Stormwater Pollution Prevention Program, “Flows to Bay,” to ensure compliance with the Municipal Regional Stormwater Permit to prevent water pollution from point and non-point sources.

Action PSF 3.17 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 3.18 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.

Action PSF 3.19 Green Infrastructure Plan. Implement the City’s Green Infrastructure Plan through complete streets implementations or private development projects 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 3.20 Stormwater Management Funding. Establish a dedicated funding source for stormwater management.



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, especially within equity priority communities.

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, Open Space, and Recreation 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 for projects that include needed 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 San Mateo Senior Center. Maintain and, as feasible, improve the Senior Center as an important facility that serves as an age friendly community space and provides programming, activities, and services for older adults.

Policy PSF 5.10 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 5.11 San Mateo County Events Center. Promote the physical and aesthetic improvement of the San Mateo County Events Center.

Policy PSF 5.12 City Property Acquisition. Seek opportunities to purchase or acquire property to meet current or future needs for the expansion of specific City services and facilities or if there is a demonstrated public need.



Policy PSF 5.13 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.

Policy PSF 5.14 Public Facilities Funding. Maintain adequate, sustained, and dedicated revenue sources to support maintenance and investment of the City's public facilities.

ACTIONS

Action PSF 5.15 Progress Tracking. Develop and maintain communication tools, such as a dashboard or heat map, to communicate information and updates related to capital improvements and other facility and infrastructure projects to promote community awareness.

Action PSF 5.16 Restroom Facilities. Explore the feasibility of installing additional restrooms at City parks and public facilities.

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.

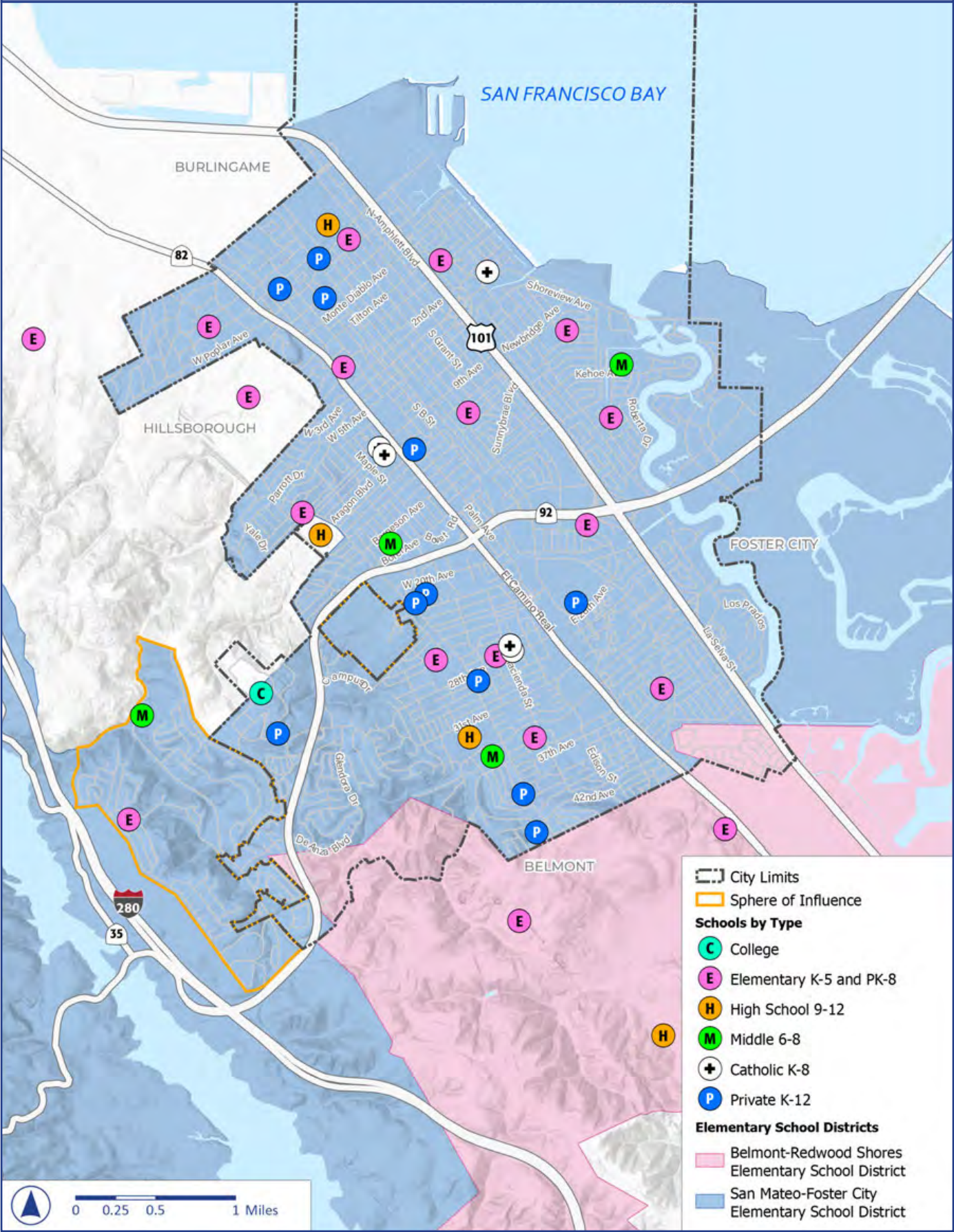
Within the City Limits, there are four public school districts with 19 public elementary, middle, and high schools; the College of San Mateo; and multiple K-12 private schools. A majority of the public school students in San Mateo attend elementary and middle schools through the San Mateo-Foster City 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.

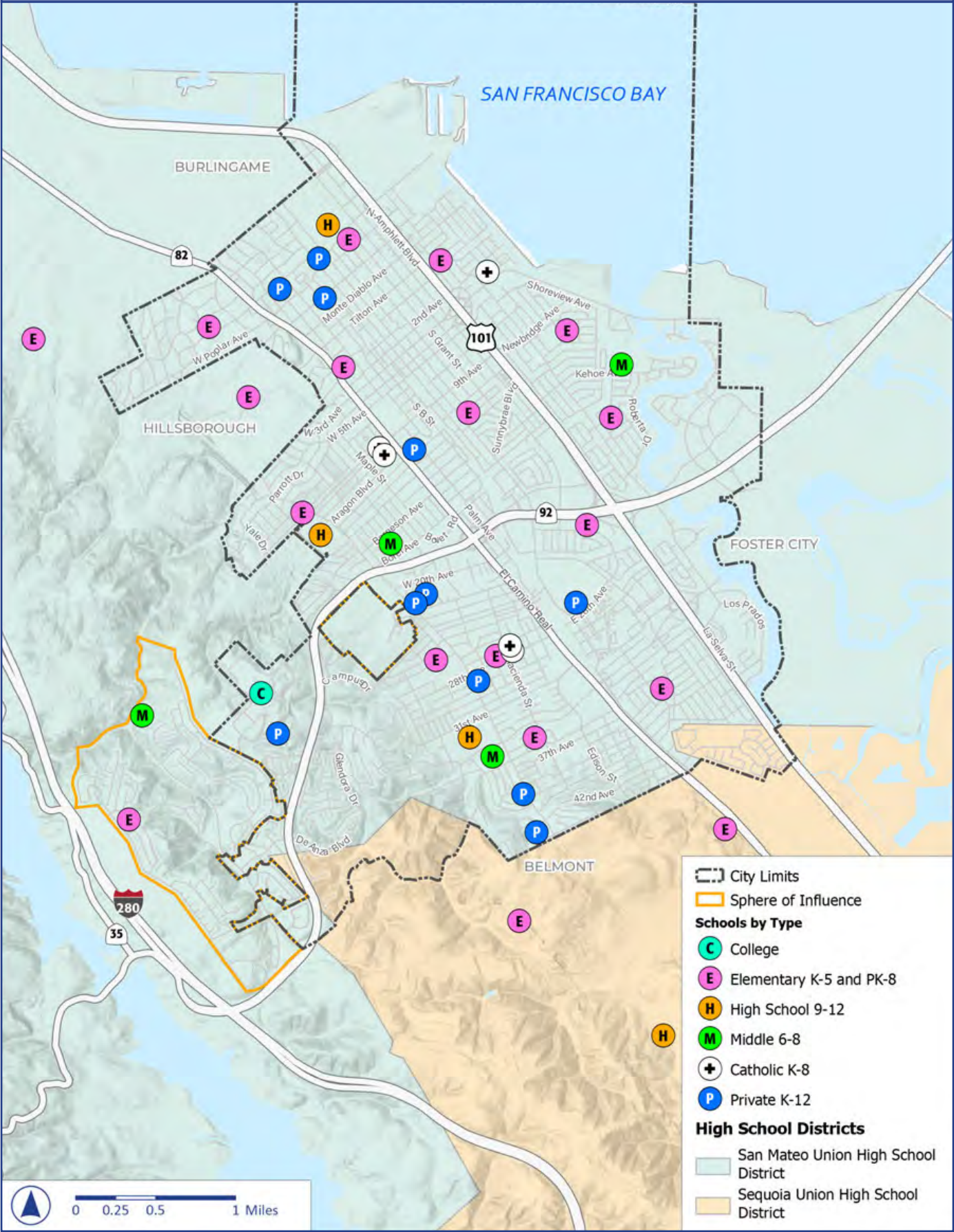


Figure PSF-3 School Sites and Elementary School Districts



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.
- Policy PSF 6.6 Recreation Centers.** Consider offering full-day, licensed child care at City recreation centers to meet working families' needs or offering space for other operators to do so.
- Policy PSF 6.7 Child Care Homes Resources.** As feasible, support existing and new licensed family child care homes with available housing-related and small business resources.

ACTIONS

- Action PSF 6.8 School District Coordination.** Maintain effective, collaborative relationships with all local school districts.
- Action PSF 6.9 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, or housing units for licensed family child care providers, 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.
 - Encourage housing developers to include units that meet size and functionality requirements to support the operation of licensed family child care home providers.

SENIORS AND AGING ADULTS

The 65 and older population is San Mateo's fastest growing age group, and they benefit from dedicated programming and policies to ensure that seniors can age in San Mateo with dignity, independence, and connection to the wider community. San Mateo has a history of planning for older adults that began in 1986 with the establishment of the San Mateo Senior Citizen Master Plan Task Force and the first Senior Citizen Master Plan, which conducted an exhaustive study of the needs of older adults and prepared recommendations, two of which were the creation of the Senior Citizens Commission and the construction of the Senior Center.



Led by the Parks and Recreation Department, the Senior Citizens Commission, and the Age-Friendly Task Force, San Mateo is committed to working towards a more accessible and inclusive community for all ages. In 2020, San Mateo joined the AARP's Network of Age Friendly Communities, and in 2022 the City and community members completed the Age Friendly Action Plan, which provides a guide for assessing and improving major aspects of public life including the physical environment, government programs, activities, and social norms.

This General Plan also addresses aging adults in the Conservation, Open Space, and Recreation Element, through policies and actions focused on providing inclusive and accessible recreational programs and activities that are age-integrated, as well as in the Circulation Element with a policy that supports safe routes for seniors which are strategies and projects that make it safer for seniors walk around the city.

GOALS, POLICIES, AND ACTIONS

GOAL PSF-7 Deliver public services and facilities that serve the needs of seniors, are age friendly, and allow San Mateo residents to age in place.

POLICIES

Policy PSF 7.1 Universal Design. Encourage Universal Design, a design concept that encourages accessibility for people of all ages, in new residential construction and major remodels.

Policy PSF 7.2 Healthy Aging. Support institutions and initiatives that promote healthy aging, both at home and in care centers.



Policy PSF 7.3 Outreach to Seniors. Provide regular and timely communication to seniors and aging adults about the services, programs, and other opportunities available to these groups of people. Use age-appropriate outreach channels to disseminate information.

ACTIONS

- Action PSF 7.4 Age Friendly City.** Support the City’s commitment to becoming an Age-Friendly City by continuing to implement the Age Friendly Action Plan.
- Action PSF 7.5 Comprehensive Senior Services.** Study the effectiveness of existing senior services and explore ways to increase and strengthen these services in coordination with senior service providers. Comprehensive services include addressing senior nutrition, mental health, and transportation.
- Action PSF 7.6 Senior Volunteers.** Continue the volunteer program by recruiting/encouraging participation of seniors with certain skills and experience.
- Action PSF 7.7 Caregiver Support.** Collaborate with private, nonprofit, faith-based and public community service organizations, including the County of San Mateo, to offer support for caregivers of seniors and people with disabilities.

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-8 Support access for all residents to healthcare facilities, social services, and other important community health amenities.

POLICIES

- Policy PSF 8.1 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 8.2 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 8.3 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 8.4 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 8.5 Vulnerable Populations.** Support local religious institutions, nonprofit organizations, and community-based organizations in providing services and facilities for vulnerable populations.

ACTIONS

- Action PSF 8.6 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 8.7 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-9 Reduce the generation of solid waste and increase the diversion of waste from landfills.

POLICIES



Policy PSF 9.1 Solid Waste Disposal. Support waste reduction and diversion programs to reduce solid waste materials in landfill areas in accordance with State requirements.



Policy PSF 9.2 Recycling. Support programs to recycle solid waste and require provisions for on-site recycling in new development, in compliance with State requirements.



Policy PSF 9.3 Composting. Maintain the curbside composting program and expand composting of organics in accordance with State requirements.

ACTION



Action PSF 9.4 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.



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, the San Mateo – Santa Cruz Strategic Fire Plan, the Santa Cruz and San Mateo Community Wildfire Protection 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 five key topics that are important to the San Mateo community.

- Emergency Readiness and Emergency Operations
- Geologic and Seismic Hazards
- Sea Level Rise and Flood Hazards
- 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.

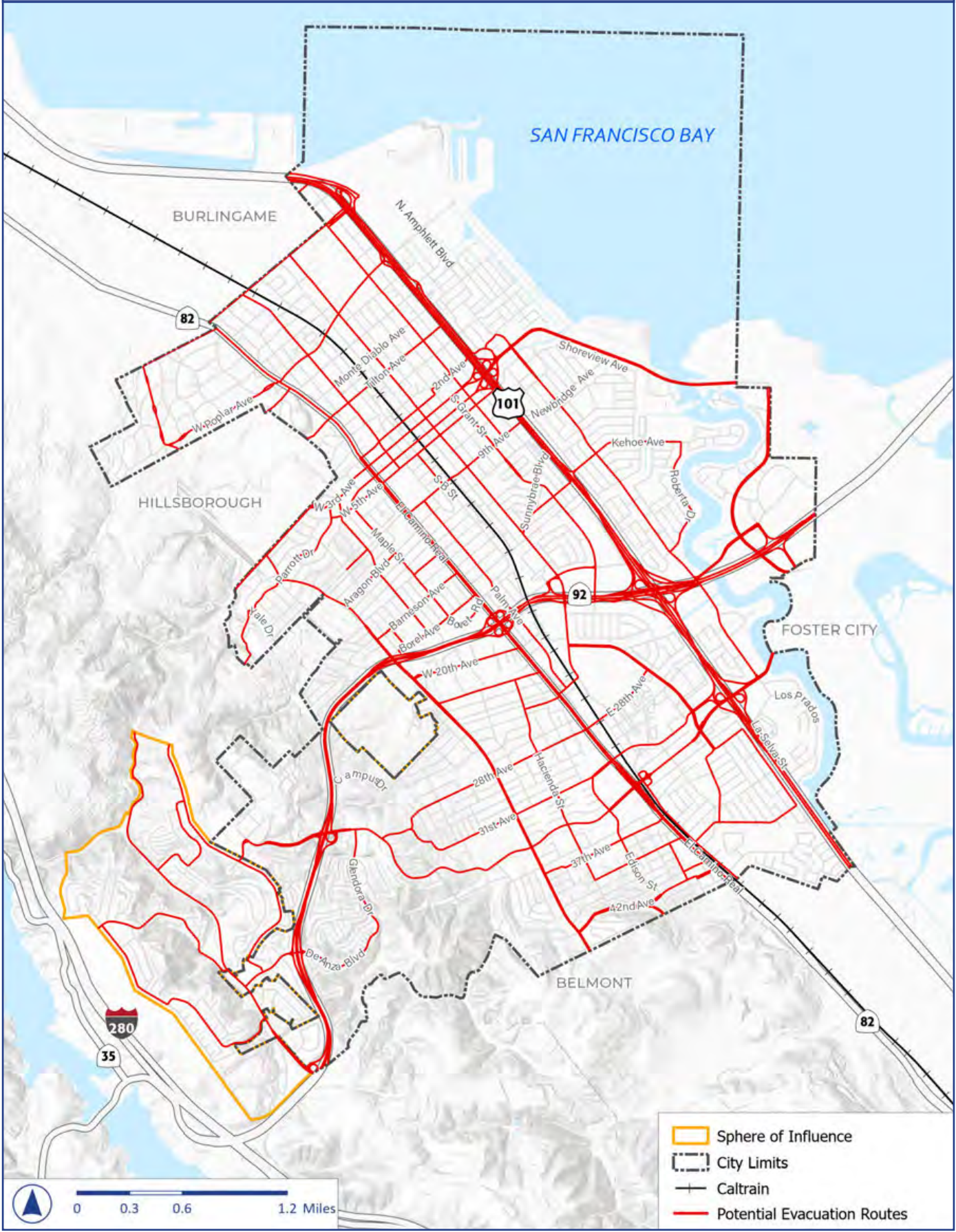
The City participates in the California Master Mutual-Aid Agreement, which is designed to ensure that adequate resources, facilities, and other support are provided to jurisdictions whenever their own resources are insufficient to cope with the needs of a given emergency. The State Office of Emergency 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.

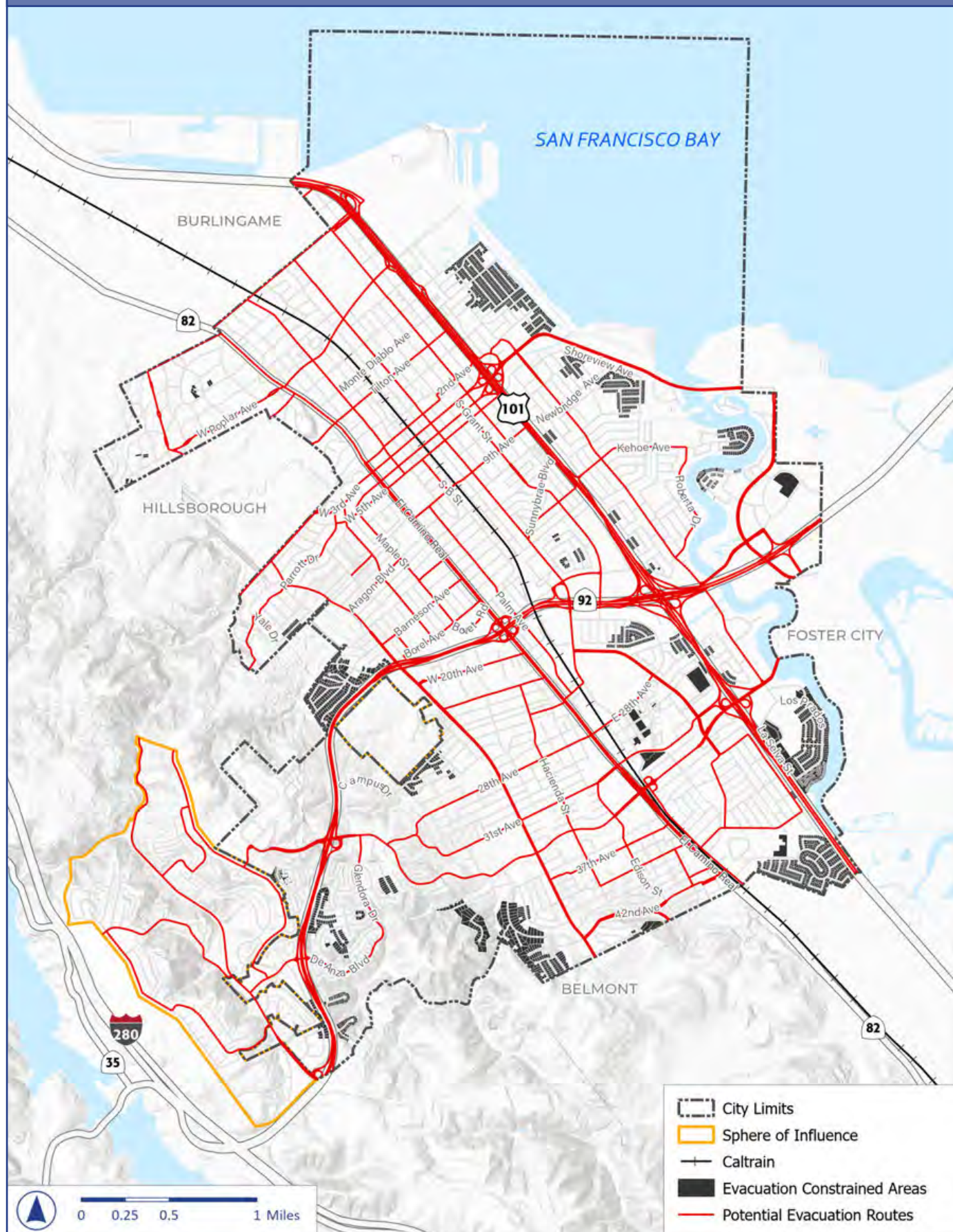
An analysis of San Mateo's roadway network and parcels, as shown in Figure S-2, was conducted as part of Strive San Mateo General Plan 2040. It identifies several evacuation-constrained residential parcels, or parcels with less than two ingress/egress routes, spread throughout the city. The majority of 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 at 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 SB-99 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.

Policy S 1.16 Evacuation Planning. Cooperate with neighboring jurisdictions and public protection agencies to delineate evacuation routes and locations, identifying their capacity, safety, and viability under different hazard scenarios, as well as emergency vehicle routes for disaster response, and where possible, alternate routes where congestion or road failure could occur. Update as new information and technologies become available.

ACTIONS

Action S 1.17 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 1.18 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 1.19 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 1.20 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 1.21 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 1.22 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 1.23 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 1.24 Community Training. Collaborate with SMC Fire to provide emergency preparedness trainings to maintain and expand existing Community Emergency Response Teams (CERTs).

Action S 1.25 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 1.26 Continuity of Operations. Regularly review, update, and implement the San Mateo Continuity of Operations/Continuity of Government Plan.

Action S 1.27 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 1.28 Future Emergency Needs. Assess future emergency service needs during each update to the Safety Element.

Action S 1.29 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 (OneShoreline) 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

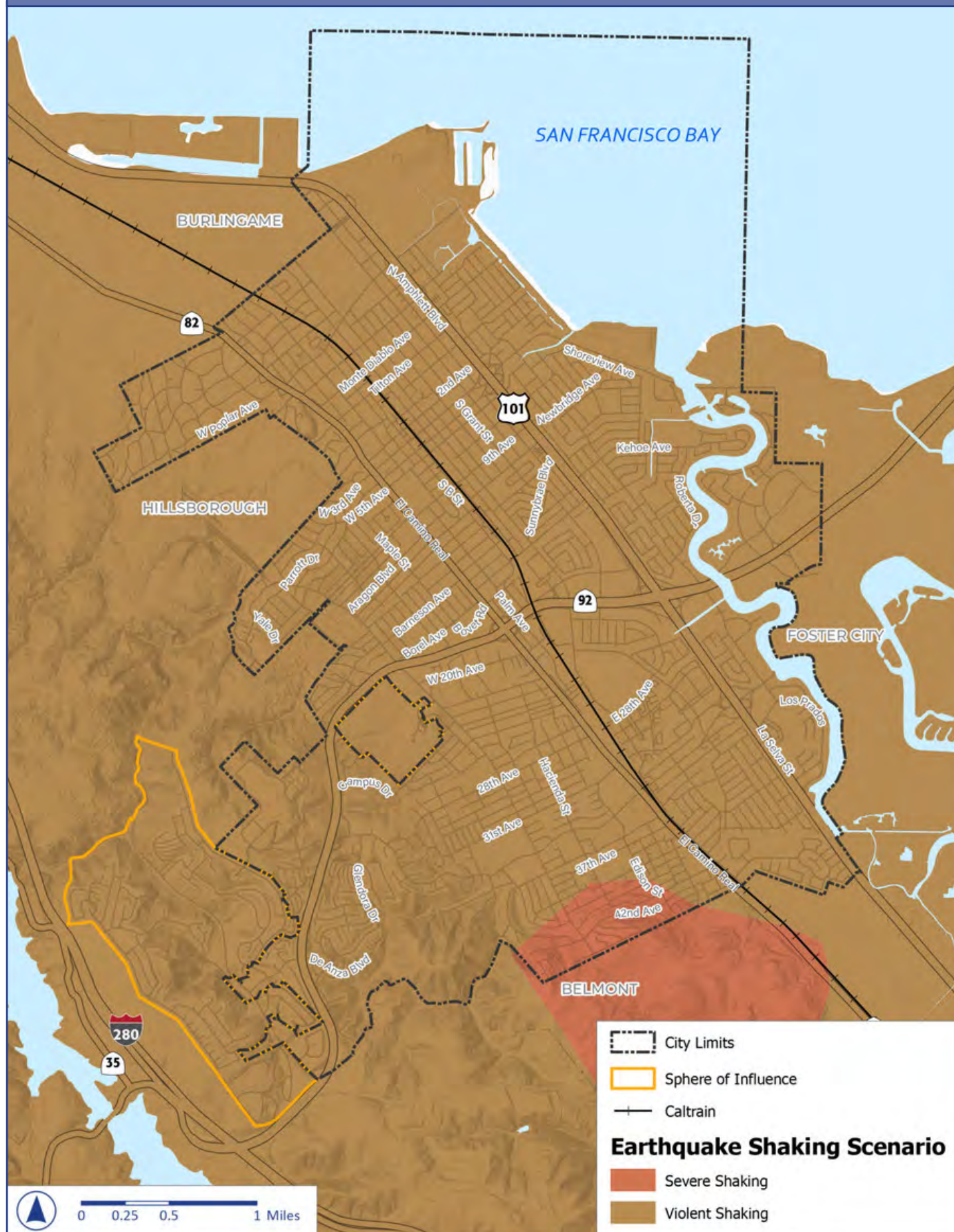
Movement on any of these two faults or other fault lines in the region could cause earthquakes, fault rupture, and liquefaction. A number of earthquakes of magnitude 5.0 or more have occurred in and near San Mateo over the last 35 years. Earthquakes are caused by a sudden dislocation of the Earth’s crust 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.

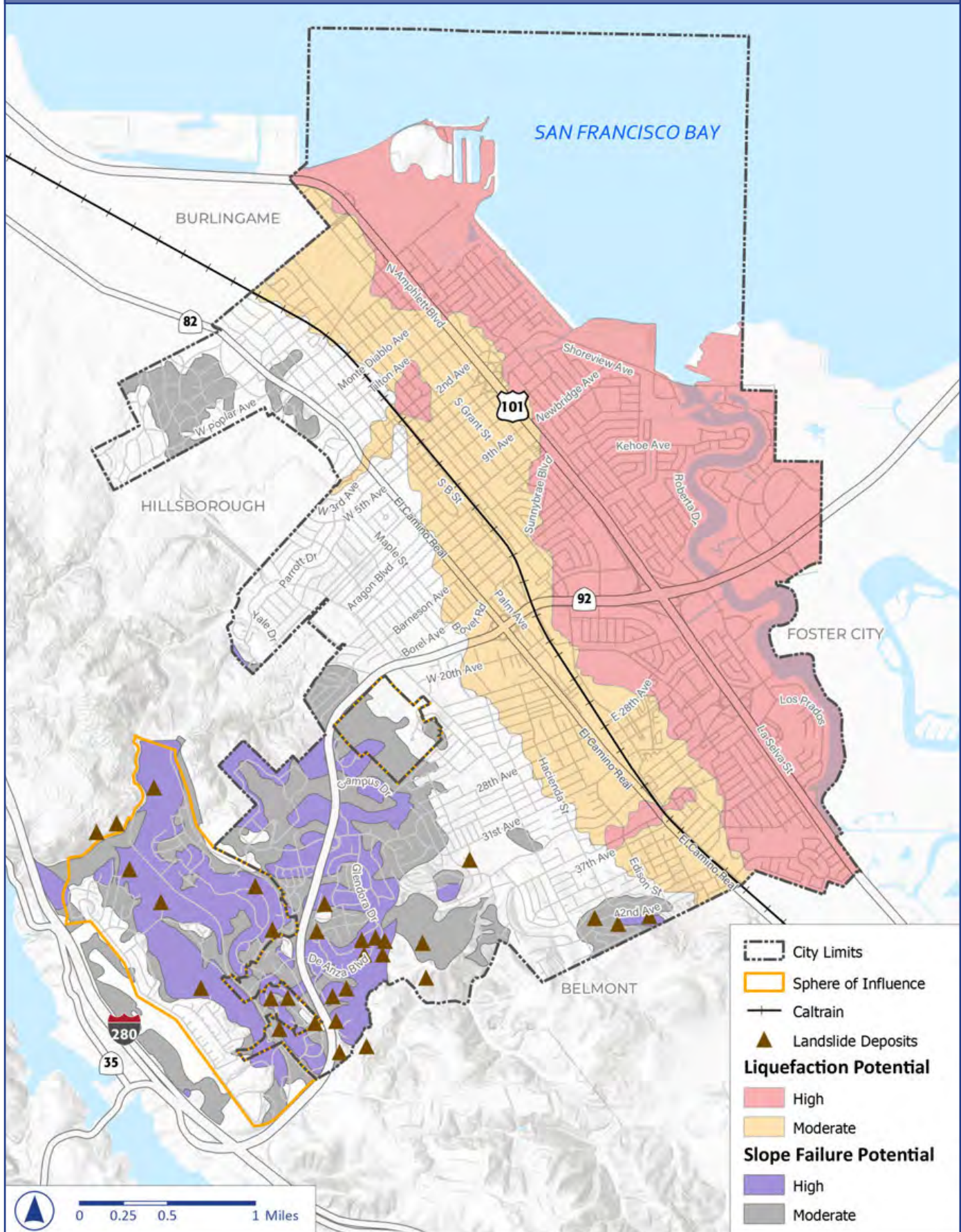
Other non-seismic geologic hazards are landslides and erosion, which can occur gradually, continuously, or suddenly, often with disastrous results. In San Mateo, landslides are often triggered by heavy rain, so the potential for landslides largely coincides with severe storms that saturate steep, loose 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 buildings 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.

SEA LEVEL RISE AND FLOOD HAZARDS

Climate change is associated with an increase in the frequency and intensity of extreme weather events, such as heavy rainfall and storms, which can cause inland flooding if storm drainage infrastructure is overwhelmed. Climate change also contributes to sea level rise, which has the potential to strain bay shoreline infrastructure and compound the effects of inland flooding. The City of San Mateo will continue working with regional, State, and federal partners to proactively address the potential impacts of sea level rise and flooding. The City participates in data gathering and mapping, collaborates with OneShoreline, manages an assessment district in North Shoreview to fund 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. Additionally, the City will develop a Climate Change Adaptation Plan that will identify the extent of areas vulnerable to sea level rise and flooding in the city and set a comprehensive strategy to ensure people, buildings, and infrastructure are protected from sea level rise and flood hazards. More information about each hazard can be found in the subsections below.

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.

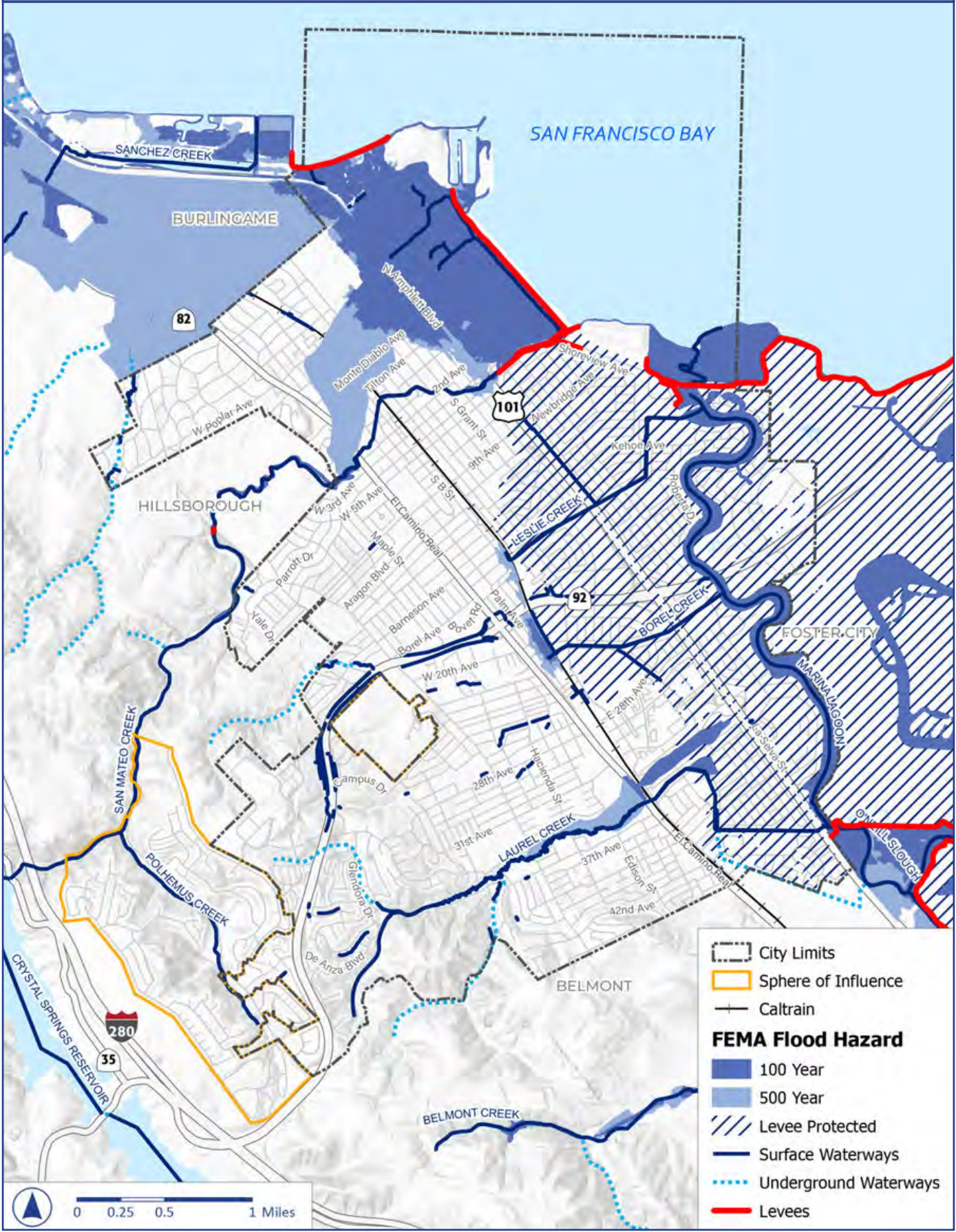
Flooding can also be induced by dam failure, which is caused by structural failure or deficiency associated with intense rainfall, prolonged flooding, earthquakes, landslides, or equipment malfunction. There are two dams of significant concern to San Mateo, as shown in Figure S-6. Failure of Crystal 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.

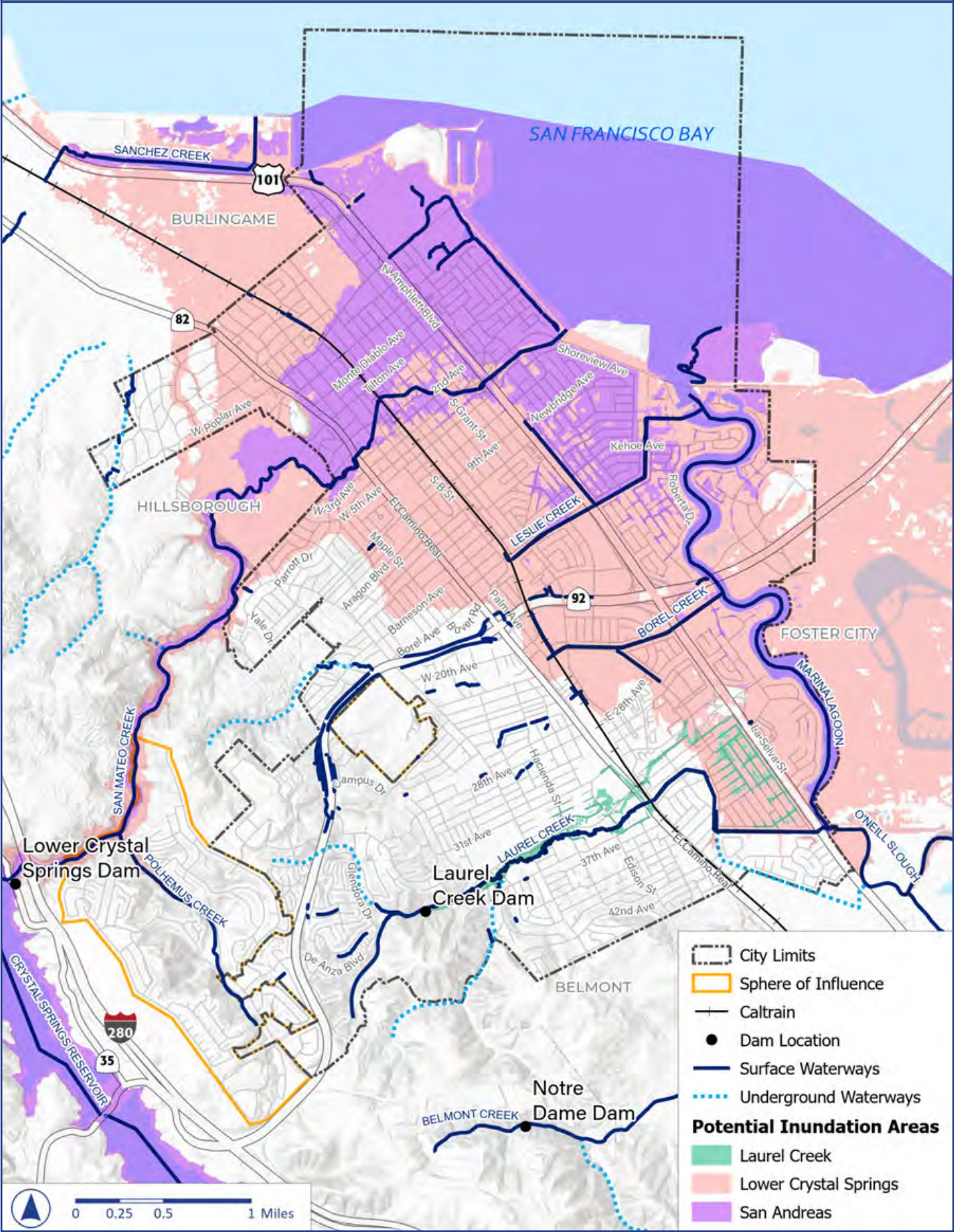
As discussed in the Public Services and Facilities Element, San Mateo has levees that protect the city from flooding from creeks and the San Francisco Bay. Non-federal levees are along the shoreline of Seal Point Park, and over 1,300 feet of levees have been upgraded along the San Mateo and Burlingame 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. Policies and actions aimed at maintaining adequate flood-control infrastructure are also covered in the Public Services and Facilities Element.

Figure S-5 Potential Flood Hazards



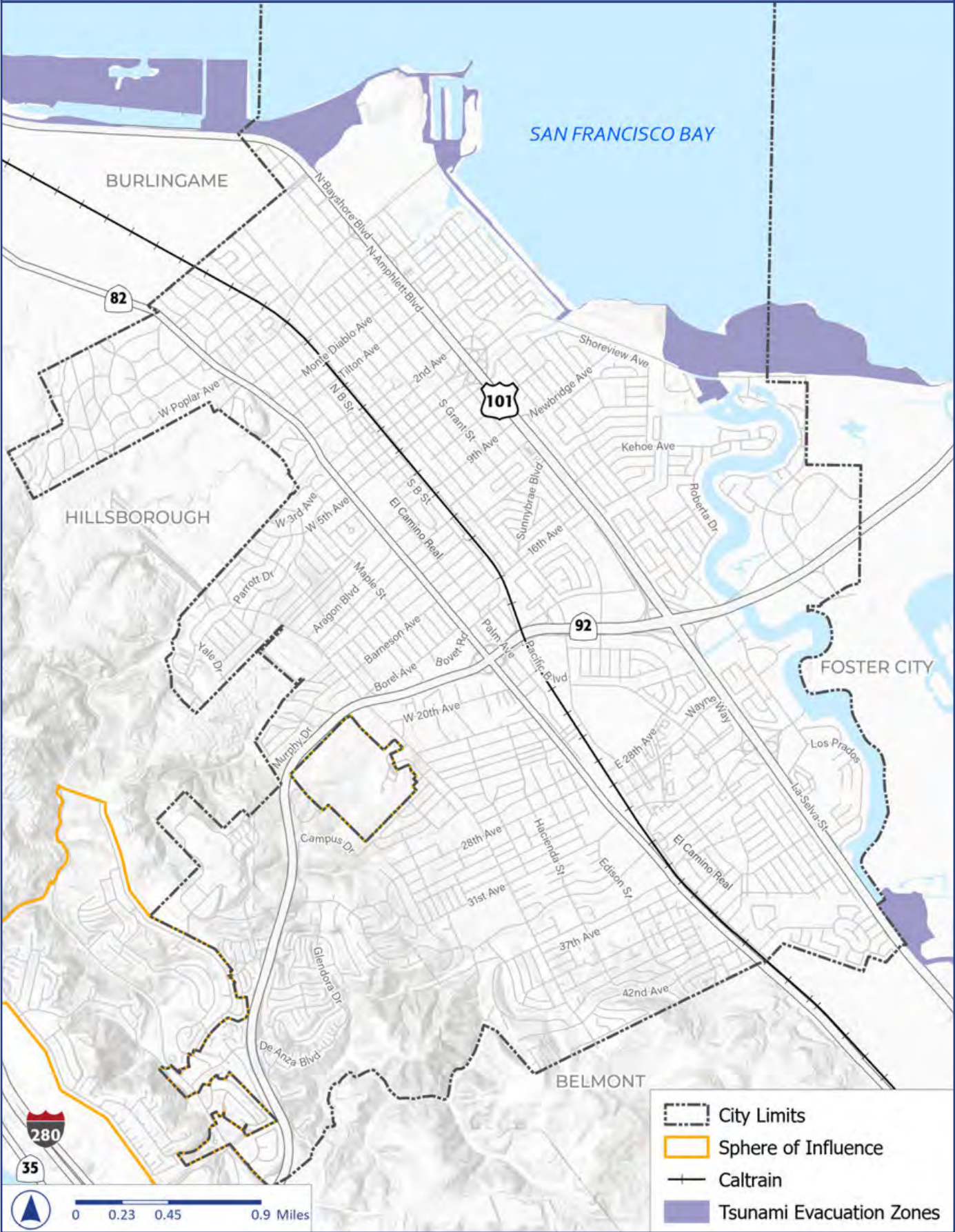
Source: CalDWR, 2022; FEMA, 2022; ESRI, 2022; PlaceWorks, 2023.

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.

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 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.

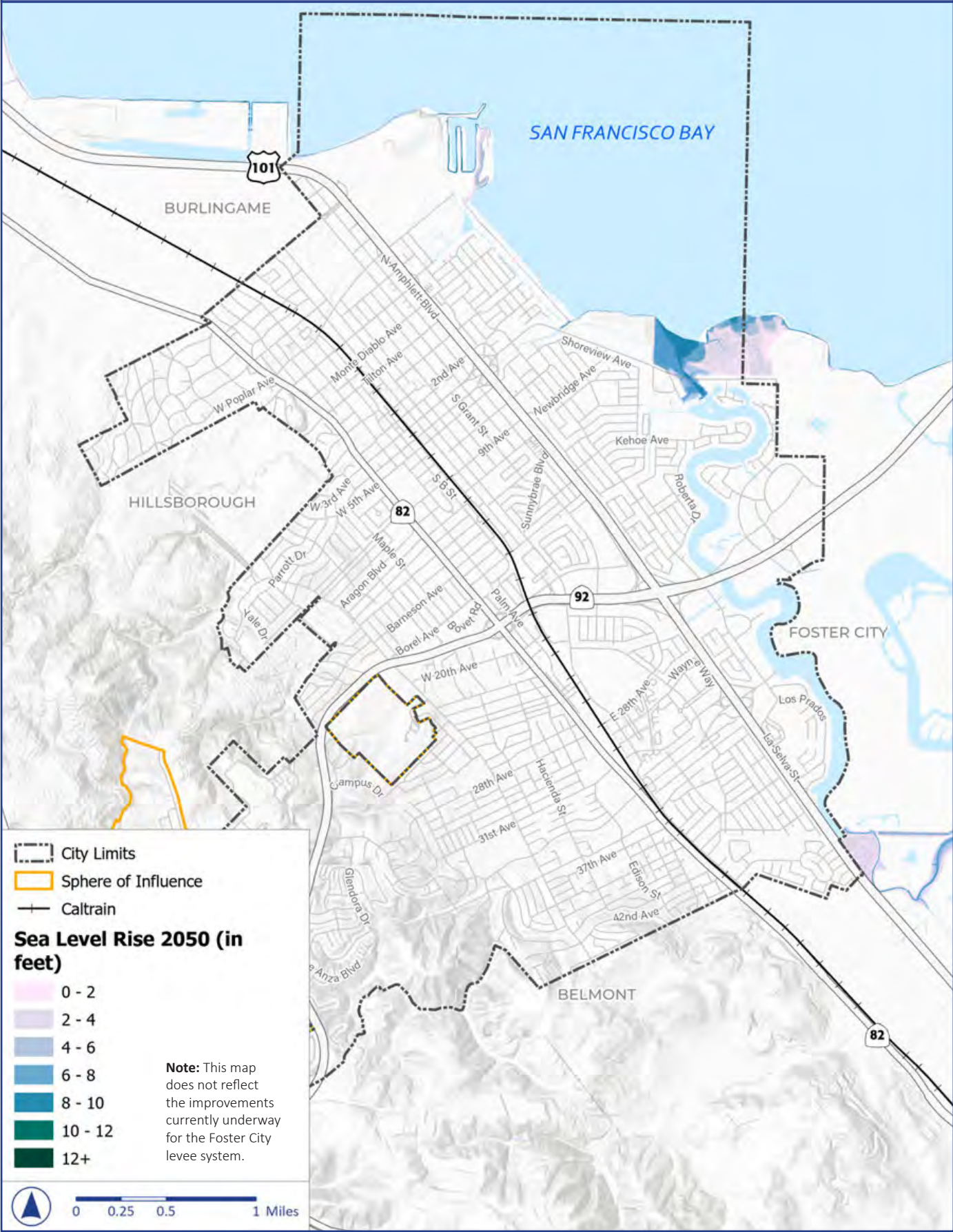
Natural ecosystems in the bay will be disrupted by the higher tide levels and intrusion of saltwater into freshwater creek systems and the Marina Lagoon. Historically, marshlands along the shoreline have adapted to changes in sea level by building up sediment, increasing the height of the marsh to keep 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.

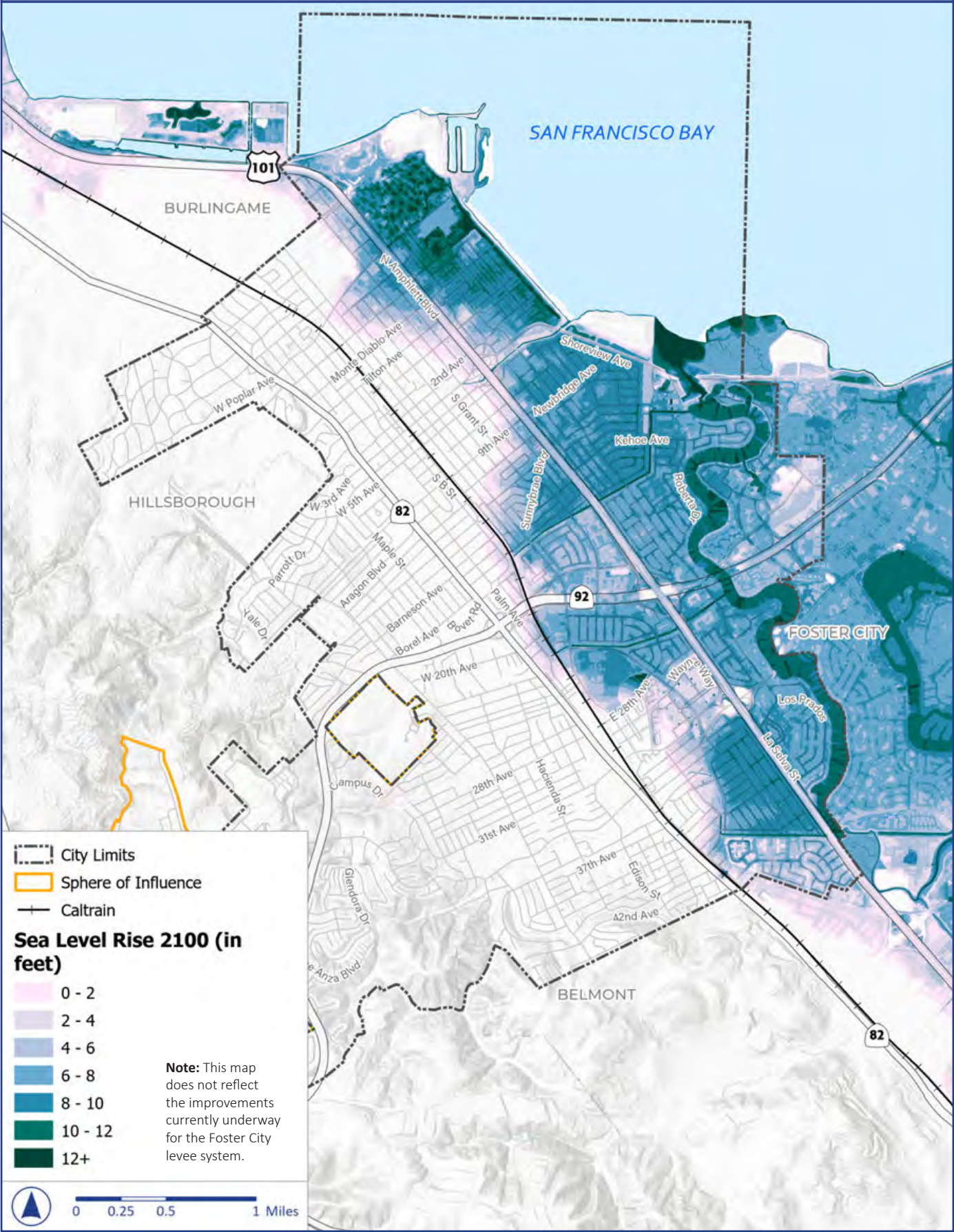
Neighboring Foster City is also in the process of constructing improvements to their levee system, which interconnects with the City of San Mateo's system. Their improvements will provide protection from the 100-year flood and an additional 3 feet above the predicted base flood elevation to account for sea level rise.

Figure S-8 2050 Sea Level Rise



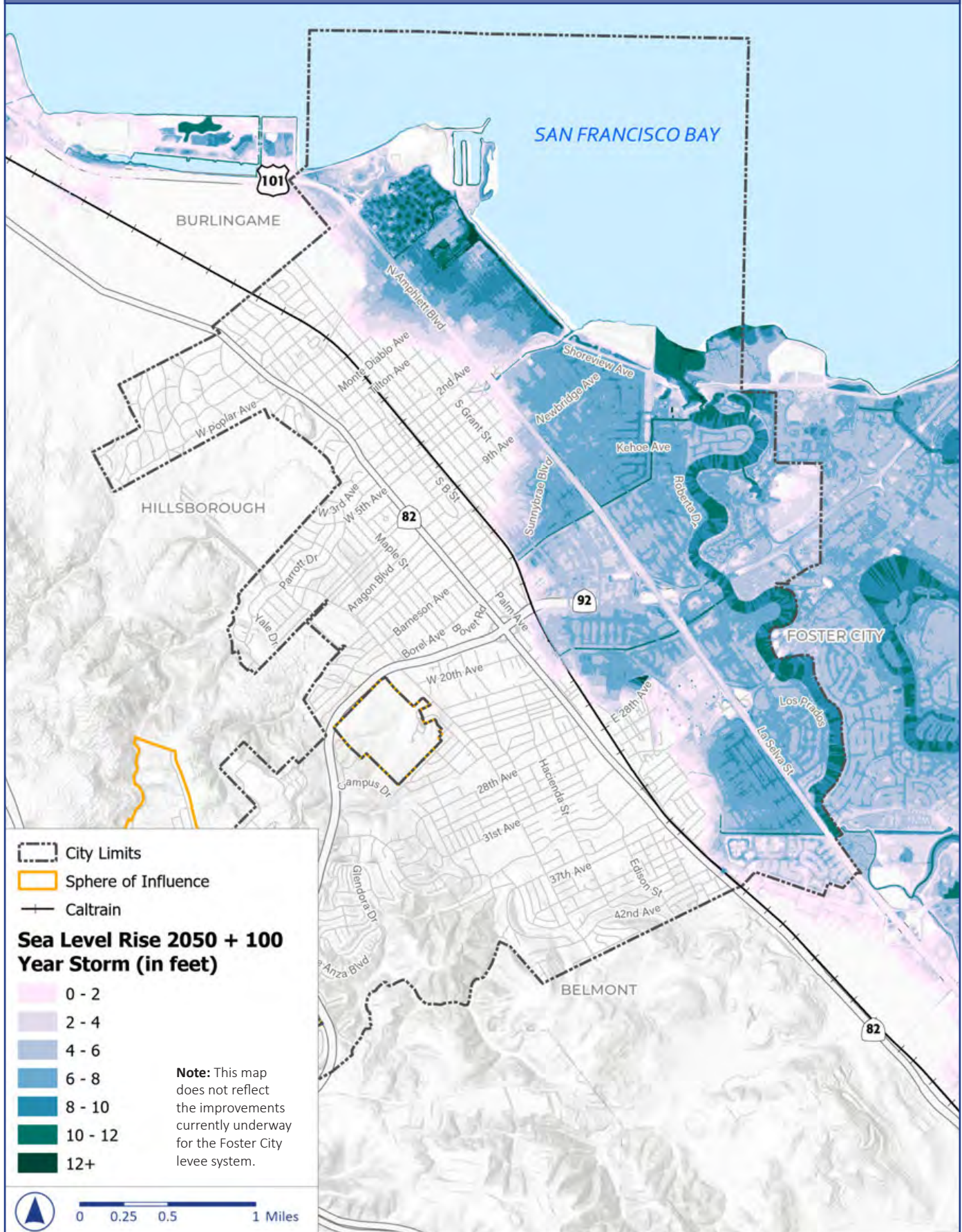
Source: ESRI, 2022; PlaceWorks, 2023.
Note: This map is included for informational purposes and is not adopted as part of this General Plan.

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-3 Protect the community from unreasonable risk to life and property caused by flood hazards and sea level rise.

POLICIES

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.

Policy S 3.2 Sea Level Rise and Flood Planning. Integrate sea level rise and flood 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 3.3 Sea Level Rise, Flooding, 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 3.4 Natural Infrastructure. Consider the use of nature-based solutions and natural infrastructure in sea level rise and flood adaptation strategies.

Policy S 3.5 OneShoreline Coordination. Coordinate with OneShoreline to develop and implement coordinated approaches to sea level rise and flood management with other San Mateo County jurisdictions.

Policy S 3.6 Storm Drain and Flood Infrastructure. Manage the City's storm drain infrastructure, levee system, and dams in accordance with state and federal regulations and to protect life and property.

ACTIONS

Action S 3.7 Climate Change Adaptation Plan. Assess sea level rise and precipitation projections using the best-available climate change science, identify the extent of areas vulnerable to sea level rise and flooding in the city, consider OneShoreline recommendations for levels of protection, 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 and flood hazards over the life of the project and to assess public infrastructure needs for adequate protection.

- Action S 3.8 Sea Level Rise and Flood Hazard 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 and flood hazard impacts, including impacts from rising groundwater. Use this information to continue to develop or adjust planning and adaptation strategies.
- Action S 3.9 Community Rating System.** Explore establishment of a City 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 3.10 Early Flood Warning.** As feasible, provide early flood warning for flood-prone areas of the city through collaboration with regional partners such as OneShoreline’s stream monitoring station and notification system.
- Action S 3.11 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 3.12 Natural Infrastructure.** Use or restore natural features and ecosystem processes where feasible and appropriate as a preferred approach to the placement of hard shoreline or creek protection when implementing sea level rise and flood adaptation strategies.
- Action S 3.13 Sea Level and/or Flood Overlay Zone.** Evaluate establishment of a sea level rise and/or flood overlay zone as a primary mechanism for establishing adaptation policies, rules, or construction codes within such zones, recognizing the particular land use and zoning characteristics of this area as a part of the Climate Adaptation Plan, and in collaboration with OneShoreline.
- Action S 3.14 Sea Level Rise Funding.** Study options for establishing dedicated funding to support efforts to address sea level rise, including considering support for OneShoreline.
- Action S 3.15 New Development.** Explore creation of a fee for new development to fund sea level rise and flood protection measures and adaptation strategies.
- Action S 3.16 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 3.17 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.

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 and the most current Fire Hazard Severity Zone maps on the CAL FIRE Fire and Resource Assessment Program website, Very High Fire Hazard Severity Zones are in western San Mateo between the City Limits and State Route 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.

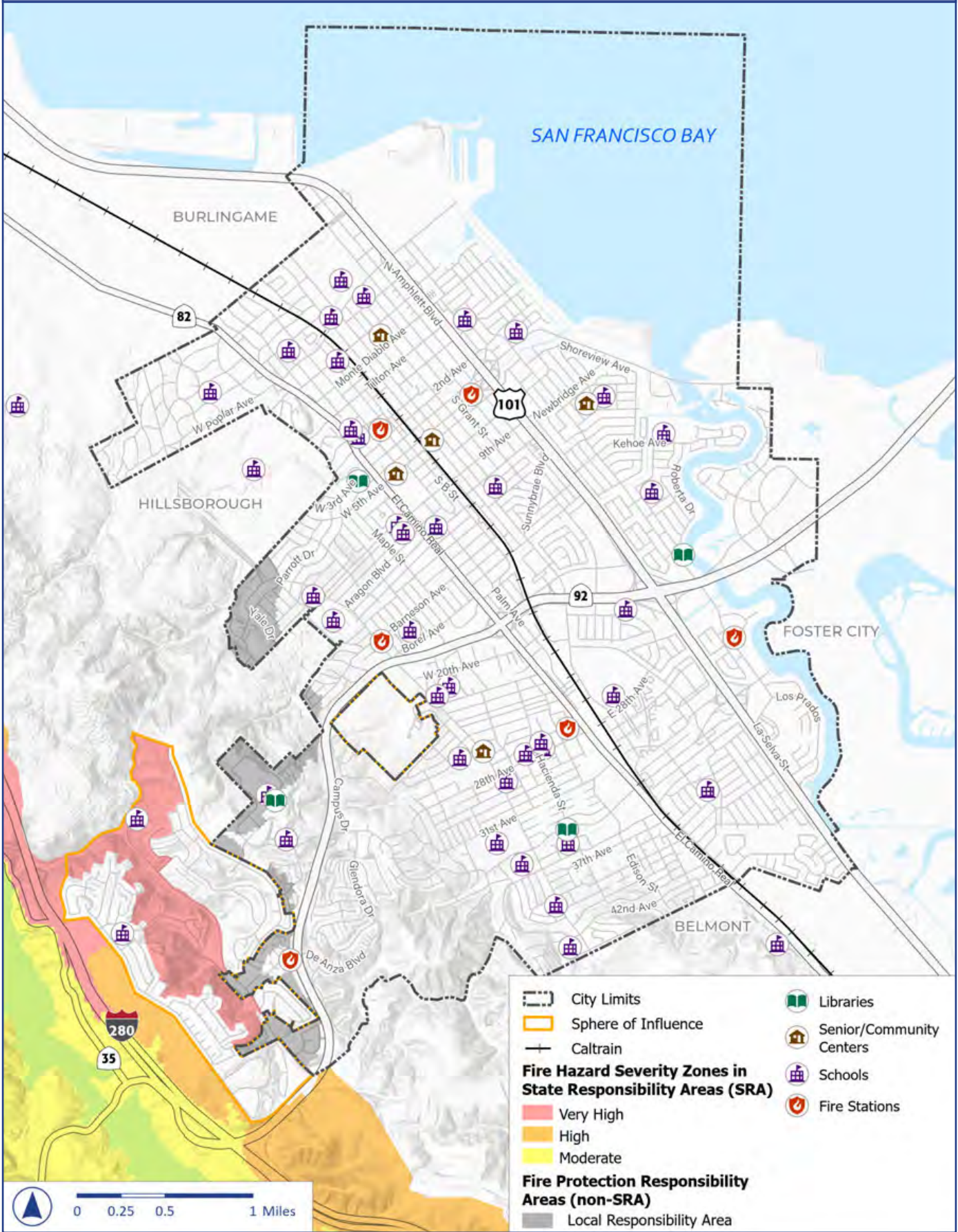
¹ Available at <https://frap.fire.ca.gov>.



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., State Route 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.

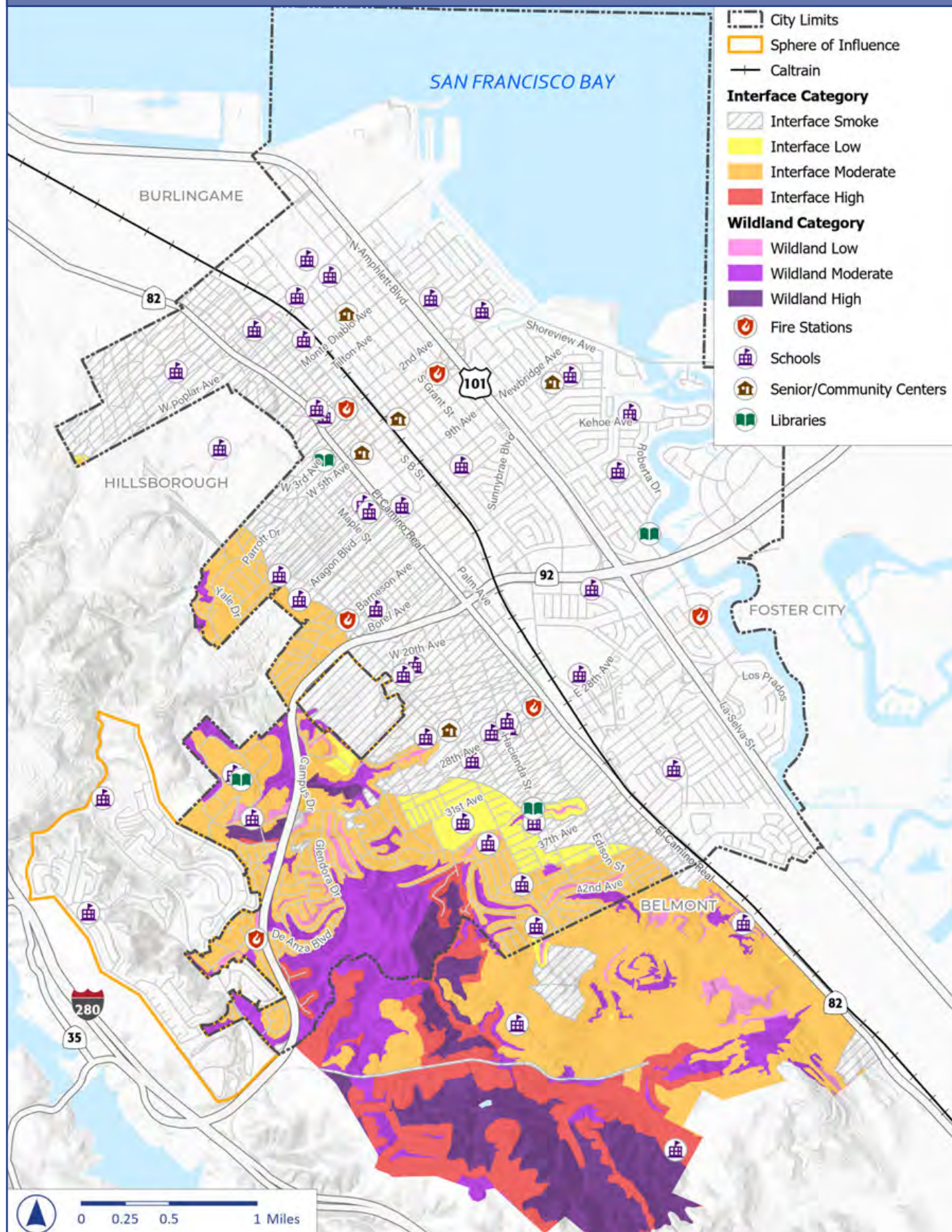
Although no fires have burned in close proximity to San Mateo since CAL FIRE has kept records (1878), several fires have burned in the unincorporated areas of San Mateo County. Recently, the 2020 CZU Lightning Complex Fire burned over 86,000 acres in southern San Mateo County. In 2022, a wildfire burned 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.

Figure S-12 Wildfire Hazard Zones



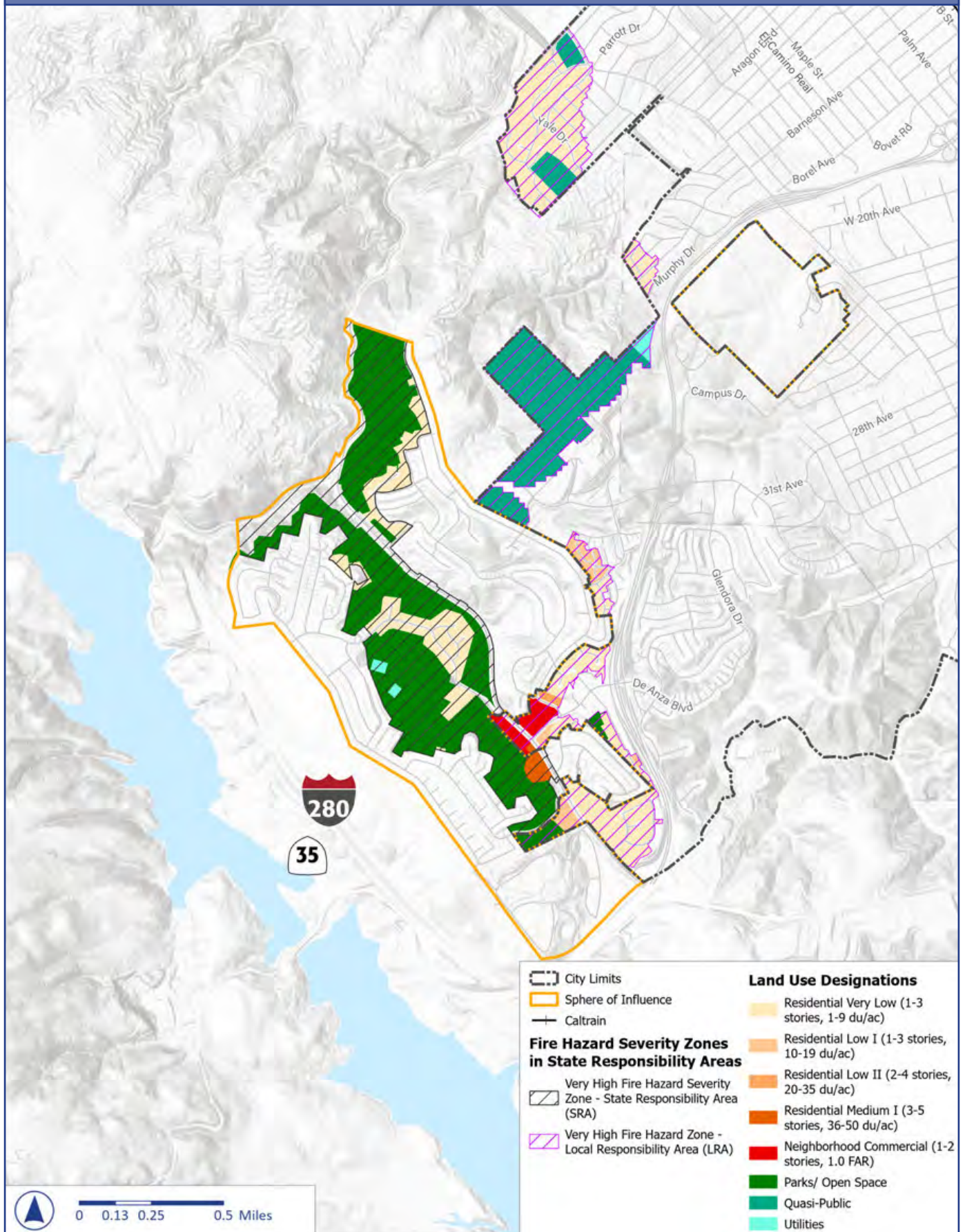
Source: CAL FIRE, 2022; ESRI, 2022; PlaceWorks, 2023.
Note: This map is a draft and will be updated once CAL FIRE publishes the new Wild Hazard Zones.

Figure S-13 Wildland-Urban Interface



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 CAL FIRE publishes the new Wild Hazard Zones.

GOALS, POLICIES, AND ACTIONS

GOAL S-4 Maintain adequate fire and life safety protection from wildland fires.

POLICIES

- Policy S 4.1 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, meet or exceed applicable State and local regulations and meet the Fire Safe Regulations for road ingress and egress, fire equipment access, and adequate water supply.
- Policy S 4.2 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 Fire Safe Regulations.
- Policy S 4.3 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 4.4 Hillside Vegetation Stability.** Stabilize, and as feasible re-vegetate, burned slopes following a wildfire event to reduce landslide and debris flow risk.
- Policy S 4.5 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 4.6 Firefighting Infrastructure.** Coordinate with SMC Fire to ensure adequate firefighting infrastructure, including road and building clearance for firefighting vehicles, residential and building signage, and clear and legible street signage throughout the community.
- Policy S 4.7 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 4.8 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 4.9 Land Use Management for Fire Risks.** Maintain all City-owned public lands and work with private landowners and FIRE SAFE San Mateo County 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 4.10 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 4.11 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 4.12 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 4.13 Emergency Access.** Require that roads, driveways, and other clearances around structures are located and designed to ensure emergency access.
- Policy S 4.14 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 4.15 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 4.16 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 4.17 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 4.18 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 4.19 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 4.20 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 Services, 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-5 Protect the community's health, safety, and welfare relating to the use, storage, transport, and disposal of hazardous materials.

POLICIES

- Policy S 5.1 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 5.2 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 5.3 Transportation Routes.** Restrict the transportation of hazardous materials and waste to designated truck routes and limit such transportation to non-commute hours.
- Policy S 5.4 Hazardous Waste Management Facilities Location.** Regulate the location and operation of new hazardous waste management facilities.
- Policy S 5.5 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 5.6 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 5.7 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 5.8 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 5.9 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.

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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.

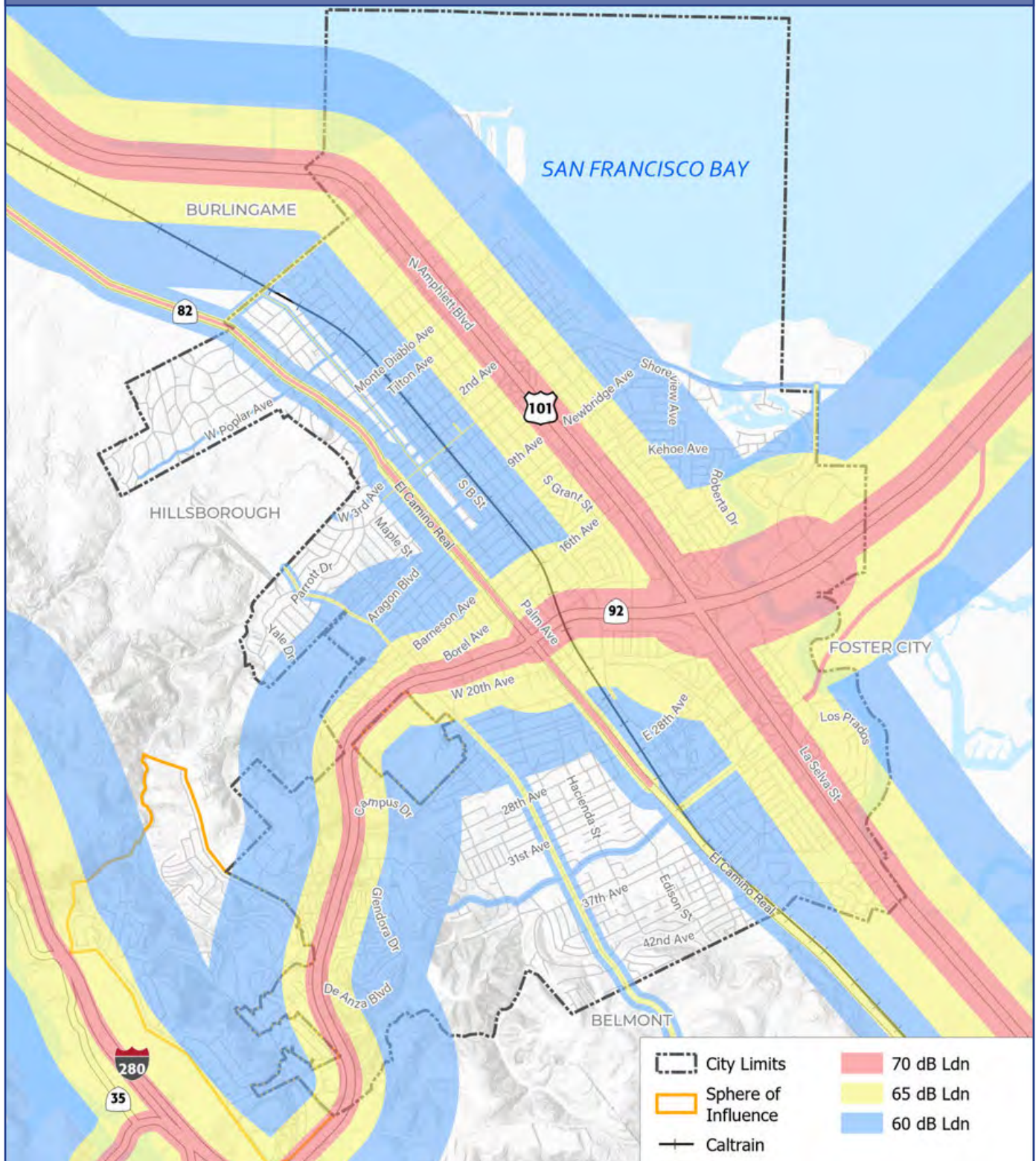
Table N-1 is used to determine whether the existing exterior noise levels that would surround a proposed new use are acceptable or unacceptable and to identify where a proposed project may need to incorporate noise mitigation features. Roadway noise is the primary contributor to the average exterior 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.

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.

Figure N-1 Existing Traffic Noise Contours

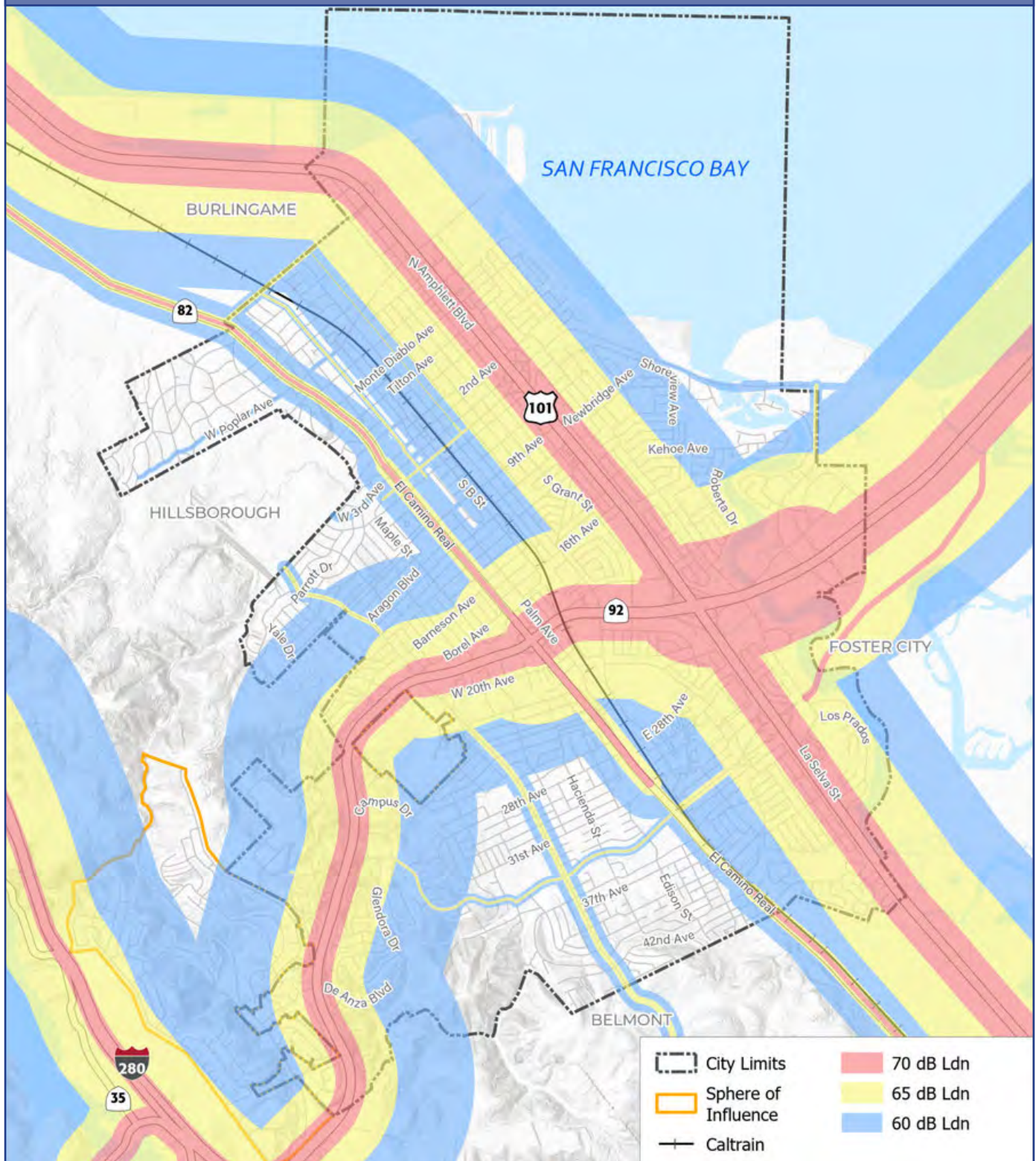


Source: ESRI, 2022; ECORP, 2023; PlaceWorks, 2023.

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



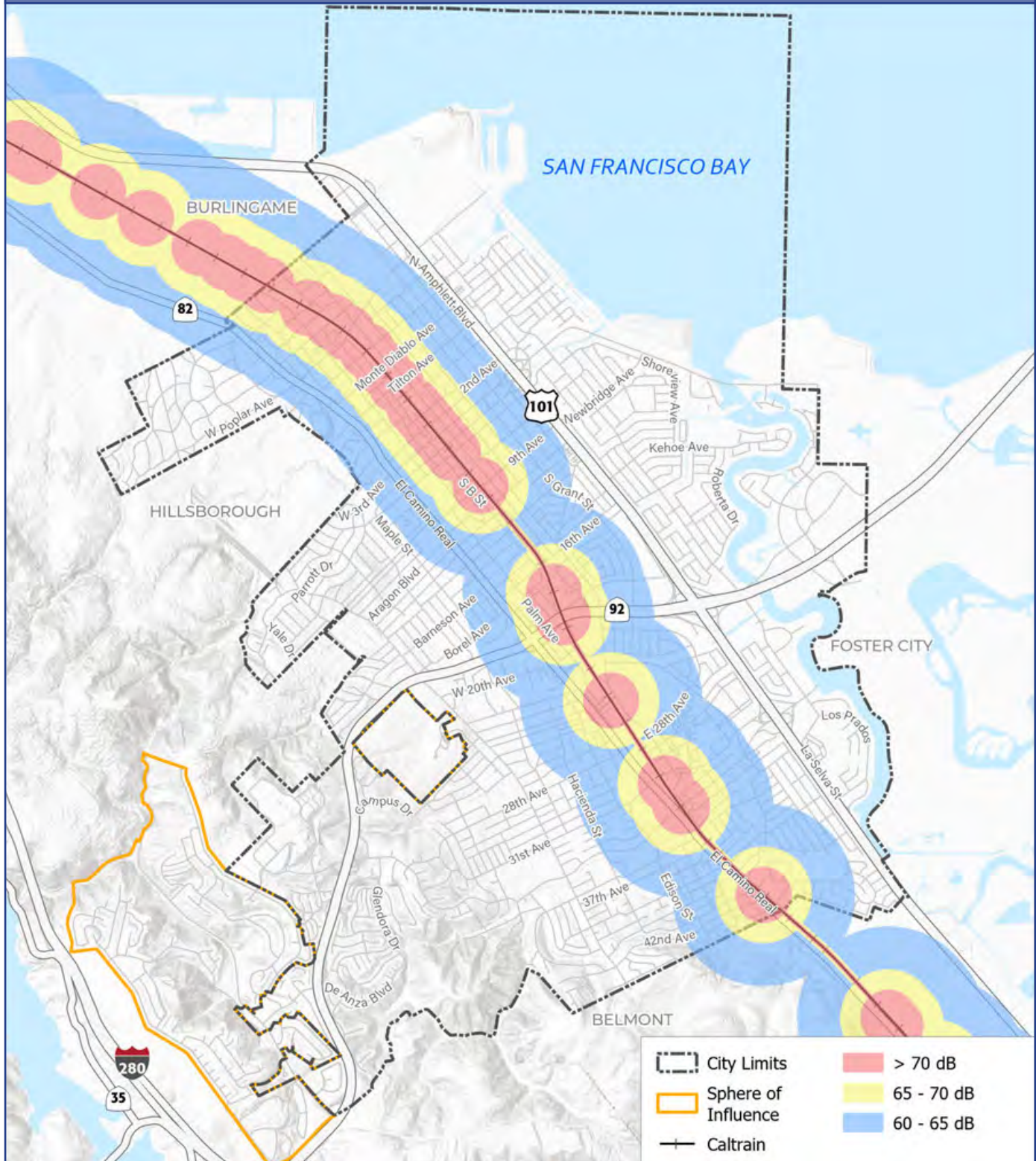
Figure N-2 Future Traffic Noise Contours



Source: ESRI, 2022; ECORP, 2023; PlaceWorks, 2023.



Figure N-3 Rail Noise Contours



Source: ESRI, 2022; ECORP, 2023; PlaceWorks, 2023.



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 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.

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

AARP	American Association of Retired Persons
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”)

Active Transportation. Biking, walking, and other human-powered ways of getting around.

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 (BMR) 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 (CEQA). 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”)

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, it's 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: Local roads are the largest percentage of roadways in terms of mileage. These provide direct access to abutting land. They may be designed to discourage through traffic; they are not intended to cover long distances. The annual average daily traffic volume for local roads is 80 to 700 trips.

Major Collector: Major collectors gather traffic from local roads and funnel it to arterials. Compared to local roadways, major collectors are longer, have fewer driveways, have higher speed limits, and may have more travel lanes. The annual average daily traffic volume for major collectors is 1,100 to 6,300 trips.

Minor Arterials: Minor arterials are used for trips of moderate length, serve smaller geographic areas than principal arterials and offer connections between principal arterials and other roadways. The annual average daily traffic volume for minor arterials is 3,000 to 14,000 trips.

Principal Arterials: Principal arterials are the main streets within the city that carry the greatest number of users and serve the largest area. Unlike a freeway, travelers can access destinations directly from the arterial through driveways and at-grade intersections with other roadways. The annual average daily traffic volume for principal arterials is 7,000 to 27,000 trips. El Camino Real is the only principal arterial in San Mateo.

Freeways or Expressways: Freeways and expressways have directional travel lanes that are usually separated by a physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. The annual average daily traffic volume for freeways and expressways is 13,000 to 55,000 trips. US Highway 101 and State Route 92 are the two freeways in San Mateo.

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.

Story. The term to define building height in the General Plan. The General Plan assumes each story is an average of 11 feet, provided that the applicable overall height limit is not exceeded.

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 groundwater 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.





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UPDATED GENERAL PLAN 2040 GOALS, POLICIES AND ACTIONS

This attachment includes a list of all General Plan 2040 goals, policies and actions that have been updated or revised since the Draft General Plan was published in July 2023.

CHAPTER 2. LAND USE ELEMENT

Change ID	Policy/ Action Number	Comment	Change/Revision
1	Policy LU 1.2 General Plan 2040 Maximum Development	Revised buildout policy to clarify policy and update the buildout numbers to reflect the revised Land Use Map.	<p>Policy LU 1.2 General Plan 2040 Maximum Development. <u>Maintain the City’s ability to rely on the General Plan EIR to approve future discretionary actions. When approved development within City Limits and unincorporated properties within the Sphere of Influence reaches the number of new residential units and net new nonresidential square feet below, require that environmental review conducted for any subsequent development project address growth impacts that would occur from further development:</u></p> <ul style="list-style-type: none"> • 19,764 new dwelling units • 3,186,000 square feet of new nonresidential floor area <p>When approved nonresidential development reaches half of the anticipated development, evaluate the citywide jobs-housing balance.¹</p> <p>¹ The General Plan Update Draft EIR (August 2023) analyzed a buildout potential of 21,410 new dwelling units and 4,325,000 square feet of new nonresidential floor area. During the public review period for the Draft General Plan 2040 and Draft EIR, changes were incorporated into the final adopted General Plan that reduced the residential and nonresidential development capacity. This policy reflects the reduced amounts, as acknowledged in the General Plan Update Final EIR (January 2024).</p>
2	Action LU 1.10 Review of New Development	Revised action to note when the evaluation of the citywide jobs-housing balance is needed.	<p>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. <u>When approved nonresidential development reaches half of the anticipated development, evaluate the citywide jobs-housing balance.</u></p>

Change ID	Policy/ Action Number	Comment	Change/Revision
3	Policy LU 2.3 Community Benefits	Revised policy to clarify when community benefits are provided for nonresidential development.	<p>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.</p> <ul style="list-style-type: none"> The framework shall allow for nonresidential development (office and commercial) within ¼-mile of the Hayward Park and Hillsdale Caltrain stations to have heights up to eight-stories when commensurate community benefits are provided.
4	Policy LU 3.3 Neighborhood Commercial Preservation Policy LU 3.4 Convenience Retail	Combined Policy LU 3.3 and LU 3.4 since the two policies overlap, see revised Policy LU 3.3. Added new Policy LU 3.4 to focus on preserving ground floor retail and commercial uses in new developments.	<p>Policy LU 3.3 Neighborhood Commercial and Service Uses. Preservation. Encourage the preservation of local-serving commercial retail and service uses in neighborhood shopping districts <u>and adjacent to residential neighborhoods, including as part of new mixed-use development.</u></p> <p>Policy LU 3.4 Neighborhood Commercial Preservation Convenience Retail. Support neighborhood serving shopping area vibrancy and maintain commercial concentrations by encouraging new development to retain existing ground floor retail and commercial uses, to continue to meet the needs of the surrounding neighborhoods. <u>Encourage and preserve convenience stores and neighborhood retail uses adjacent to residential neighborhoods, including as part of new mixed-use development.</u></p>
5	Policy LU 3.5 Support Service Uses	Revised policy to reference child care facilities and hardware stores.	Policy LU 3.5 Support Service Uses. Encourage businesses that provide a variety of services, such as restaurants, <u>child care</u> facilities, medical clinics, gyms, pharmacies, <u>hardware stores</u> , 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.
6	Policy LU 3.10 Service Commercial	Moved Policy LU 3.10 above Policy 3.7 to better flow with commercial policies and updated text to align with Land Use Designation Table.	<p>Policy LU 3.610 Service Commercial/Light Industrial. 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 and <u>light industrial</u> areas.</p>

Change ID	Policy/ Action Number	Comment	Change/Revision
7	Policy LU 3.8 Visitor Economy	Revised policy to support the expansion of cultural and entertainment resources in San Mateo.	Policy LU 3.8 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, <u>cultural</u> , 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.
8	Policy LU 3.10 Office Park Evolution	Added outdoor spaces to policy.	Policy LU 3.10 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 <u>and outdoor spaces</u> as far as possible from high-volume roadways.
9	Policy LU 3.12 Publicly Accessible Spaces	Revised policy to note that public spaces should be safe welcoming and easy to access.	Policy LU 3.12 Publicly Accessible Spaces. Integrate a variety of privately owned and maintained publicly accessible spaces into new development. <u>Spaces should be safe, welcoming, easy to access, and include signage</u> that clearly identifies these spaces as publicly accessible.
10	Policy LU 3.13 Cultural Facilities and Public Art	Revised policy to support the expansion of cultural and entertainment resources in San Mateo.	Policy LU 3.13 Cultural Facilities and Public Art. Recognize cultural facilities, <u>entertainment events, performing arts</u> , 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.
11	Policy LU 4.1 Downtown Land Uses	Revised policy to support the expansion of cultural and entertainment resources in San Mateo.	Policy LU 4.1 Downtown Land Uses. Allow and prioritize a wide range of residential, dining, <u>cultural</u> , 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.
12	Action LU 4.4 Downtown Area Plan	Revised policy to support the expansion of cultural and entertainment resources in San Mateo..	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, <u>entertainment</u> , 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.

Change ID	Policy/ Action Number	Comment	Change/Revision
13	Action LU 6.3 Hillsdale Station Area Plan	Revised action to improve access to the west side of the Hillsdale station.	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 connectivity <u>west</u> of the station, and increases park and open space areas.
14	Action LU 8.4 City Investment	Revised action to also reference other funding sources.	Action LU 8.4 City Investment. Use funds <u>from</u> the park impact fee <u>and other sources</u> 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.
15	Action LU 8.8 Streetscape and Safety Improvements.	Minor text revision.	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 <u>that</u> address health disparities in equity priority communities in the annual Capital Improvement Program.
16	Action LU 8.10 Equity Priority Communities Plan	Minor text revisions.	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 <u>expressed</u> purpose of improving health, safety, and welfare <u>of</u> the members of each community.
17	Action LU 8.11 City Services	Revised action to clarify.	Action LU 8.11 City Services. Work with residents in equity priority communities to <u>improve</u> services <u>provided by</u> the City or other partners <u>related to</u> safety, sanitation, and security in these neighborhoods.
18	Action LU 8.12 Neighborhood Beautification	Modified action to reference planting and maintenance of street trees.	Action LU 8.12 Neighborhood Beautification. Support and promote neighborhood clean-up and beautification initiatives in equity priority communities, including <u>street tree planting and maintenance, through partnerships with</u> neighborhood organizations.

Change ID	Policy/ Action Number	Comment	Change/Revision
19	Policy LU 10.1 Effects of Climate Change	Revised to include reference to zoning code and add account for.	Policy LU 10.1 Effects of Climate Change. <u>Account for</u> the effects of climate change in updating or amending the General Plan or <u>Zoning Code</u> , disaster planning efforts, City projects, infrastructure planning, future policies, and long-term strategies, as feasible. 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
20	Action LU 12.3 Fiscal Neutrality	Minor text revisions to clarify 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 <u>for</u> a diverse range of housing <u>that is</u> affordable to all members of the community.
21	Action LU 15.3 Annual General Plan Progress Report	Added population projections in annual report.	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. <u>The Annual Progress Report should also include population projection information.</u>

CHAPTER 3. CIRCULATION ELEMENT

Change ID	Policy/ Action Number	Comment	Recommended Change(s)
1	Policy C 1.1 Sustainable Transportation	Revised to be more explicit about reducing vehicle miles traveled.	Policy C 1.1 Sustainable Transportation. Reduce <u>vehicle miles traveled (VMT)</u> and greenhouse gas (GHG) emissions from transportation by increasing mode share options for sustainable travel modes, such as walking, bicycling, and public transit.
2	Policy C 1.5 El Camino Real	Revised to address pedestrian improvements are needed along El Camino Real to minimize noise and improve safety.	Policy C 1.5 El Camino Real. Facilitate efficient travel and pedestrian safety along El Camino Real <u>by supporting improvements that enhance pedestrian connectivity, such as improved pedestrian crossings.</u>
3	Action C 1.11 Complete Streets Plan	Revised to reference the travel modes included in Goal C-1 (i.e. walking, bicycling, and transit)	Action C 1.11 Complete Streets Plan. Complete and implement the Complete Streets Plan to improve the City's circulation network, <u>including pedestrian, bicycling, and transit infrastructure,</u> to accommodate the needs of street users of all ages and abilities.
4	Action C 1.13 El Camino Real Improvements	Text clarification	Action C 1.13 El Camino Real Improvements. Collaborate with Caltrans, SamTrans, and other partners to support accommodating higher-capacity and <u>higher</u> -frequency travel along El Camino Real, Bus Rapid Transit, and other modes of alternative transportation.

Change ID	Policy/ Action Number	Comment	Recommended Change(s)
5	Action C 1.14 Safe Routes for Seniors	Added more focus on senior issues and support for implementation of the Age Friendly Action Plan.	Action C 1.14 Safe Routes for Seniors. Develop a “safe routes for seniors” program to promote active transportation connections for seniors in collaboration with seniors’ organizations <u>and based on the likely walking routes for older adults identified in the Age Friendly Action Plan.</u> Prioritize improvements for seniors in equity priority communities.
6	Action C 1.15 Transit-Oriented Development Pedestrian Access Plan	Revised to improve access to and from the stations.	Action C 1.15 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 <u>to improve access to and from the Caltrain Stations.</u>
7	Action C 1.18 Safety Education	Revised to clarify the action.	Action C 1.18 Safety Education. Pursue <u>Provide</u> safety education to increase awareness <u>of roadway safety practices</u> for all street users.
8	Action C 1.21 Performance and Monitoring.	Revised to commit to making this a measurable target.	Action C 1.21 Performance and Monitoring. <u>Regularly monitor</u> the City’s mode split progress on reducing VMT and reducing GHG emissions from VMT, as data is available.
9	Action C 2.7 New Development Shuttle Services	Revised to also encourage programs to seek funding from the SMCTA shuttle program	Action C 2.7 New Development Shuttle Services. Encourage new developments to provide shuttle services and shuttle <u>partnerships</u> 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.
10	Action C 2.8 Unbundled Parking	Revised action to reflect its relationship to supporting the City’s TDM objectives.	Action C 2.8 Unbundled Parking. <u>In conjunction with other TDM strategies that aim to reduce vehicle trips,</u> 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
11	Action C 3.7 Pedestrian Connectivity	Revised to help address that pedestrian improvements are needed along El Camino Real to minimize noise and improve safety.	Action C 3.7 Pedestrian Connectivity. Incorporate design for pedestrian connectivity across intersections in transportation projects, <u>including the El Camino Real corridor,</u> 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.
12	Policy C 4.4 Bicycle-Related Technology Policy C 4.5 Bicycle and Shared Mobility-Related Technology	Combined policies to eliminate redundancies.	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.
13	Policy C 4.5 Bicycle Improvements	Revised to include bicycle parking.	Policy C 4.5 Bicycle Improvements. Require new developments to construct or contribute to improvements that enhance the cyclist experience, including bicycle lanes <u>and bicycle parking.</u>
14	New Policy	Add new policy on bicycle lane maintenance.	(New) Policy C 4.8 Bicycle Lane Maintenance. <u>Maintain existing and future bicycle lanes to keep them in a usable and safe condition for cyclists.</u>

Change ID	Policy/ Action Number	Comment	Recommended Change(s)
15	Policy C 5.1 Transit Ridership	Modified this policy to also support increased transit frequency.	Policy C 5.1 Transit Ridership and Frequency. Support SamTrans and Caltrain in their efforts to increase transit ridership <u>and frequency of transit services.</u>
16	Policy C 5.2 Caltrain	Modified C 5.2 to include both Caltrain and SamTrans and added a new policy to support paratransit systems.	Policy C 5.2 Caltrain and SamTrans. Support Caltrain and SamTrans as a critical transit service <u>providers</u> in the city and Peninsula. (New) Policy C 5.9 Paratransit. Support San Mateo County's efforts to <u>provide paratransit services in the city.</u>
17	Policy C 5.6 Transit Safety	Revised to help address that pedestrian improvements are needed along El Camino Real to minimize noise and improve safety.	Policy C 5.6 Transit Safety. Prioritize improvements <u>that enhance pedestrian connectivity to transit and</u> increase safety, access, and comfort at transit centers and bus stops in equity priority communities, along commercial corridors, and in dense, mixed-use neighborhoods.
18	Action C 5.11 Transit Experience Improvements	Added SamTrans standards to action.	Action C 5.11 Transit Experience Improvements. Prioritize installing new transit shelters and benches or other seating and an energy-efficient street lighting program at transit stops <u>using SamTrans standards</u> in equity priority communities and areas that improve transit access, safety, and experience.
19	New Action	Added new action focused on safe routes to transit.	(New) Action 5.13 Safe Routes to Transit. Prioritize <u>bicycle and pedestrian improvement projects that provide safe and equitable access to transit stops.</u>
20	Policy C 6.7 Capital Improvement Program	Clarified that Policy C 6.7 Capital Improvement Program does not apply to adding new traffic lanes.	Policy C 6.7 Capital Improvement Program. Prioritize improvements that increase person throughput, <u>such as increased pedestrian, bicycle, and transit access,</u> that work toward achieving the City's goal of <u>reducing VMT.</u>
21	New Action	Added new action focused on traffic calming.	(New) Action C 6.9 Traffic Calming Policy. <u>Evaluate whether updates are needed to the City's Neighborhood Traffic Management Program to determine if the program should be expanded to include major and minor collectors and arterials.</u>
22	New Action	Added new action about roadway classifications.	(New) Action C 6.13 Street Classification Update. Request that Caltrans and the Federal Highway Administration <u>update their functional roadway classifications based on the roadway network framework defined by the Complete Streets Plan.</u>
23	New Action	Added new action about off-street parking incentives.	(New) Action C 7.14 Off-Street Parking Incentives. Explore a new policy <u>or code amendment that would provide incentives to projects in exchange for providing additional off-street parking in neighborhoods that have on-street parking capacity issues, such as areas in the North Central Neighborhood.</u>

CHAPTER 5. COMMUNITY DESIGN AND HISTORIC RESOURCES ELEMENT

Change ID	Policy/ Action Number	Comment	Recommended Change(s)
1	Policy CD 1.3 Scenic Corridors	Added "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>

Change ID	Policy/ Action Number	Comment	Recommended Change(s)
2	Policy CD 3.7 Street Tree Equity	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.	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 <u>incorporate programs for long-term care and maintenance of the new street trees.</u>
3	Action CD 3.11 Tree Support for Low-Income Homeowners	Revised 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	Added an action to support the establishment of newly planted City-owned trees.	(New) Action CD 3.12 Tree Establishment. Develop a program and identify funding to support the early establishment and <u>ongoing maintenance of City-owned street trees.</u>
5	New Policy	Added 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: (NEW) Policy CD 5.1 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 an appropriate balance between preservation with other important priorities, such as <u>affordable housing production and supporting local businesses.</u>
6	Policy CD 5.1 Historic Preservation Policy CD 5.2 Historic Resources Preservation	Combined 2040 Draft General Plan Policies CD 5.1 and 5.2 to reduce redundancy.	Policy CD 5.2 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, as feasible, 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.
7	Action CD 5.12 Historic Resources Design Standards	Added contributors to the action.	Action CD 5.12 Historic Resources Design Standards. Create objective design standards for alterations to historic resources <u>and contributors to a designated historic district</u> , 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.
8	Action CD 7.7 Objective Design Standards	Revised action since the objective design standards have been adopted.	Action CD 7.7 Objective Design Standards. <u>Implement the City's objective design standards to ensure that new multifamily and mixed-use projects with a residential component meet required standards and streamline the development review process.</u>
9	Policy CD 8.3 Respect Existing Scale and Rhythm	Council revision to keep scale and rhythm but add context sensitive design.	Policy CD 8.3 Respect Existing Scale and Rhythm. Context Sensitive Design. New mixed-use and commercial development <u>should have context sensitive design that incorporates architectural styles and elements that relate to the scale and design 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.</u>

Change ID	Policy/ Action Number	Comment	Recommended Change(s)
10	Action CD 8.6 Objective Design Standards	Added context sensitive design.	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 and pedestrian-friendly design.</u>

CHAPTER 6. CONSERVATION, OPEN SPACE AND RECREATION ELEMENT

Change ID	Policy/ Action Number	Comment	Recommended Change(s)
1	Policy COS 1.4 Avoidance of Nesting Birds	Not "should be avoided" it "must be avoided" Make it a requirement.	Policy COS 1.4 Avoidance of Nesting Birds. <u>Disturbance of active native bird nests shall</u> be avoided <u>when required by</u> State and federal regulations. For new development sites where nesting native birds may be present, vegetation clearing and construction <u>must</u> be initiated outside the bird nesting season (March 1 through August 31) or preconstruction surveys be conducted by a qualified biologist in advance of any disturbance. If active nests are encountered, appropriate buffer zones <u>shall</u> 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	"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 <u>shall</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	"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 <u>shall</u> be conducted by a qualified wetland specialist and occur prior to development-related vegetation removal or other habitat modifications.
4	Policy COS 3.2 Aesthetic and Habitat Values – Private Creeks.	Removed figure reference to broaden the policy.	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.
5	Policy COS 4.3 BAAQMD Planning for Healthy Places.	Revised sentence structure.	Policy COS 4.3 BAAQMD Planning for Healthy Places. Require new development to adhere to BAAQMD's Planning for Healthy Places guidance <u>when warranted by</u> local conditions.

Change ID	Policy/ Action Number	Comment	Recommended Change(s)
6	Policy COS 4.9 Air Pollution Exposure.	Clarified air quality in both indoor and outdoor spaces.	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 in both indoor and outdoor spaces.
7	New Action Under Goal COS-4	Mitigate outdoor air quality in polluted areas.	(NEW) Action COS 4.11 Outdoor Air Quality Mitigation. <u>Explore the feasibility of funding and installing pollutant screening solutions, such as walls and dense vegetation, to address outdoor air quality in residential areas located within 1,000 feet from US Highway 101 and State Route 92.</u>
8	Policy COS 5.2 Creating Community	Added language to support the expansion of cultural and entertainment resources in San Mateo.	Policy COS 5.2 Creating Community. Cultivate opportunities to come together as a community, celebrate our heritage, cultures, and milestones <u>through cultural and entertainment events</u> and have social supports available, which are key to creating a sense of community and building community resilience.
9	Policy COS 5.3 Creative Outlets	Added language to support the expansion of cultural and entertainment resources in San Mateo.	Policy COS 5.3 Creative Outlets. Provide skill development, <u>cultural</u> , and performance opportunities within each of the major art forms with an emphasis on promoting lifelong enjoyment to nurture creative discovery.
10	Policy COS 5.6 Child and Youth Development	Added health and safety.	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.
11	Delete Action	Original 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 in 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.
12	New Action under Goal COS-6	Added new action to address park access east of El Camino Real and east of US 101.	(NEW) Action COS 6.5 Comprehensive Access Analysis. <u>Conduct a comprehensive park accessibility gap analysis to address equitable park access, with an emphasis on neighborhoods east of El Camino Real and east of US Highway 101.</u>

CHAPTER 7. PUBLIC SERVICES AND FACILITIES ELEMENT

Change ID	Policy/ Action Number	Comment	Recommended Change(s)
1	Policy PSF 1.8 Police and Fire Cover Assessments	Added new policy.	(New) Policy PSF 1.8 Police and Fire Cover Assessments. Complete standard of cover assessments or staffing studies periodically for Police and Fire Services to ensure that appropriate response times, staffing and levels of service are available to meet community needs as the City's population grows.

Change ID	Policy/ Action Number	Comment	Recommended Change(s)
2	Deleted duplicative action.	Deleted duplicative action.	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 2-11 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 plant to tertiary treatment standards.
3	Policy PSF 3.7 Water Quality Standards	Revised policy.	Policy PSF 3.7 Water Quality Standards. Manage City creeks, channels, and the Marina Lagoon to meet applicable State and federal water quality standards. <u>Manage City creeks and channels for both flood protection and aquatic resources.</u> Protect and restore creeks to a level acceptable for healthy marine and bird habitat.
4	Policy PSF 3.9 Low-Impact Development	Revised policy.	Policy PSF 3.9 <u>Green Infrastructure Low-Impact Development.</u> Minimize stormwater runoff and pollution by <u>requiring new green infrastructure to treat and improve stormwater quality as part of public and private projects.</u> encouraging low-impact design (LID) features, such as pervious parking surfaces, bioswales, and filter strips in new development.
5	New Policy	Added new policy.	(New) Policy PSF 3.13 Marina Lagoon. Continue to maintain the Marina Lagoon as <u>flood control infrastructure that accounts for climate change risks and major flood events.</u>
6	New Policy	Added new policy	(New) Policy PSF 3.14 City Utility Programs Funding. Maintain adequate, <u>sustained, and dedicated revenue sources for City utility programs to support the sanitary sewer system, stormwater system, and refuse collection.</u>
7	Action PSF 3.16 Stormwater Treatment	Revisions to action.	Action PSF 3.16 Stormwater Treatment. Continue to participate in the San Mateo Countywide Stormwater Pollution Prevention Program, “Flows to Bay”, to ensure compliance with the <u>Municipal Regional Stormwater Permit</u> National Pollutant Discharge Elimination System (NPDES) permit to prevent water pollution from point and non-point sources.
8	Action PSF 3.18 Stormwater Requirements for Development	Revisions to action.	Action PSF 3.18 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.
9	Action PSF 3.19 Green Infrastructure	Revisions to action.	Action PSF 3.19 Green Infrastructure Plan. Implement the City’s Green Infrastructure Plan <u>through complete streets implementations or private development projects</u> 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”).
10	Delete Action	Removed as the Municipal Regional Stormwater Permit 3.0 now requires this for all projects.	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.
11	New Action	Added new action.	(New) Action PSF 3.20 Stormwater Management Funding. Establish a dedicated <u>funding source for stormwater management.</u>

Change ID	Policy/ Action Number	Comment	Recommended Change(s)
12	Policy PSF 4.6 Renewable Energy Neighborhood Microgrids.	Revised policy to prioritize locating microgrids in equity priority communities.	Policy PSF 4.6 Renewable Energy Neighborhood Microgrids. Encourage the establishment of renewable energy neighborhood microgrids to support resilience, <u>especially within equity priority communities.</u>
13	Policy PSF 5.7 Incentives for Public Facilities	Clarified policy.	Policy PSF 5.7 Incentives for Public Facilities. Provide incentives to developers <u>for projects that include needed</u> space for public facilities in new development
14	New Policy	Added a policy on the Senior Center facility and programming.	(New) Policy PSF 5.9 San Mateo Senior Center. Maintain and, as feasible, improve <u>the Senior Center as an important facility that serves as an age friendly community space and provides programming, activities, and services for older adults.</u>
15	New Policy	Added new policy on property acquisition.	(New) Policy PSF 5.12 City Property Acquisition. Seek opportunities to purchase or <u>acquire property to meet current or future needs for the expansion of specific City services and facilities or if there is a demonstrated public need.</u>
16	Policy PSF 5.14 Public Facilities Funding	Added new policy to add concept of forward looking maintenance and investment in City facilities.	(New) Policy PSF 5.14 Public Facilities Funding. Maintain adequate, sustained, and <u>dedicated revenue sources to support maintenance and investment of the City's public facilities.</u>
17	New Action	Added new action to track capital improvement projects to promote community awareness.	(New) Action PSF 5.15 Progress Tracking. Develop and maintain communication <u>tools, such as a dashboard or heat map, to communicate information and updates related to capital improvements and other facility and infrastructure projects to promote community awareness.</u>
18	New Action	Added action to explore the feasibility of installing more restrooms at City parks and public facilities.	(New) Action PSF 5.16 Restroom Facilities. Explore the <u>feasibility of installing additional restrooms at City parks and public facilities.</u>
19	New Policy	Added new policy to include additional policy direction for child care.	(New) Policy PSF 6.6 Recreation Centers. Consider offering full-day, licensed child care at City recreation centers to meet working families' needs or <u>offering space for other operators to do so.</u>
20	New Policy	Added new policy to include additional policy direction for child care.	(New) Policy PSF 6.7 Child Care Homes Resources. As feasible, support existing and <u>new licensed family child care homes with available housing-related and small business resources.</u>
21	Action PSF 6.9 Child Care and New Construction	Updated language.	Action PSF 6.9 Child Care and New Construction. Encourage new residential and nonresidential development to include space for child care by taking the following actions: a. Provide incentives for inclusion of space for a child care center, <u>or housing units for licensed family child care providers,</u> in a new development. b. Promote child care to developers as an amenity favored by the City. c. Continue to implement the developer impact fee for funding child care facilities. d. <u>Encourage housing developers to include units that meet size and functionality requirements to support the operation of licensed family child care home providers.</u>
22	New Goal	Added a section, including a goal, policies and actions, that focuses on and supports seniors and aging.	(New) GOAL PSF-7 <u>Deliver public services and facilities that serve the needs of seniors, are age friendly, and allow San Mateo residents to age in place.</u>

Change ID	Policy/ Action Number	Comment	Recommended Change(s)
23	New Policy	Added a section, including a goal, policies and actions, that focuses on and supports seniors and aging.	(New) Policy PSF 7.1 Universal Design. <u>Encourage Universal Design, a design concept that encourages accessibility for people of all ages, in new residential construction and major remodels.</u>
24	New Policy	Added a section, including a goal, policies and actions, that focuses on and supports seniors and aging.	(New) Policy PSF 7.2 Healthy Aging. <u>Support institutions and initiatives that promote healthy aging, both at home and in care centers.</u>
25	New Policy	Added a section, including a goal, policies and actions, that focuses on and supports seniors and aging.	(New) Policy PSF 7.3 Outreach to Seniors. <u>Provide regular and timely communication to seniors and aging adults about the services, programs, and other opportunities available to these groups of people. Use age-appropriate outreach channels to disseminate information.</u>
26	New Action	Added a section, including a goal, policies and actions, that focuses on and supports seniors and aging.	(New) Action PSF 7.4 Age-Friendly City. <u>Support the City's commitment to becoming an Age-Friendly City by continuing to implement the Age Friendly Action Plan</u>
27	New Action	Added a section, including a goal, policies and actions, that focuses on and supports seniors and aging.	(New) Action PSF 7.5 Comprehensive Senior Services. <u>Study the effectiveness of existing senior services and explore ways to increase and strengthen these services in coordination with senior service providers. Comprehensive services include addressing senior nutrition, mental health, and transportation.</u>
28	New Action	Added a section, including a goal, policies and actions, that focuses on and supports seniors and aging.	(New) Action PSF 7.6 Senior Volunteers. <u>Continue the volunteer program by recruiting/encouraging participation of seniors with certain skills and experience.</u>
29	New Action	Added a section, including a goal, policies and actions, that focuses on and supports seniors and aging.	(New) Action PSF 7.7 Caregiver Support. <u>Collaborate with private, nonprofit, faith-based and public community service organizations, including the County of San Mateo, to offer support for caregivers of seniors and people with disabilities.</u>

CHAPTER 8. SAFETY ELEMENT

Change ID	Policy/ Action Number	Comment	Recommended Change(s)
1	New Policy	Added a policy to coordinate with neighboring jurisdictions to identify evacuation routes and locations.	(New) Policy S 1.16 Evacuation Planning. <u>Cooperate with neighboring jurisdictions and public protection agencies to delineate evacuation routes and locations, identifying their capacity, safety, and viability under different hazard scenarios, as well as emergency vehicle routes for disaster response, and where possible, alternate routes where congestion or road failure could occur. Update as new information and technologies become available.</u>
2	New Action	Added an action to assess future emergency service needs.	(New) Action S 1.28 Future Emergency Needs. <u>Assess future emergency service needs during each update to the Safety Element.</u>

Change ID	Policy/ Action Number	Comment	Recommended Change(s)
3	Goal S-3	Combined flood hazards and sea level rise into one section.	GOAL S-3 Protect the community from unreasonable risk to life and property caused by flood hazards <u>and sea level rise</u> .
4	Policy S 4.1 Sea Level Rise Planning	Combined flood hazards and sea level rise into one section.	Policy S 3.2 Sea Level Rise and Flood Planning. Integrate sea level rise and <u>flood</u> 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.
5	Policy S 4.2 Sea Level Rise and Groundwater Rise Protection	Combined flood hazards and sea level rise into one section.	Policy S 3.3 4.2 Sea Level Rise, Flooding, 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.
6	Policy S 4.3 Natural Infrastructure	Combined flood hazards and sea level rise into one section.	Policy S 3.4 4.3 Natural Infrastructure. Consider the use of nature-based solutions and natural infrastructure in sea level rise <u>and flood</u> adaptation strategies.
7	Policy S 4.4 OneShoreline Coordination	Combined flood hazards and sea level rise into one section.	Policy S 3.5 4.4 OneShoreline Coordination. Coordinate with OneShoreline to develop and implement coordinated approaches to sea level rise <u>and flood management</u> with other San Mateo County jurisdictions.
8	New Policy	Combined flood hazards and sea level rise into one section. Added new policy.	(New) Policy S 3.6 Storm Drain and Flood Infrastructure. <u>Manage the City's storm drain infrastructure, levee system, and dams in accordance with state and federal regulations and to protect life and property.</u>
9	Action S 4.5 Climate Change Adaptation Plan	Combined flood hazards and sea level rise into one section.	Action S 3.7 4.5 Climate Change Adaptation Plan. Assess sea level rise <u>and precipitation</u> projections <u>using the best-available climate change science, consistent with OneShoreline recommendations</u> , identify the extent of areas vulnerable to sea level rise <u>and flooding</u> in the city, <u>consider OneShoreline recommendations for levels of protection</u> , 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 <u>and flood</u> hazards over the life of the project and to assess public infrastructure needs for adequate protection.
10	Action S 4.6 Sea Level Rise Monitoring	Combined flood hazards and sea level rise into one section.	Action S 3.8 4.6 Sea Level Rise and Flood Hazard 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 <u>and flood hazard</u> impacts, including impacts from rising groundwater. Use this information to continue to develop or adjust planning and adaptation strategies.

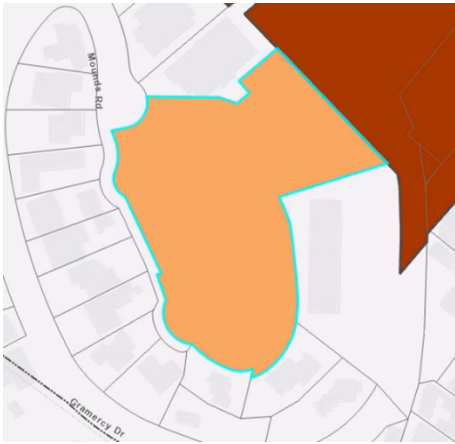
Change ID	Policy/ Action Number	Comment	Recommended Change(s)
11	Action S 3.4 Community Rating System	Revised action.	Action S 3.9 3.4 Community Rating System. <u>Explore establishment of a City Undertake efforts that increase the City's rating under FEMA's Community Rating System, such as expanding and improving Geographic Information System (GIS) mapping capacity, developing a flood early warning system, and creating a Flood Emergency Action Plan.</u>
12	Action S 3.5 Early Flood Warning	Revised action.	Action S 3.10 3.5 Early Flood Warning. <u>Collaborate with OneShoreline to pAs feasible, provide early flood warning for flood-prone areas of the city through collaboration with regional partners such as OneShoreline's stream monitoring station and notification system.</u>
13	Action S 4.7 Rising Groundwater Coordination	Combined flood hazards and sea level rise into one section.	Action S 3.11 4.7 Rising Groundwater Coordination. <u>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.</u>
14	Action S 4.8 Natural Infrastructure	Combined flood hazards and sea level rise into one section.	Action S 3.12 4.8 Natural Infrastructure. <u>Use or restore natural features and ecosystem processes where feasible and appropriate as a preferred approach to the placement of hard shoreline or creek protection when implementing sea level rise and flood adaptation strategies.</u>
15	Action S 4.9 Sea Level Overlay Zone	Combined flood hazards and sea level rise into one section. Council revision to strengthen wording.	Action S 3.13 4.9 Sea Level and/or Flood Overlay Zone. <u>Evaluate establishment of a sea level rise and/ or flood overlay zone as a primary mechanism for establishing adaptation policies, rules, or construction codes within such zones, recognizing the particular land use and zoning characteristics of this area as a part of the Climate Adaptation Plan, and in collaboration with OneShoreline.</u>
16	Action S 4.10 Sea Level Rise Funding	Combined flood hazards and sea level rise into one section.	Action S 3.14 4.10 Sea Level Rise Funding. <u>Study options for establishing dedicated funding General Fund dollars to support efforts to address sea level rise, including considering support for sufficiently supporting OneShoreline.</u>
17	Action S 4.11 New Development	Combined flood hazards and sea level rise into one section.	Action S 3.15 4.11 New Development. <u>Explore creation of a new fee for new development along the bay shoreline to fund sea level rise and flood protection measures and adaptation strategies.</u>

Change ID	Policy/ Action Number	Comment	Recommended Change(s)
18	Policy S 4.1 Very High Fire Hazard Severity Zones	Added language to “meet or exceed” State and local regulations.	Policy S 4.1 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, <u>meet or exceed</u> 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.
19	Policy S 4.2 Reconstruction of Development	Revised to avoid making the Safety Element out of date.	Policy S 4.2 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.
20	Policy S 4.6 Firefighting Infrastructure	Added language for residential and building signage to improve firefighting infrastructure.	Policy S 4.6 Firefighting Infrastructure. Coordinate with SMC Fire to ensure adequate firefighting infrastructure, including road and building clearance for firefighting vehicles, <u>residential and building signage</u> , and clear and legible street signage throughout the community.
21	Policy S 4.9 Land Use Management for Fire Risks	Added language to work with FIRE SAFE San Mateo County to maintain fire breaks.	Policy S 4.9 Land Use Management for Fire Risks. Maintain all City-owned public lands and work with private landowners and <u>FIRE SAFE San Mateo County</u> 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 fireescaping standards to reduce the risk of fire hazards.

CHAPTER 9. NOISE ELEMENT

Change ID	Policy/ Action Number	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.	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. Revised Policy N 1.3.	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. Adjust Table N-1 to reflect ambient noise levels over 70 dBA for proposed parks being "Conditionally Acceptable", instead of "Normally Unacceptable."
2	Action N 2.8	Fixed sentence error.	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. <u>include</u> 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

ATTACHMENT 5 – FINAL 2040 LAND USE MAP – RECOMMENDED REVISIONS

Change ID	Location/Address	Current Land Use	Recommended Land Use	Notes
1	Address Range: 20-40 W. 3 rd Ave. (building has multiple units)	Residential Medium II (4 to 6 stories, 51 to 99 du/ac)	Residential High (5 to 8 stories, 100 to 130 du/ac)	Update to Residential High to align with the existing 12-story building on this site.
				
2	50 Mounds Rd.	Residential Low II (2 to 4 stories, 20 to 35 du/ac)	Residential Medium I (3 to 5 stories, 36 to 50 du/ac)	Residential Low II allows heights up to 4 stories. Update to Residential Medium I to align with the existing 5-story condo building on the site.
				
3	1650-1730 South Amphlett Boulevard	Mixed-Use High (5 to 8 stories, 100 to 130 du/ac)	Mixed-Use Medium I (3 to 5 stories, 15 to 50 du/ac)	Property owner request for Mixed Use Medium I; property owner stated that Mixed-Use High is not feasible under current market conditions and would delay the production of housing on this site.
				

Change ID	Location/Address	Current Land Use	Recommended Land Use	Notes
4	155 and 181 Bovet Road	Office Medium (2 to 4 stories)	Office High (3 to 5 stories)	Office Medium allows up to 4 stories. Update to Office High to better align with the existing six and seven story office buildings on these sites. 
5	55 W 5 th Ave.	Residential Medium I (3 to 5 stories, 36 to 50 du/ac)	Residential Medium II (4 to 6 stories, 51 to 99 du/ac)	This parcel has an existing building over 10 stories with 85 units. Residential Medium II would better align with the height and density of the existing building. 
6	831 Monte Diablo Ave.	Residential Very Low	Quasi-Public	This parcel has been owned by St. James AME Zion Church, a religious institution since 1971 and is used in conjunction with the church on the adjacent parcel, so a Quasi-Public is a more appropriate designation based on the existing use. 

MEMORANDUM

To: City of San Mateo

From: Economic & Planning Systems, Inc.

Subject: San Mateo General Plan Update: Fiscal Impact Analysis of General Plan Update; EPS #181001

Date: Revised February 20, 2024 (original version January 22, 2024)

The Economics of Land Use



The City of San Mateo retained Economic & Planning Systems (EPS) as part of a team led by PlaceWorks to assess the fiscal impacts of the land use plan indicated in the Land Use Element of the 2040 Strive San Mateo General Plan Update. The analysis updates a prior analysis and is based on a review of the current Fiscal Year 2023-24 adopted budget, as well as correspondence with City staff.

In the context of the City's General Plan update, the primary goal of the fiscal impact analysis is to quantify the impact of the land use plan on the City's long-term fiscal health to help formulate policies, growth patterns, and public service standards that are fiscally sustainable over the General Plan buildout. The fiscal impact analysis is focused on estimating impacts to the City's General Fund budget, comparing the annual and ongoing costs of providing public services and maintaining public facilities with the primary, recurring revenue sources available to cover these expenditures.

This analysis is designed to evaluate the net fiscal impact on the City's General Fund assuming adoption of General Plan 2040. The development capacity created through the General Plan is greater than what is likely to occur within the 2040 time horizon based on the City's past demographic and economic trends. This analysis evaluates an amount of development in 2040 that is based upon past demographic, economic, and market trends. Building upon the prior analysis (completed in 2021 for the land use and circulation alternatives evaluation), this analysis also addresses the marginal costs of providing public safety and public works services to higher-density redevelopment.

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The key General Plan-related policies and issues that are informed by the fiscal impact analysis include, but are not necessarily limited to, these:

- **Public service levels and standards:** The level of service provided by various departments is often quantified based on standards or ratios (e.g., sworn police officers per 1,000 service population for police, park acres per 1,000 population, etc.) related to either articulated goals or actual conditions. The fiscal analysis can be used to highlight the fiscal implications of “business as usual” relative to alternative ways of providing services.
- **Type of growth:** The General Plan includes specific guidance for a diverse range of land uses, with projections that differentiate between land use categories based on density, height, product type, and other factors.
- **Amount of growth:** The General Plan establishes allowable land uses and zoning regulations that dictate the maximum buildout capacity that can be supported. For this analysis, General Plan buildout reflects reasonably foreseeable development based on the City’s ability to grow according to historical trends and meet its current and future RHNA numbers.
- **City revenue and funding sources:** The General Plan also articulates various goals or standards related to financing mechanisms and requirements to ensure fiscal sustainability, promote economic development, and other objectives.

While some City departments are funded primarily from the General Fund, other departments rely on permit fees, user charges, or enterprise funds to offset costs. This analysis assumes these funding sources will continue to account for a similar proportion of each department’s budget and accounts only for the General Fund. It is important to stress that this analysis is being provided to evaluate the fiscal implications of the General Plan and not for actual budgeting purposes. Thus, the results will not and should not be used as a basis for making actual, department-level staffing decisions or annual revenue estimates.

It should also be noted that the fiscal results (annual surpluses or deficits) are simply indicators of fiscal performance; they do not mean that the City will automatically have surplus revenues or deficits because the City must have a balanced budget each year. Persistent shortfalls shown in a fiscal analysis may indicate the need to reduce service levels or obtain additional revenues; persistent surpluses will provide the City with resources to reduce liabilities such as deferred maintenance, improve service levels, or build up reserves. In addition, the findings are based on a set of “baseline” conditions and assumptions related to the key factors that affect General Fund costs and revenues, such as property assessed value, sales tax levels, State and Federal budget and tax policy and other factors. To the degree that these conditions change, the fiscal performance of new growth will differ from the estimates provided herein.

Key Findings

- 1. The realistic General Plan 2040 buildout is projected to generate annual General Fund revenues that exceed the costs of providing public services under existing service standards. This suggests that as the General Plan builds out over time, the City may be able to improve the level and quality of those public services paid for with General Fund revenues.**

Over time, new growth is estimated to generate more General Fund revenues than expenditures under the City's current cost structure and service levels. This additional annual General Fund net surplus is estimated to be **\$15.8 million**, as illustrated in **Figure 1**, representing a 9.2 percent increase over the City's existing budget.

The improved fiscal performance projected to result from implementation of the General Plan stems, in varying degrees, from (1) an increasing orientation towards higher value development and (2) economies of scale in the provision of public services. Accordingly, for each of the alternatives, the highest revenue sources are related to Property Tax, including Property Transfer Tax. In terms of Department-level costs, Police and Fire make up the majority of General Fund costs (approximately 60 percent of total expenditures), followed by Parks and Recreation, Public Works, Library, and then other various general government functions. Departments like Community Development are primarily funded through permit and user fees and thus have a very small impact on the General Fund.

- 2. The General Plan accomplishes certain policy objectives related to economic development and fiscal sustainability such as concentration of new capacity along the El Camino Real corridor in proximity to transit and a broader array of residential product types.**

The General Plan focuses new capacity along the El Camino Real corridor, outside the existing residential neighborhoods and with access to transit and regional transportation connections. The new capacity is attributable to higher density development in these focused areas, and creates opportunities to diversify the housing stock by increasing the supply of residential multifamily units (e.g., rental apartments and for-sale condominiums and townhomes).

- 3. The recent renovation of the Hillsdale Shopping Center refreshed the regional retail landscape in the City; however, many of the other existing retail nodes in the City are dated. The General Plan provides an opportunity to redesignate underutilized commercial parcels with residential and mixed-use designations, as well as modify current commercial designations to allow higher-density residential use.**

Retail development often generates sales tax revenue, however, for this analysis, EPS forecasted the sales tax to the City's General Fund based on demand from population and employment growth rather than new retail development. In fact, the realistic 2040 General Plan buildout assumes a net decrease in retail square footage as broader retail trends signal a shift toward e-commerce and away from large "big box" retailers. For this reason, EPS's approach to forecasting sales tax ensures that the analysis is based on internal growth dynamics rather than an assumption that "supply creates demand," particularly given the ongoing trends in the retail industry. That said, depending on the performance of regional

retail developments and each retailer's ability to capture regional demand, there could be positive sales tax revenue associated with the buildout that is not estimated in this analysis.

Figure 1 Annual Fiscal Impact Summary at Assumed Buildout (Rounded)

Item	Assumed Buildout
General Fund Revenues	
Property Tax - Secured	\$28,810,000
Motor Vehicle in Lieu of VLF	\$5,280,000
Sales Tax - Local 1%	\$5,310,000
Sales Tax - 1/4% Measure S ¹	\$1,400,000
Property Transfer Tax	\$12,400,000
Business License Tax	\$1,810,000
Franchises	\$1,310,000
Permits, Fees, and Fines	<u>\$2,000,000</u>
Total Revenues	\$58,320,000
General Fund Expenditures	
City Attorney	\$130,000
City Clerk	\$90,000
City Council	\$40,000
City Manager	\$280,000
Community Development	\$420,000
Finance	\$450,000
Human Resources	\$250,000
Information Technology	\$510,000
Library	\$3,110,000
Parks and Recreation ²	\$6,310,000
Police	\$14,880,000
Public Works	\$5,260,000
San Mateo Consolidated Fire Dept.	<u>\$10,740,000</u>
Contribution	
Total Expenditures	\$42,480,000
Net Annual Fiscal Impact	\$15,840,000

¹Although Measure S Sales Tax revenues are treated separately from the Local 1% Tax, they are included in this analysis to facilitate a full evaluation of General Fund resources.

²Amount reflects department expenditures net of user fees and

Analysis by Economic & Planning Systems, Inc.

General Plan Update Development Program Overview

The San Mateo General Plan Update provides guidance for land use designations and policies that focuses development of higher-density residential and mixed-use commercial/residential space in and near Downtown, along the El Camino Real Corridor, and within half-mile radii of the Downtown San Mateo, Hayward Park, and Hillsdale Caltrain stations. A summary of the

development program evaluated in this analysis is summarized in **Figure 2**. This program, prepared by PlaceWorks, reflects reasonably foreseeable development that could occur within the General Plan horizon of 2040 and is based on the City's ability to grow according to historical trends and meet its current and future RHNA numbers. This amount of development reflects the range and location of General Plan 2040 land use designations, from Very Low to the High I designations, which is aligned with the direction provided by the City Council at their November 13, 2023 meeting on the Land Use Element. The net decrease in retail square footage reflects both macroeconomic trends of brick-and-mortar retail closures, as well as the redevelopment of existing retail spaces and low-density shopping centers, such as Bridgepointe, with new higher density residential and mixed-use development.

Figure 2 Development Program Summary – 2040 Assumed Buildout

Item	Assumed Buildout
New Residential Units¹	19,764
New Residents	48,042
Commercial (Sq.Ft.)	
Retail	(528,000)
Office/Service	<u>3,714,000</u>
Total New Commercial Sq.Ft.	3,186,000
New Jobs	
Retail	2,041
Office/Service	<u>12,963</u>
Total New Jobs	15,004
New Nonresident Employment²	13,311
New Service Population³	54,697

¹New residential units are assumed to be exclusively multifamily.

²Calculated by multiplying new employment by the proportion of current non-resident employees.

³Calculated by adding resident population and one-half of non-resident employment.

Sources: PlaceWorks, Inc.; Analysis by Economic & Planning Systems, Inc.

Methodological Overview

As part of the General Plan Update, EPS developed a fiscal impact model designed to test how City policies, service standards, growth patterns, and socio-economic changes affect the City's General Fund costs and revenues over time. The analysis is focused primarily on the City's General Fund expenditure and revenue items that (1) represent a substantive component of the overall budget and (2) are likely to be affected by the General Plan policies and growth trends. Thus, the analysis excludes relatively small General Fund costs and revenues, including those

operated on a cost-recovery basis. This analysis uses San Mateo's Fiscal Year 2023-24 budget, the most recent budget adopted by the City, and assumes the budget represents reasonable "baseline" service level standards to project General Fund revenues and costs.

EPS uses several approaches to evaluate the General Fund costs and revenues based on the General Plan land use plan and the City's budget. **Figure 3** shows the primary budget categories and their estimating methodologies. The following descriptions provide detail about the estimating methodologies and factors:

- **Service Population or Resident Equivalent** - "Service population" or "resident equivalent" is a concept that allows the impacts of both residents and employees to be estimated, acknowledging that employees who work but do not live in the City do use and require City services but not to the same degree as full-time residents. **Figure 4** shows the calculation of the City's current service population.
- **Average Revenue/Expenditure per Service Population** - This approach estimates average revenues or expenditures per the City's current service population and applies that average revenue or expenditure to the proposed service population.
- **Case Study** - A case study approach is used to calculate those revenues that can be estimated using assumptions specific to the land use plan and associated realistic buildout assumptions. Items estimated using a case study approach in this analysis include property tax and sales and use tax.
- **Fixed vs. Variable Expenditures** - In calculating the estimates of General Fund expenditures attributable to the Project, a percent variable factor has been applied. Most City departments operate with some fixed amount of overhead that does not vary as the City's service population grows or contracts. For example, even as the City grows, the City only needs one City Manager or one City Clerk. This percent variable factor is applied to departmental expenditures to represent the proportion of expenditures that are assumed to vary and therefore would scale with increases in service population. Expenditures that are assumed to be fixed would include overhead costs, director salaries, and other costs that would not scale with service population and therefore would be unaffected by new development.
- **Not estimated** - Some budget items are not estimated because they are either generated on a cost-recovery basis, or are not directly related to growth and development.

Figure 3 City of San Mateo 2023/34 General Fund Budget and Estimating Methodology

Item	FY 2023/24 Total ¹	Estimating Methodology
Operating Revenues		
Property Tax	\$67,209,188	Case study
Property Tax - In Lieu of VLF	\$10,813,055	Case study
Sales Tax - Local 1%	\$23,902,400	Case study
Sales Tax - 1/4% Measure S	\$7,314,000	Case study
Property Transfer Tax	\$8,000,000	Case study
Transient Occupancy Tax	\$6,000,000	Not estimated
Business License Tax	\$6,302,889	Avg. Revenue per Employee
Franchises	\$3,193,385	Avg. Revenue per Residents and Employees
Golf Fees	\$3,174,250	Not estimated
Recreation Service Charges	\$3,567,724	Avg. Revenue per Resident
Permits, Fees, and Fines	\$4,632,500	Avg. Revenue per Resident Equivalent ²
Intergovernmental	\$2,806,774	Not estimated
Interest and Miscellaneous	\$3,473,063	Not estimated
Transfers In	\$8,736,195	Not estimated
Use of Unassigned Fund Balance	<u>\$12,591,283</u>	Not estimated
Total Revenues	\$171,716,707	
Operating Expenditures		
City Attorney	\$1,212,087	Avg. Expenditure per Resident Equivalent
City Clerk	\$862,087	Avg. Expenditure per Resident Equivalent
City Council	\$356,898	Avg. Expenditure per Resident Equivalent
City Manager	\$2,617,253	Avg. Expenditure per Resident Equivalent
Community Development	\$1,946,275	Avg. Expenditure per Resident Equivalent
Finance	\$4,176,442	Avg. Expenditure per Resident Equivalent
Human Resources	\$2,284,816	Avg. Expenditure per Resident Equivalent
Information Technology	\$4,695,904	Avg. Expenditure per Resident Equivalent
Library	\$8,925,860	Avg. Expenditure per Resident
Parks and Recreation	\$21,666,729	Avg. Expenditure per Resident
Police	\$57,981,162	Avg. Expenditure per New Sworn Officer
Public Works	\$12,159,747	Avg. Expenditure per Resident Equivalent
Non-Departmental	\$4,349,833	Not estimated
Transfers Out	\$14,201,887	Not estimated
San Mateo Consolidated Fire Dept. Contribution and Fire Legacy Costs	<u>\$34,279,728</u>	Avg. Expenditure per Resident
Total Expenditures	\$171,716,707	

¹While some City departments are funded primarily from the General Fund, other departments rely on permit fees and user charges to offset costs. This analysis assumes permit fees and user charges continue to account for a similar proportion of each department's budget and accounts only for the General Fund.

²A resident equivalent is defined as the sum of one resident and one-half of a non-resident employee, acknowledging that non-resident employees require reduced public services relative to a full-time resident.

Sources: City of San Mateo, Fiscal Year 2023-24 Adopted Budget; Analysis by Economic & Planning Systems, Inc.

Figure 4 Current Citywide Assumptions

Item	Total	Source
Housing Units and Households		
Housing Units	43,325	CA Dept. of Finance (2023)
Occupied Households	41,247	CA Dept. of Finance (2023)
Owner-Occupied Units	51.6%	Census ACS (2018-2022)
Renter-Occupied Units	48.4%	Census ACS (2018-2022)
Persons/Housing Unit ¹	2.47	CA Dept. of Finance (2023)
Population and Employment		
Population	103,318	CA Dept. of Finance (2021)
Employed Residents	48,427	Census LEHD (2021)
Employed in San Mateo	5,881	Census LEHD (2021)
Employed Elsewhere	42,546	Census LEHD (2021)
Employment in San Mateo	52,113	Census LEHD (2021)
by Residents	5,881	Census LEHD (2021)
by Non-Residents	46,232	Census LEHD (2021)
Service Population ²	126,434	CA Dept of Finance (2023) and LEHD (2021)

¹Persons per Housing Unit is lower than the Persons per Occupied Household because it accounts for vacant units.

²Calculated by adding total residential population and one-half of non-resident employment.

Sources: California Department of Finance; U.S. Census Bureau; Analysis by Economic & Planning Systems, Inc.

Fiscal Impact Analysis

This section provides a detailed outline of the key General Fund revenues and expenditures estimated in this analysis. EPS's case study approach calculates fiscal impacts for major General Fund revenues, while other revenues rely on an average revenue approach, including per-employee and per-resident equivalent (service population) methods. A per-resident equivalent approach calculates all but Library and Parks and Recreation costs, whereby average expenditure per resident is the appropriate method. Actual costs will vary by department and depend on future service demands, fiscal and economic conditions, and policy decisions to be made by the City Council on staffing and service levels. Cost estimates utilized in this analysis are strictly for comparison purposes, not for budgeting, to understand the implication of the General Plan Update on the City's General Fund.

Provided below is a summary of the key methodological considerations for each budget item. All references to monetary value are in constant 2024 dollars.

General Fund Revenues

- **Property Tax** - Property tax revenue comes from applying the countywide 1.0 percent property tax rate to the incremental assessed value associated with the General Plan buildout. **Appendix A-1** shows the calculation of the total assessed value. The City's General Fund receives approximately 15 cents on every property tax dollar generated, as shown in **Appendix A-2**. General Fund property tax revenue estimated from new growth is **\$28.8 million**:
 - For calculating assessed value, residential "for sale" values are based on the current median sales price for condominiums in San Mateo, as shown in **Figure 5**, while residential rental values assume a capitalized value of net operating income, based on current market rents and standard operating costs. **Figure 6** shows these assumptions in detail.
 - EPS assumes that new office/service commercial building values will be approximately \$920 per square foot. The analysis also acknowledges some level of redevelopment of existing, lower density and underutilized retail parcels and assumes a base value of \$660 per square foot. **Figure 6** summarizes the net operating income capitalization approach used to derive these estimates. EPS gathered and synthesized market data on Class C retail establishments along El Camino Real built before the last 25 years to estimate the profile of retail development most likely to be redesignated under the General Plan.¹
- **Property Tax In Lieu of VLF** - Property Tax in Lieu of Motor Vehicle License Fee (VLF) is an increasingly vulnerable revenue source for San Mateo County and its cities. Since the early 2010's, shortfalls of Property Tax in lieu of VLF due to cities in San Mateo County are occurring as a result of the declining number of nonbasic aid school districts countywide. In summary, nonbasic aid school districts satisfy their funding requirements with aid from the State General Fund and nonstate resources such as property tax through the Educational Revenue Augmentation Fund (ERAF). On the other hand, basic aid school districts generally meet statutory funding requirements with local property tax alone. Due to its high property values, San Mateo County has many basic aid school districts. This impacts In Lieu revenues as State law mandates the backfilling of revenues such as VLF with the property taxes and ERAF from nonbasic aid school districts.

The City has contended with this issue each year with assistance from the State General Fund. As of December 2023, however, the State of California faces a \$68 billion budget deficit for the 2024-25 fiscal year. To account for the uncertainty of future State aid, EPS assumes \$10 million in Citywide Fiscal Year 2023-24 Property Tax In-Lieu of VLF revenue as a basis for calculating the estimated Property Tax In-Lieu of VLF resulting from the development program herein. Although different from what the City actually budgeted for Fiscal Year 2023-24, the EPS assumption aims to account for the expected shortfall in State aid. The City's Finance Department vetted this assumption for EPS in preparation for this

¹ Commercial inventory classified as Class C by the real estate brokerage community typically indicates a lack of modern amenities and improvements such as renovated interiors, upgraded utility systems (e.g., elevators, HVAC, telecommunications), security services and equipment, and the like.

analysis. As shown in **Appendix A-3**, Property Tax In-Lieu of VLF from new growth is estimated to be **\$5.3 million**.

- **Property Transfer Tax** - The City receives real property transfer tax for any property sold within City boundaries. Property transfer tax revenues, therefore, depend upon sales activity. **Appendix A-4** details the estimated impact of the General Plan on the City's General Fund property transfer tax revenues. San Mateo has historically collected a 0.5 percent of sale value transfer tax on all properties sold in the city. However, in November 2022, San Mateo Voters approved a separate 1.5 percent rate for transactions greater than \$10 million. For this analysis, EPS assumes that the average commercial or residential rental property transaction is greater than \$10 million, and each taxed at 1.5 percent of sale value, while the average residential for-sale property is less than \$10 million and taxed at 0.5 percent of sale value. General Fund property transfer tax revenue from new growth is estimated to be **\$12.4 million**.

Figure 5 Market/Development Assumptions

Item	Rental Vacancy Rate ¹	For-Sale Values	Capitalized Rental Values
Residential²	6.4%	\$890,000 per unit	\$738,290 per unit
Commercial³			
Retail	4.9%	n/a	\$660 per sq.ft.
Office/Service	9.5%	n/a	\$920 per sq.ft.

¹Based on assumptions for current vacancy rates exhibited in San Mateo, from the California Department of Finance (2023) and CoStar Group.

²Residential "For Sale" value assumes the current median sales price of condominium units in San Mateo. "Rental" values assume a capitalized value of net operating income, based on current market trends. Values shown are on a per unit basis.

³Uses a capitalized value of net operating income approach, based on CoStar estimates of average rents in the City of San Mateo. Commercial rental rates are sourced from CoStar Group. All commercial rental rates are on a per square foot basis.

Sources: California Department of Finance; CoStar Group; San Mateo County Association of Realtors; Analysis by Economic & Planning Systems, Inc.

Figure 6 Commercial Capitalized Value Assumptions

Item	Existing Underutilized Retail ¹	Office	Multifamily Rental
<u>Average Rent</u>			
Rent Type	NNN	Full Service	
Monthly Rent	\$2.79	\$6.13	\$3,699
Annual Rent	\$33.43	\$73.51	\$44,388
Vacancy ²	4.9%	9.5%	6.4%
Operating Expenses ³	5.0%	30.0%	30.0%
Net Operating Income (NOI)	\$30.20	\$46.56	\$29,089
Cap Rate	4.6%	5.0%	3.9%
Capitalized Value (rounded)⁴	\$660 <i>per sq.ft.</i>	\$920 <i>per sq.ft.</i>	\$738,290 <i>per unit</i>

Note: Unless noted, data are current through Q3-2023 and reflect existing inventory built over the last ten years in San Mateo. Additionally, Residential For-Sale values are not calculated in this analysis, but were retrieved from the San Mateo County Association of Realtors.

¹Reflects existing Class C retail inventory built before 2000 and along the El Camino Real Corridor in San Mateo.

²Multifamily rental vacancy, sourced from CoStar Group, aligns with the rental vacancy rate referenced in the Needs Analysis of the City's 2023-2031 Housing Element.

³Operating expenses vary depending on lease structure (rent type).

⁴Calculated by dividing net operating income by the associated cap rate.

Sources: CoStar Group; Analysis by Economic & Planning Systems, Inc.

- Sales Tax** - EPS estimates sales tax from population and employment growth rather than from new retail development. Leveraging increased demand ensures that internal growth dynamics support the analysis rather than assuming that "supply creates demand," particularly given ongoing trends towards online retail. New households' potential income and spending are used to determine the increase in sales tax revenue generated by new residential development. Similarly, the average taxable expenditures of new non-resident employees determine employment-driven sales tax. In both cases, the City receives 0.95 percent of taxable sales within its boundary. **Appendix A-5** details the estimated impact of the General Plan on the City's General Fund sales tax revenues. General Fund sales tax revenue from new growth is estimated to be **\$5.3 million**. Measure S revenue, a separate revenue stream with earmarked priorities, is estimated to be **\$1.4 million**, given the new growth indicated in the development program.
 - While not reflected in this analysis, online and out-of-state retail is a matter of growing importance. Currently, much of the tax revenue remitted by online and out-of-state retailers accrues to countywide use tax pools. Pool monies are distributed to each jurisdiction in a county based on each jurisdiction's share of overall tax receipts. While the City of San Mateo currently receives approximately 10 percent of the countywide pool, the pools are growing statewide due to pandemic-related consumption trends and

the increased dominance of nonstore retail. In the third quarter of 2023, proceeds from the countywide use tax pool made up 19 percent of the City's gross Local Sales and Use Tax distribution.²

- **Other Annual Revenues** - Other revenues associated with new development include business license taxes, franchises, permits, fines, fees, transient occupancy taxes (TOT), and recreation service charges. Most of these revenue items expand in relative proportion to population and employment growth. In the case of business license revenue, either a flat fee or a tax based on gross receipts is paid, based on the type of business. For this analysis, increases in employment are used as a proxy for increased gross receipts. Transient occupancy tax is not estimated as the land use plan does not specify any new lodging or hospitality components. This analysis does not assess Golf fees due to the low perceived impact on the General Plan. Recreation service charges are treated separately, on the expenditure side, in estimating net Parks and Recreation costs. **Appendix A-6** and **Appendix A-7** detail the impacts of the General Plan on other annual revenues.

General Fund Expenditures

- **General Government** - General Government expenditures in the City of San Mateo include the City Attorney, City Clerk, City Council, City Manager, Finance, Human Resources, and Information Technology departments. While not as significant as other categories of expenditures, General Government costs will be affected by new growth in San Mateo. This analysis projects the costs for General Government functions based on a service population approach, as shown in **Appendix A-8**. EPS assumes a 25 percent variable share of General Fund costs for each department. More generally, the variable share of a budget is the proportion that is sensitive to population and job growth, resulting from new development.
- **Library** - Population growth will increase demand for library services in the City. This analysis uses an average expenditure per resident approach to estimate total library costs, as shown in **Appendix A-9**. General fund library costs from new development is estimated to be **\$3.1 million**.
- **Fire** - Fire services in the City of San Mateo are provided through the San Mateo Consolidated Fire Department (SMC Fire), a Joint Powers Authority (JPA) between Belmont, Foster City, and the City of San Mateo. San Mateo contributes 55 percent of SMC Fire's funding sources, with the rest made up of contributions from Foster City and Belmont, fire fees, grants, and other miscellaneous sources.³ The City's share of costs is based on the number and location of stations and associated equipment. Staff reports that the existing stations are well located and adequately equipped to accommodate the type and amount of new growth assumed. A new, large development could trigger the need to reconsider future station locations. To be conservative and account for some cost increase as the assumed buildout occurs, this analysis utilizes an average expenditure per resident approach to

² For more data on the countywide use tax pools, see the California Department of Tax and Fee Administration: <https://www.cdtfa.ca.gov/dataportal/dataset.htm?url=LRBQtrAllocBradleyBurns>

³ San Mateo contributes 60 percent of member agency contributions, with Belmont and Foster City each contributing 20 percent. Member agency contributions make up 92 percent of the JPA's funding sources.

calculate the impacts of the increased population on San Mateo's share of SMC Fire expenditures, as shown in **Appendix A-10**. A variable share of 84 percent reflects the proportion of SMC Fire operations expenditures to total expenditures. General Fund Fire costs estimated from new development is estimated to be **\$10.7 million**.

- **Police** - The General Fund cost implications of the various alternatives will depend on the relative cost of expanding or modifying patrol and beat structures and adding personnel. In the future, the police department would like to be able to increase the level of service provided and reported that an ideal service standard would be 1.5 sworn officers per 1,000 residents. This analysis uses a service population approach that is consistent with the current level of service rather than the aspirational level of service. For sworn personnel, the existing service level is 0.93 sworn officers per 1,000 resident equivalents, acknowledging that both residents and employees benefit from police services. This estimate is applied to the service population of each alternative to calculate an average cost of \$290,128 per officer. This analysis also uses a service population approach to estimate the costs of vehicles and equipment. **Appendix A-11** shows increased vehicle and equipment costs at \$3,784 per sworn officer. Of course, various development patterns can also have a differential impact on crime rates (and thus public safety costs). General Fund police costs estimated from new development is estimated to be **\$14.9 million**.
- **Public Works** - This category includes costs associated with operating and maintaining the City's infrastructure and facilities, including streets and parks maintenance. Public works staff typically think about required staffing in relationship to the number of projects and the number and type of facilities that require maintenance. To the extent that the assumed buildout results in the need for future facilities, there will be demand for additional public works staffing. This analysis uses a per resident equivalent approach to estimate the impacts of the General Plan on public work expenditures, as shown in **Appendix A-12**.
- **Parks and Recreation** - This analysis uses an average expenditure per resident approach to estimate total parks and recreation costs, as shown in **Appendix A-13**. General Fund parks and recreation costs from new development is estimated to be **\$6.3 million**.
- **Community Development** - San Mateo's Community Development Department comprises planning, building, code enforcement, and housing. While the majority of the City's Community Development costs are accounted for in the Construction Services Fund, this analysis is focused on the General Fund expenditures, as shown in **Appendix A-14**. Since Community Development is funded by permit and user fees, and all costs associated with new development permitting and inspections paid for by applicants, there would not be any new General Fund costs from Community Development from the new development.



APPENDIX A:

Detailed Fiscal Impact Analysis Tables for General Fund Revenues and Expenditures

Appendix A-1
Assessed Value Estimates
San Mateo General Plan Update; EPS #181001

Item	Assumptions	Assumed Buildout
<u>Commercial Uses</u>		
Retail Space (Sq.Ft.)		(528,000)
Office/Service Space (Sq.Ft.)		<u>3,714,000</u>
Total Commercial Sq.Ft.		3,186,000
Retail Assessed Value	\$660 per Sq.Ft. Capitalized Value	(\$348,480,000)
Office/Service Assessed Value	\$920 per Sq.Ft. Capitalized Value	<u>\$3,416,880,000</u>
Commercial Assessed Value		\$3,068,400,000
<u>Residential Uses¹</u>		
Ownership	52% of Residential Units	10,198
Rental	48% of Residential Units	<u>9,566</u>
Total Residential Units		19,764
Ownership Assessed Value	\$890,000 per Unit Home Value	\$9,076,419,360
Rental Assessed Value	\$738,290 per Unit Capitalized Value	<u>\$7,062,316,763</u>
Residential Assessed Value		\$16,138,736,123
Total Assessed Value from New Growth		\$19,207,136,123

Note: Capitalized values are calculated in Figure 6.

¹Ownership/rental split reflects the existing split between owner-occupied and renter-occupied housing units, from the U.S. Census Bureau's American Community Survey (2018-2022).

Sources: Placeworks, Inc.; Analysis by Economic & Planning Systems, Inc.

Appendix A-2
Property Tax Estimates
San Mateo General Plan Update; EPS #181001

Item	Assumed Buildout
<hr/>	
Property Tax	
New Assessed Value ¹	\$19,207,136,123
1% Property Tax ²	\$192,071,361
Tax Allocation Factor ³	15%
Total Property Tax to General Fund	\$28,810,704

¹New assessed value calculated in Appendix A-1 using the market assumptions presented in Figures 5 and 6 and the development program presented in Figure 1.

²Proposition 13 basic property tax calculated at 1 percent of assessed value.

³On average, the City of San Mateo receives approximately 15 cents on every property tax dollar generated in the City.

Sources: City of San Mateo; Analysis by Economic & Planning Systems, Inc.

Appendix A-3
Motor Vehicle in Lieu of VLF Estimates
San Mateo General Plan Update; EPS #181001

Item	Assumed Buildout
City of San Mateo Citywide Assessed Value	\$36,377,390,925
Assessed Value of New Growth	\$19,207,136,123
Percentage Increase in Assessed Value	53%
Motor Vehicle in Lieu of VLF (FY 2023-2024 Adopted Budget) ¹	\$10,000,000
Total Motor Vehicle in Lieu of VLF Revenue to General Fund	\$5,279,965

¹Reflects an estimated shortfall due to an expected reduction in State assistance.

Sources: 2023-24 Local Combined Roll (San Mateo County Assessor Clerk-Recorder); City of San Mateo, Fiscal Year 2023-24 Adopted Budget; Analysis by Economic & Planning Systems, Inc.

Appendix A-4
Property Transfer Tax
San Mateo General Plan Update; EPS #181001

Item	Assumption	Assumed Buildout
<u>Residential For-Sale</u>		
New For-Sale Value		\$9,076,419,360
Average Residential Turnover ¹	10.0% a Year	\$907,641,936
Transfer Tax From For-Sale Uses²	0.5% of Sale Value	\$4,538,210
<u>Other Uses³</u>		
Office/Service Value		\$3,416,880,000
Residential Rental Value		<u>\$7,062,316,763</u>
Subtotal		\$10,479,196,763
Average Turnover ⁴	5.0% a Year	\$523,959,838
Transfer Tax From Other Uses⁵	1.5% of Sale Value	\$7,859,398
Total Property Transfer Tax to General Fund		\$12,397,607

¹The EPS assumption of 10 percent is based on long-term averages and takes into account the increased turnover rate associated with new development. A turnover rate of 10 percent suggests that homes sell approximately once every 10 years.

²Assumes the average Residential For-Sale transaction price in San Mateo is less than \$10 million, and thereby taxed at the City's property transfer tax rate of 0.5% of sale value.

³Does not account for one-time transactions of retail properties sold and redeveloped.

⁴EPS assumption based on long-term averages. A turnover rate of 5 percent suggests that commercial/investment properties sell approximately once every 20 years.

⁵Assumes the average Office/Service and Residential Rental transaction in San Mateo is valued at greater than \$10 million, and therefore, taxed at the City's property transfer tax rate of 1.5% of sale

Sources: City of San Mateo, Fiscal Year 2023-24 Adopted Budget; Analysis by Economic & Planning Systems, Inc.

Appendix A-5
Sales Tax Estimates
San Mateo General Plan Update; EPS #181001

Item	Assumptions	Assumed Buildout
<u>Sales Tax Generated by New Residents</u>		
Median Household Income ¹		\$149,152
Retail Expenditure per Household ²	23% of Median Household Income	\$34,858
New Occupied Households ³		18,816
Total Retail Expenditure		\$655,885,909
Taxable Expenditures Captured in San Mateo	75% of Total Retail Expenditure	\$491,914,432
Sales Tax from New Residents⁴	0.95% of Taxable Expenditures	\$4,673,187
<u>Sales Tax Generated by New Employees</u>		
New Employment		15,004
Non-Resident Employment ⁵	89% of total employment	13,311
Daily Taxable Employee Spending in San Mateo ⁶	\$20 per employee	\$266,216
Annual Taxable Spending by Employees ⁷	250 Days per Work Year	\$66,553,924
Sales Tax from New Employees⁸	0.95% of Annual Taxable Sales	\$632,262
Total Sales Tax to General Fund		\$5,305,449
Measure S Transactions and Use Tax (1/4% Sales Tax)⁹	0.25% of Annual Taxable Sales	\$1,396,171

¹Based on the existing San Mateo household median income, from the U.S. Census Bureau's American Community Survey (2022).

²Based on the average taxable expenditure of households earning \$150,000 to \$199,999 per year, from the Bureau of Labor Statistics' Consumer Expenditure Survey (2022).

³Based on the proportion of housing units occupied in San Mateo, from the U.S. Census Bureau's American Community Survey (2022).

⁴Based on the existing Bradley-Burns 1% Local Sales Tax split between the City of San Mateo and the County, from the California Department of Tax and Fee Administration (2024).

⁵Based on the existing split between resident and non-resident employees in San Mateo, from the U.S. Census Bureau's LEHD program (2021).

⁶Daily Spending per employee is based on research from the International Council of Shopping Centers (2012).

⁷Reflects 250 work days per year.

⁸Based on the existing Bradley-Burns 1% Local Sales Tax split between the City of San Mateo and the County, from the California Department of Tax and Fee Administration (2024).

⁹Measure S is a 1/4-cent transactions and use tax approved by voters in 2015. While approved as a general tax, Measure S is used to fund earmarked priorities, so this analysis treats it separately from discretionary sales tax revenue to the General Fund.

Sources: California Department of Tax and Fee Administration; International Council of Shopping Centers; U.S. Bureau of Labor Statistics; U.S. Census Bureau; Analysis by Economic & Planning Systems, Inc.

Appendix A-6
Business License Tax and Franchises
San Mateo General Plan Update; EPS #181001

Item	Assumed Buildout
Franchises	
2023-2024 Revenue to General Fund	\$3,193,385
Current Residents and Non-Resident Employees	149,550
Revenue per Current Residents and Employees	\$21.35
New Residents and New Non-Resident Employees	61,353
Revenue from New Residents and Employees	\$1,310,084
Business License Tax	
2023-2024 Revenue to General Fund	\$6,302,889
Current Employees	52,113
Revenue per Current Employee	\$120.95
New Jobs	15,004
Revenue from New Employees	\$1,814,682

Sources: City of San Mateo, Fiscal Year 2023-24 Adopted Budget; Analysis by
Economic & Planning Systems, Inc.

Appendix A-7
Permit, Fee, and Fine Revenue
San Mateo General Plan Update; EPS #181001

Item	Assumed Buildout
<u>Permits, Fees, and Fines</u>	
2023-2024 Revenue to General Fund	\$4,632,500
Current Service Population	126,434
Revenue per Current Resident Equivalent	\$36.64
New Service Population	54,697
Revenue from New Service Population	\$2,004,094

Sources: City of San Mateo, Fiscal Year 2023-24 Adopted Budget; Analysis by Economic & Planning Systems, Inc.

Appendix A-8
General Government Expenditures Estimate
San Mateo General Plan Update; EPS #181001

Item	Assumption	Assumed Buildout
Current Service Population		126,434
New Service Population		54,697
<u>Cost Estimating Factors</u>		
City Attorney		
General Fund Budget		\$1,212,087
Variable Costs	25% of General Fund budget	\$303,022
Per Current Service Population		\$2.40
New Costs		\$131,092
City Clerk		
General Fund Budget		\$862,087
Variable Costs	25% of General Fund budget	\$215,522
Per Current Service Population		\$1.70
New Costs		\$93,238
City Council		
General Fund Budget		\$356,898
Variable Costs	25% of General Fund budget	\$89,225
Per Current Service Population		\$0.71
New Costs		\$38,600
City Manager		
General Fund Budget		\$2,617,253
Variable Costs	25% of General Fund budget	\$654,313
Per Current Service Population		\$5.18
New Costs		\$283,066
Finance		
General Fund Budget		\$4,176,442
Variable Cost	25% of General Fund budget	\$1,044,111
Per Current Service Population		\$8.26
New Costs		\$451,699
Human Resources		
General Fund Budget		\$2,284,816
Variable Cost	25% of General Fund budget	\$571,204
Per Current Service Population		\$4.52
New Costs		\$247,112
Information Technology		
General Fund Budget		\$4,695,904
Variable Cost	25% of General Fund budget	\$1,173,976
Per Current Service Population		\$9.29
New Costs		\$507,881

Sources: City of San Mateo, Fiscal Year 2023-24 Adopted Budget; Analysis by Economic & Planning

Appendix A-9
Library Operating Cost Estimates
San Mateo General Plan Update; EPS #181001

Item	Assumption	Assumed Buildout
General Fund Expenditures ¹		\$8,925,860
Variable Costs	75% of General Fund Budget	\$6,694,395
Library Cost Per Current Resident	103,318 Current San Mateo Residents	\$64.79
New San Mateo Resident Population		48,042
New Cost to General Fund		\$3,112,837

¹Includes Personnel, Operating, and Capital Outlay costs funded by the General Fund.

Sources: City of San Mateo, Fiscal Year 2023-24 Adopted Budget; Analysis by Economic & Planning Systems, Inc.

Appendix A-10
Fire Service Cost Estimates
San Mateo General Plan Update; EPS #181001

Item	Assumption	Assumed Buildout
<u>Fire Service Cost Estimating Factors</u>		
City of San Mateo FY 2023-24 Contribution¹		\$27,509,727
Operations Expenditures (Variable Cost) ²	84% of FY 2023-24 Contribution	\$23,100,295
Operations Expenditure per Current Resident	103,318 Current San Mateo Residents	\$223.58
New Resident Population		48,042
Annual General Fund Expenditure		\$10,741,443

Note: Fire services in the City of San Mateo are provided through the San Mateo Consolidated Fire Department (SMC Fire), a Joint Powers Authority (JPA) between the cities of Belmont, Foster City, and San Mateo. Typically, San Mateo contributes 55% of SMC Fire's costs.

¹Based on the City's share of SMC Fire costs. While the City's General Fund funds SMC Fire contribution and fire legacy costs, EPS assumes that the new resident population will only significantly impact SMC Fire operations.

²Assumption based on SMC Fire's operations expenditures as a percentage of total expenditures, from SMC Fire's FY 2023-24 Adopted Budget.

Sources: San Mateo Consolidated Fire Department, Fiscal Year 2023-24 Adopted Budget; Analysis by Economic & Planning Systems, Inc.

Appendix A-11
Police Service Cost Estimates
San Mateo General Plan Update; EPS #181001

Item	Assumption	Assumed Buildout
<u>Police Department Cost Estimating Factors¹</u>		
Total FTE Personnel ²		170.40
Sworn Officers ³		117
Current Service Level (per 1,000 Resident Equivalents)	126,434 Current San Mateo Service Population	0.93
General Fund Expenditure - Personnel ⁴		\$49,437,894
Per Total FTE Personnel		\$290,128
General Fund Expenditure- Vehicles & Equipment ⁵		\$644,765
Per Total FTE Personnel		\$3,784
Cost Associated with General Plan Buildout		
New Service Population		54,697
New Sworn Officers Needed ⁶	0.93 per 1,000 Resident Equivalents	50.62
New Personnel Cost ⁷	Per Total FTE Personnel Cost for	\$14,685,170
New Vehicle & Equipment Costs ⁸	New Sworn Officers	\$191,523
Annual General Fund Expenditure	New Personnel, Vehicle, and Equipment Costs	\$14,876,693

¹Based on current levels of service detailed in San Mateo's Fiscal Year 2023-24 Adopted Budget, including positions funded by the General Fund.

²FTE stands for Full Time Equivalent.

³Includes 117 Police Lieutenants, Police Sergeants, Police Officers, and Community Service Officers.

⁴Average annual cost includes full personnel cost funded by the General Fund and the Special Revenue Fund.

⁵Cost represents total capital outlay.

⁶Indicates the number of police personnel needed to maintain the existing level of service.

⁷Equals \$290,128 General Fund personnel expenditure per total FTE personnel multiplied by 50.62 new sworn officers needed.

⁸Equals \$3,784 General Fund vehicles and equipment expenditure per total FTE personnel multiplied by 50.62 new sworn officers needed.

Sources: City of San Mateo, Fiscal Year 2023-24 Adopted Budget; Analysis by Economic & Planning Systems, Inc.

Appendix A-12
Public Works Operating Cost Estimates
San Mateo General Plan Update; EPS #181001

Item	Assumption	Assumed Buildout
General Fund Expenditures¹		\$12,159,747
Variable Costs	100% of General Fund Budget	\$12,159,747
Public Works Cost per Resident Equivalent	126,434 Current San Mateo Service Population	\$96.17
New San Mateo Service Population		54,697
New Cost to General Fund		\$5,260,503

¹Includes Personnel, Operating, and Capital Outlay costs funded by the General Fund.

Sources: City of San Mateo, Fiscal Year 2023-24 Adopted Budget; Analysis by Economic & Planning Systems, Inc.

Appendix A-13
Parks and Recreation Operating Cost Estimates
San Mateo General Plan Update; EPS #181001

Item	Assumption	Assumed Buildout
General Fund Expenditures ¹		\$21,666,729
General Fund Revenue - Recreation and Service Charges		<u>\$3,567,724</u>
Net General Fund Expenditures		\$18,099,005
Variable Costs	75% of Net General Fund Expenditures	\$13,574,254
Parks and Recreation Cost per Current Resident	103,318 Current San Mateo Residents	\$131.38
New San Mateo Residents		48,042
New Cost to General Fund		\$6,311,914

¹Includes Personnel, Operating, and Capital Outlay costs funded by the General Fund.

Sources: City of San Mateo, Fiscal Year 2023-24 Adopted Budget; Analysis Economic & Planning Systems, Inc.

Appendix A-14
Community Development Operating Cost Estimates
San Mateo General Plan Update; EPS #181001

Item	Assumption	Assumed Buildout
General Fund Expenditures ¹		\$1,946,275
Variable Costs	50% of General Fund Budget	\$973,138
Community Development Cost per Current Resident Equivalent	126,434 Current San Mateo Service Population	\$7.70
New San Mateo Service Population		54,697
New Cost to General Fund		\$420,995

¹Includes Personnel, Operating, and Capital Outlay costs funded by the General Fund.

Sources: City of San Mateo, Fiscal Year 2023-24 Adopted Budget; Analysis Economic & Planning Systems, Inc.

City of SAN MATEO



CLIMATE ACTION PLAN





City of **San Mateo** Climate Action Plan

CLIMATE ACTION PLAN

Adopted by the San Mateo City Council on April 6, 2020 by Resolution 31(2020)

Technical Update – July 2023, Public Review Draft

Prepared for the City of San Mateo by:

PlaceWorks in collaboration with DNV GL





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City of San Mateo Climate Action Plan

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Sidewalk art from the City's 2014 Downtown Cleanup.

Photo by City of San Mateo

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List of Abbreviations

Acronym/Abbreviation	Term
AB	Assembly Bill
ABAG	Association of Bay Area Governments
BAAQMD	Bay Area Air Quality Management District
BAU	business-as-usual
CALGreen	California Green Building Standards
CAP	Climate Action Plan
CARB	California Air Resources Board
C/CAG	City/County Association of San Mateo County
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CO ₂	carbon dioxide
EIR	environmental impact report
EMFAC	CARB Emission Factor
GHG	greenhouse gas
I-	Interstate
kW	kilowatt
kWh	kilowatt-hour
MPO	metropolitan planning organization
MTC	Metropolitan Transportation Commission
MTCO ₂ e	metric tons of carbon dioxide equivalent
OPR	Office of Planning and Research
PCE	Peninsula Clean Energy

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Acronym/Abbreviation	Term
PG&E	Pacific Gas and Electric Company
RICAPS	Regionally Integrated Climate Action Planning Suite
RPS	Renewables Portfolio Standard
SB	Senate Bill
SCS	sustainable communities strategy
SR-	State Route
TDM	Transportation Demand Management
TMA	transportation management agency
TNC	Transportation network company
TOD	transit-oriented development
USEPA	US Environmental Protection Agency
VMT	vehicle miles traveled



City of San Mateo Climate Action Plan



Executive Summary

PURPOSE OF THE CLIMATE ACTION PLAN

This Climate Action Plan (CAP) is San Mateo's comprehensive strategy to reduce greenhouse gas (GHG) emissions. It demonstrates the leadership of community members and the City on sustainability and GHG reduction. San Mateo's General Plan directs the preparation, ongoing implementation and update of the CAP, providing the framework for San Mateo to reduce its community-wide GHG emissions in a manner consistent with state reduction targets and goals for 2030 and 2045. The CAP is prepared consistent with the California Environmental Quality Act (CEQA) Guidelines for Plans for the Reduction of Greenhouse Gas Emissions (California Code of Regulations Section 15183.5). This allows the CAP to support and possibly streamline environmental review of GHG emissions related to future development projects within the city.

This CAP is a direct update to the 2015 CAP. The CAP analyzes San Mateo's progress to date in meeting its GHG reduction targets and contains new information to achieve more significant and longer-term GHG reductions. It also presents a work plan and monitoring program for the City to track progress over time and maintain the status of the CAP as a qualified GHG reduction strategy for the purposes of CEQA streamlining. Since the City's adoption of the CAP in 2020, the State of California has accelerated its actions and commitments to reduce statewide GHG emissions. In addition to State targets, the CAP and General Plan must follow regional air district guidance and thresholds to serve as the City's qualified GHG reduction strategy. In 2022, the Bay Area Air Quality Management District (BAAQMD) approved new thresholds of significance to determine whether a proposed project, including general plans and CAPs, will have a significant impact on climate change. In response to these changes, the City completed this technical update to the 2020 CAP so that it is consistent with the Strive San



EXECUTIVE SUMMARY

Mateo General Plan 2040 and continues to serve as the City's qualified GHG reduction strategy, as it has since 2015.

Local Leadership

San Mateo has an extensive history of action on GHG reduction and other environmental sustainability actions. This CAP allows community members, City staff and officials, and other stakeholders to understand San Mateo's existing planning efforts and strategies to achieve its GHG reduction goals. It builds on several earlier efforts, including the 2007 Sustainable Initiatives Plan, the Greenhouse Gas Emissions Reduction Program, the Climate Action Plan for Operations and Facilities, the 2015 CAP, and many other local accomplishments to date.

Planning Process

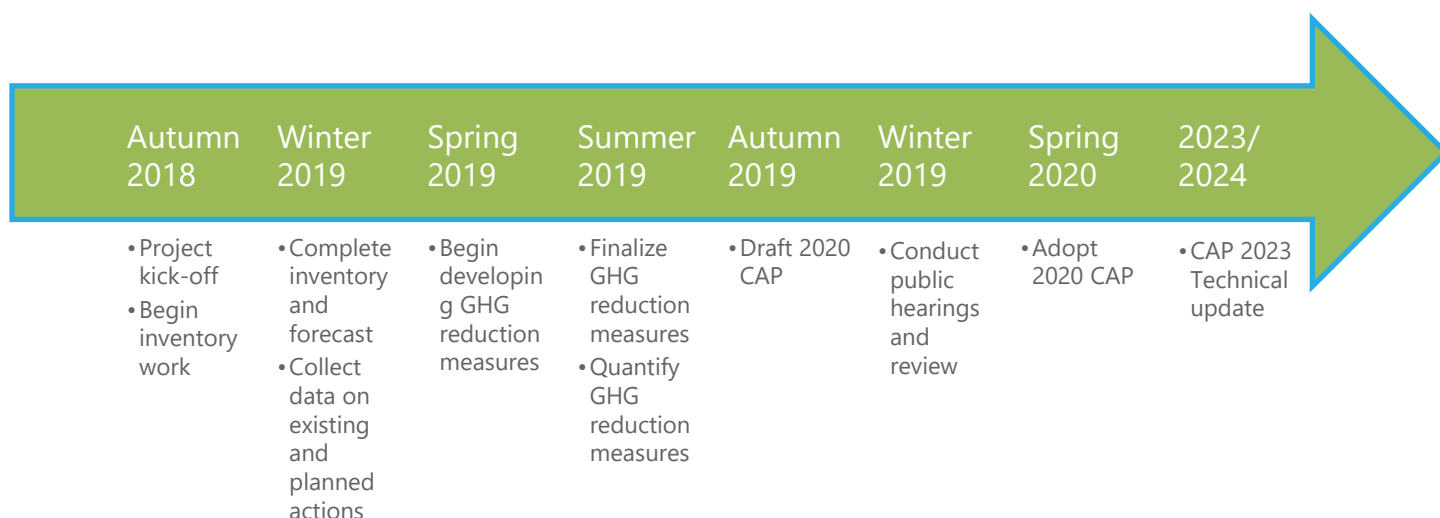
The City prepared the CAP as a collaborative effort between City staff, City officials, members of the public, and agency partners. San Mateo's existing GHG accomplishments is a core foundation of the CAP. From 2005 to 2019, San Mateo achieved a 22 percent decrease in GHG emissions. Programs such as Peninsula Clean Energy, composting and other waste reduction efforts, increased adoption of electric and more fuel-efficient vehicles, and improved energy efficiency and water conservation have all helped to achieve this reduction and will continue to reduce GHG emissions far into the future. By 2045, these local efforts are expected to reduce San Mateo's GHG emission levels over 25 percent below where they would be without these actions.

Starting with these existing efforts, City staff and community members identified opportunities for new and expanded GHG reduction programs in San Mateo, touching on all major sources of GHG emissions in the community and leveraging new opportunities for GHG reductions that were not available when the City was preparing the 2015 CAP. Through conversations with other City staff members, a public open house meeting, and discussions with the Sustainability and Infrastructure Commission, the project team revised this list to produce a final list of GHG reduction measures and the volume of reductions they enable. The CAP allows San Mateo to meet and, in some instances, exceed the state-recommended targets for local communities. This CAP also includes an implementation and monitoring work plan for City staff to put these measures into effect and to track their effectiveness.

Figure **ES-1** shows the timeline for the 2020 CAP.

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Figure ES-1:CAP Timeline



KEY OUTCOMES OF THE CAP

The CAP includes two major sets of technical analyses. The first is an inventory of San Mateo's recent GHG emissions and a forecast of how these emissions may change in the future. The second is a set of calculations (known as quantification) showing how the CAP measures, as well as existing and planned efforts, can reduce GHG emissions consistent with the City's targets.

Community GHG Inventories

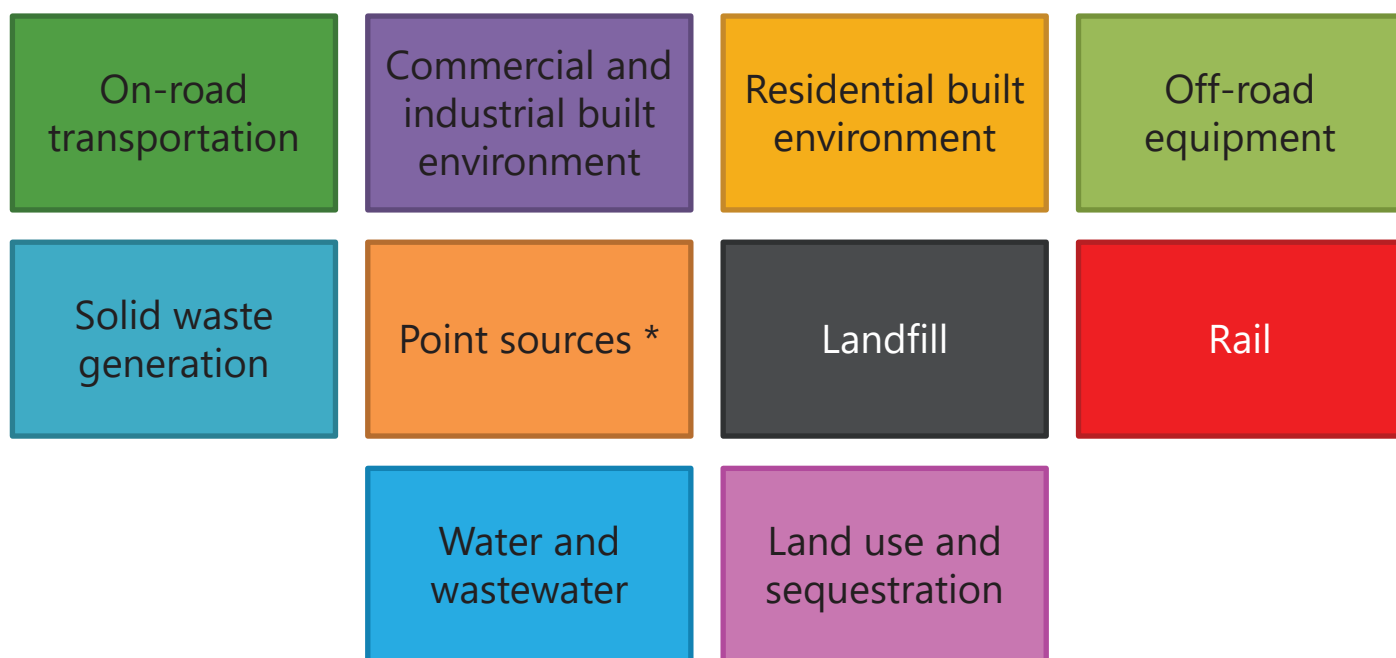
GHG inventories are assessments of San Mateo's GHG emissions from a variety of sources over the course of a calendar year. San Mateo has several previous GHG inventories, including ones for the calendar years 2005, 2010, 2015, and 2017. As part of the 2023 technical update to the CAP, the project team prepared a fifth inventory, for the calendar year 2019. The project team chose to prepare a 2019 GHG inventory as opposed to a 2020 GHG inventory so that the impact of the COVID-19 pandemic and shelter-in-place orders would not skew the data. The project team made limited updates to the previous year inventories to use the same methods and data sources as the 2019 inventory, informed by State guidance and best practices. This ensures that all five inventories are consistent and provide an accurate assessment of how San Mateo's GHG emissions have changed over time.

EXECUTIVE SUMMARY

San Mateo's GHG emissions are caused by activities that take place within the city limits, even if the emissions are physically emitted elsewhere. For example, GHG emissions caused by the decomposition of trash thrown away in San Mateo are counted in these inventories, even though the decomposition (and resulting emission of GHGs) occurs in a landfill that is not located in San Mateo. All measurements of GHG emissions are in the common unit of metric tons of carbon dioxide equivalent (MTCO₂e), which allows for the different strengths of various GHGs to be expressed in a single unit.

Figure ES-2 shows the 10 sources (sectors) of GHG emissions included in the inventories in this CAP.

Figure ES-2: GHG Inventory Sectors



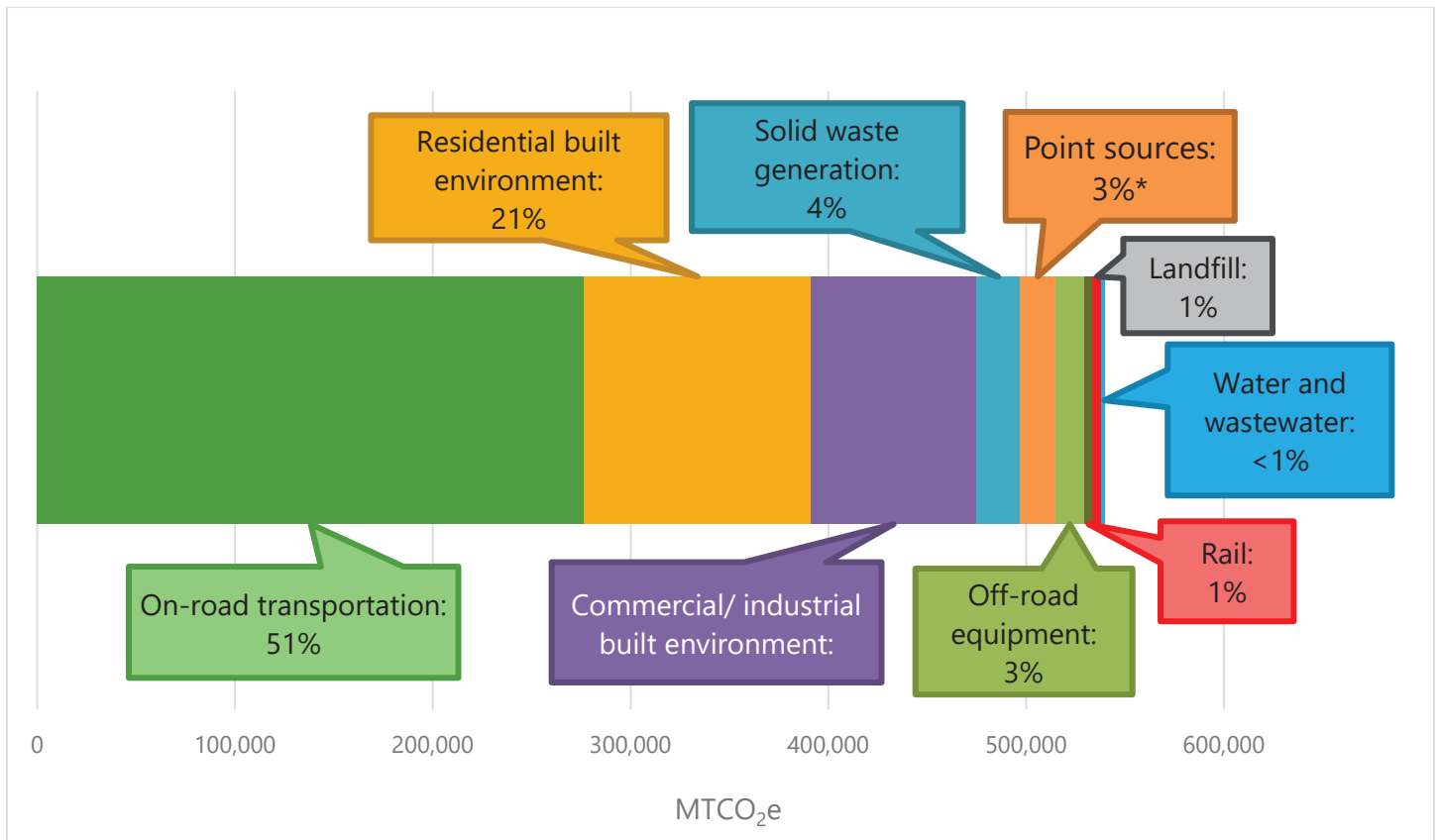
** Informational item, not included in the total of San Mateo's emissions.*

In 2005, San Mateo's GHG emissions totaled 666,410 MTCO₂e. These emissions fell to 651,450 MTCO₂e in 2010, 592,010 MTCO₂e in 2015, 533,730 MTCO₂e in 2017, and 520,410 MTCO₂e in 2019, a decline of 2 percent, 11 percent, 20 percent, and 22 percent relative to 2005 levels respectively. In all years, the on-road transportation sector is the largest source of emissions, followed by emissions from the two built environment sectors, off-road equipment, solid waste generation, and point sources. Landfill, rail, and water and wastewater emissions were

EXECUTIVE SUMMARY

consistently the smallest sources. This CAP uses 2019 as the current year GHG inventory to present normal conditions, as the protocols suggest. Use of data from 2020 would represent an anomalous year as several sectors were impacted by the COVID-19 pandemic and related changes to day-to-day activities resulting from precautions and restrictions. **Figure ES-3** shows emissions by sector for 2019.

Figure ES-3: 2019 GHG Emissions



* Point sources are included as an informational item and are not counted towards the total GHG emissions for the City.

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Forecast

The forecast is a projection of future GHG emissions, showing how these emissions would change over time if no action is taken at the federal, State, or local level to reduce them. In the forecast, changes in emissions are caused by changes in population. As San Mateo is expected to continue to grow through 2045, the forecast projects an increase in emissions. The CAP projects emissions to grow to 605,240 MTCO₂e by 2030, 696,810 MTCO₂e by 2040, and 750,400 MTCO₂e by 2045 if no action is taken, a total increase of 44 percent from 2019 levels.

Targets

The CAP sets substantial GHG reduction goals for San Mateo, consistent with the City's role as a sustainability leader. The CAP relies on the recommended GHG reduction goals in the State's Climate Change Scoping Plan to set targets for GHG reductions and support a path to achieving carbon neutrality by 2045, adapted to ensure that they are appropriate for San Mateo and meet the CEQA requirements for community-wide plans as well as individual development projects. These targets are:

- 2030: Reduce emissions to 40 percent below 1990 levels (49 percent below baseline 2005 levels), equal to 339,880 MTCO₂e.
- 2045: Reduce emissions to 85 percent below 1990 levels (87 percent below baseline 2005 levels), equal to 84,970 MTCO₂e.

Existing and Planned Accomplishments

The forecast represents a "worst case" scenario if no action is taken to reduce GHG emissions. However, San Mateo, along with regional and State agencies, have already taken actions to reduce GHG emissions below their 2019 limit and to close the gap to the City's GHG reduction targets. The CAP identifies the GHG reductions from these existing and planned accomplishments. **Table ES-1** shows the reductions from these accomplishments and San Mateo's projected future emissions affect taking these accomplishments into account.

EXECUTIVE SUMMARY

Table ES-1: Reductions from Existing and Planned Accomplishments

	2030	2040	2045
Forecasted Emissions	605,420 MTCO ₂ e	696,810 MTCO ₂ e	750,400 MTCO ₂ e
Reductions from State existing and planned accomplishments	-72,900 MTCO ₂ e	-147,970 MTCO ₂ e	-196,140 MTCO ₂ e
Reductions from local and regional existing and planned accomplishments	-23,980 MTCO ₂ e	-18,360 MTCO ₂ e	-4,950 MTCO ₂ e
Emissions with existing and planned accomplishments	508,380 MTCO ₂ e	530,510 MTCO ₂ e	549,320 MTCO ₂ e

Reduction Measures

This CAP builds on the GHG reduction measures in the 2015 CAP, as well as the existing and planned accomplishments, to provide an updated suite of GHG reduction measures that meet the City's targets. These measures are informed by several sources, including discussions with City staff, feedback from public engagement efforts, and direction from the Sustainability and Infrastructure Commission. This CAP contains 29 GHG reduction measures, all of which also provide additional community benefits such as financial savings and improvements to public health. **Table ES-2** shows these measures and the GHG reductions they allow.

EXECUTIVE SUMMARY

Table ES-2: Reductions by Measure

Measure	2030	2040	2045
BE 1: All-electric new construction	-21,070	-38,450	-47,250
BE 2: All-electric existing buildings	-102,210	-184,610	-221,260
RE 1: Peninsula Clean Energy	-160	-170	0
RE 2: Renewable energy systems for new and existing residences	-70	-160	0
RE 3: Renewable energy systems for new and existing nonresidential buildings	-60	-90	0
EE 1: Residential energy efficiency retrofits	-6,160	-7,020	-6,790
EE 2: Nonresidential energy efficiency retrofits	-3,800	-8,860	-13,380
EE 3: Residential tree planting	Less than -10	Less than -10	0
ME 1: Energy efficiency for new municipal buildings	Supportive (no measurable GHG reductions)		
ME 2: Energy efficiency at existing municipal buildings	-10	-30	-40
ME 3: All-electric municipal buildings	-130	-200	-270
CF 1: Electric vehicle charging infrastructure	-24,420	-49,390	-69,780
CF 2: Electric vehicle education and outreach	-4,910	-8,030	-12,360
CF 3: Clean city fleet	-130	-200	-270
CF 4: Clean fuel and vehicle emissions	-4,210	-16,920	-26,360
ST 1: Bicycle mode share	-80	-170	-180
ST 2: Pedestrian mode share	-110	-120	-130
ST 3: Micromobility and shared mobility	Supportive (no measurable GHG reductions)		
ST 4: Public transit service	-3,610	-5,660	-6,910
ST 5: Commuter programs	Less than -10	-70	-160
ST 6: Transportation Demand Management	-2,010	-7,950	-13,410
ST 7: Transit-oriented development	-10,200	-18,920	-23,700

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Measure	2030	2040	2045
SW 1: Composting program	-1,030	-1,710	-1,850
SW 2: Expanded recycling service	-6,070	-7,730	-8,820
SW 3: Waste awareness and source reduction	-2,080	-4,050	-5,590
WW 1: Water efficiency retrofits for existing buildings	-170	-300	-360
WW 2: Water-efficient landscaping	Less than -10	-10	0
WW 3: Water efficiency in new construction	Less than -10	-10	-20
OR 1: Alternative fuel lawn and garden equipment	-3,660	-7,130	-9,890
Total	-196,360	-367,960	-468,780

Note: Due to rounding, totals may not equal the sum of the component parts.

When the CAP is fully implemented, it is projected to reduce GHG emissions to meet or exceed San Mateo's reduction targets:

- Projected 2030 emissions with the CAP are 311,990 MTCO₂e, below the reduction target of 339,880 MTCO₂e.
- Projected 2045 emissions with the CAP are 80,550 MTCO₂e, below the City's reduction target of 84,970 MTCO₂e

EXECUTIVE SUMMARY

Implementation

Successfully achieving these GHG reductions depends on effective implementation of the CAP. The CAP includes a work plan to help identify the lead City department(s), timeframe, and estimated staff time for each of the GHG reduction measures, which will help prioritize the measures and identify a work program. City staff will monitor implementation of the CAP, report annually on CAP implementation, and will revise the work program as needed to ensure the best use of City and community resources. This approach will help ensure that San Mateo stays on track to meet or exceed its GHG reduction targets and will make it easier to update the CAP in future years, as necessary.



New and emerging technologies, such as systems that track real-time energy use and suggest ways to improve energy efficiency, can help San Mateo continue to reduce its GHG emissions.

Photo by Dennis Schroeder/NREL (22290)

EXECUTIVE SUMMARY



Addressing climate change will help provide numerous benefits to San Mateo community residents, including supporting the conservation of San Mateo's outdoor resources.

Photo by City of San Mateo

EXECUTIVE SUMMARY

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City of San Mateo Climate Action Plan



Chapter 1 Introduction

This Climate Action Plan (CAP) demonstrates the City of San Mateo's leadership and commitment to reduce greenhouse gas (GHG) emissions.

This CAP is a comprehensive strategy to reduce GHG emissions and streamline the environmental review of GHG emissions of future development projects in the City of San Mateo, consistent with the California Environmental Quality Act (CEQA) Guidelines Section 15183.5(b). The CAP identifies a strategy, reduction measures, and implementation actions the City will use to achieve targets consistent with State recommendations of 85 percent below 1990 emissions levels by 2045.

GHG Reduction Targets

This CAP implements a key goal of the City's 2040 General Plan by achieving the City's adopted GHG reduction targets for 2030 and 2045, which align with State-recommended GHG reduction goals.



CHAPTER 1

PURPOSE

The City of San Mateo first adopted a CAP in 2015, based on a long-standing commitment to environmental stewardship and sustainability. This CAP consolidated and updated multiple earlier plans, consistent with the City's 2030 General Plan, including the Sustainable Initiatives Plan (adopted in 2007), Greenhouse Gas Emissions Reduction Program (adopted in 2010), and the Climate Action Plan for Operations and Facilities (adopted in 2008). Regionally, the 2015 CAP drew on the City's involvement with countywide climate action planning efforts. The 2015 CAP integrated early and ongoing efforts into a single plan that supported the General Plan and followed CEQA and air quality guidelines set by the State and BAAQMD.

The 2015 CAP recommended that the document be updated at least once every five years to address emerging issues and changing best practices related to GHG emissions, including new regulations, the availability of new technologies, and changes to development patterns. The City completed an update to the CAP in 2020 and again in 2023. This CAP preserves the structure and format of the 2015 document while providing updated information, an expanded set of GHG reduction measures, a longer-term planning horizon, and alignment with the goals of the Strive San Mateo General Plan 2040. As a result, this CAP provides a revised framework for addressing GHG emissions in the community, including an updated consolidated framework for the review and analysis of GHG emissions from new development activities.

Although the CAP was recently updated and adopted, the City's update to the Strive San Mateo General Plan 2040 and new State laws necessitate a technical update to the CAP so that the CAP will maintain consistency with the Strive San Mateo General Plan 2040 when adopted and can continue to serve as a qualified GHG reduction strategy.

Since the City's adoption of the CAP in 2020, the State of California has accelerated its actions and commitments to reduce statewide GHG emissions with the passage of Assembly Bill (AB) 1279 codifying the State's commitment to be carbon neutral by 2045. As part of this commitment to carbon neutrality, AB 1279 directs a minimum statewide reduction of GHGs to at least 85 percent below 1990 levels by 2045. In addition to State targets, the CAP and General Plan must follow regional air district guidance and thresholds to serve as the City's qualified GHG reduction strategy. In April 2022, the Bay Area Air Quality Management District (BAAQMD) approved new thresholds of significance to determine whether a proposed project, including general plans and CAPs, will have a significant impact on climate change. BAAQMD strongly recommends that cities and counties adopt a CAP that has been prepared consistent with CEQA Guidelines Section 15183.5(b) to demonstrate their ability to meet the State's GHG reduction goals for 2030 and 2045. In response to these changes, the City completed a technical update to the 2020 CAP in 2023 so that it is consistent with Strive San Mateo General Plan 2040 and continues

Warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. The atmosphere and ocean have warmed, the amounts of snow and ice have diminished, sea level has risen, and the concentrations of greenhouse gases have increased.
– IPCC Fifth Assessment Report

to serve as the City's qualified GHG reduction strategy, as it has since 2015. The approach for this technical update is consistent with the BAAQMD guidance available.

The CAP allows City decision makers and the community to understand the sources and magnitude of local GHG emissions, establish goals to reduce GHG emissions, and prioritize steps to achieve emissions reduction targets. The CAP updates and expands the City's goals, measures, and actions to reduce community-wide GHG emissions. It also revises San Mateo's implementation program and framework to monitor and report progress.

CLIMATE CHANGE SCIENCE

To make meaningful and effective decisions regarding GHG emissions reductions, it is important to understand the scientific and regulatory framework under which this Plan has been developed. This section provides a brief introduction to the scientific research efforts to understand how climate change occurs and its global implications, and describes the federal, State, regional, and local regulations that provide guidance and inform the development of this Plan.

Since the early 1990s, scientific consensus holds that the world's population is releasing GHGs faster than the earth's natural systems can absorb them. These gases are released as byproducts of fossil fuel combustion, waste disposal, industrial processes, land-use changes, and other human activities. While often used interchangeably, there is a difference between the terms "climate change" and "global warming." According to the National Academy of Sciences, climate change refers to any significant, measurable change of climate lasting for an extended period that can be caused by both natural factors and human activities. Global warming, on the other hand, is an average increase in the temperature of the atmosphere caused by increased GHG emissions. The use of the term "climate change" is more accurate because it encompasses all changes to climate, not just temperature.

Greenhouse Effect

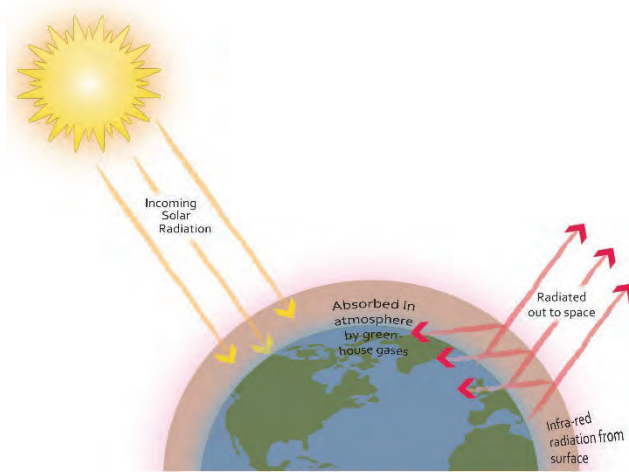
The release of gases, such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), creates a blanket around the earth that allows light to pass through but traps heat at the surface preventing its escape into space (**Figure 1**). These gases function similarly to the glass panes of a greenhouse, which allow sunlight to pass into the building but trap heat inside, hence the name for this process: the greenhouse effect. While the greenhouse effect is a naturally occurring process that is vital for the existence of life, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of the gases that cause this effect, known as greenhouse gases, in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

CHAPTER 1

Climate Change Impacts

The continued release of GHGs at or above the current rate will continue to increase average temperatures around the globe. These increases in global temperatures are likely to change our planet's climate in ways that will have significant global, regional, and local long-term effects.

Figure 1: The Greenhouse Effect



It is extremely likely [at least a 95% probability] that human influence has been the dominant cause of the observed warming since the mid-20th century.
– IPCC Fifth Assessment Report

Source: National Oceanic and Atmospheric Administration, National Climatic Data Center. 2008. NOAA Satellite and Information Service.

Global Climate Change Impacts

The Intergovernmental Panel on Climate Change's (IPCC) Fifth Assessment Report summarizes the most recent scientific understanding of global climate change and projects future conditions using the most comprehensive set of recognized global climate models. The report, released in 2013, considers all impacts human activities have on global temperature, and states that there is at least a 95 percent probability that "human influence has been the dominant cause of the observed warming since the mid-20th century." The Fifth Assessment Report projects four different temperature scenarios, all of which project 2016–2035 temperatures 0.54 to 1.26°F warmer than the 1986–2005 average temperature, and potentially over 7.2°F by 2100 under the most aggressive scenario.

As asserted in the IPCC Fifth Assessment Report and other scientific studies, if trends remain unchanged, continued GHG emissions above current rates will induce further warming changes in the global climate system and pose even greater risks than those currently witnessed. **Figure 2** shows the effects of additional warming on global temperatures. Given the scientific basis of climate change and expected trends, the challenge remains to prepare for and mitigate climate change through deliberate global and local action.

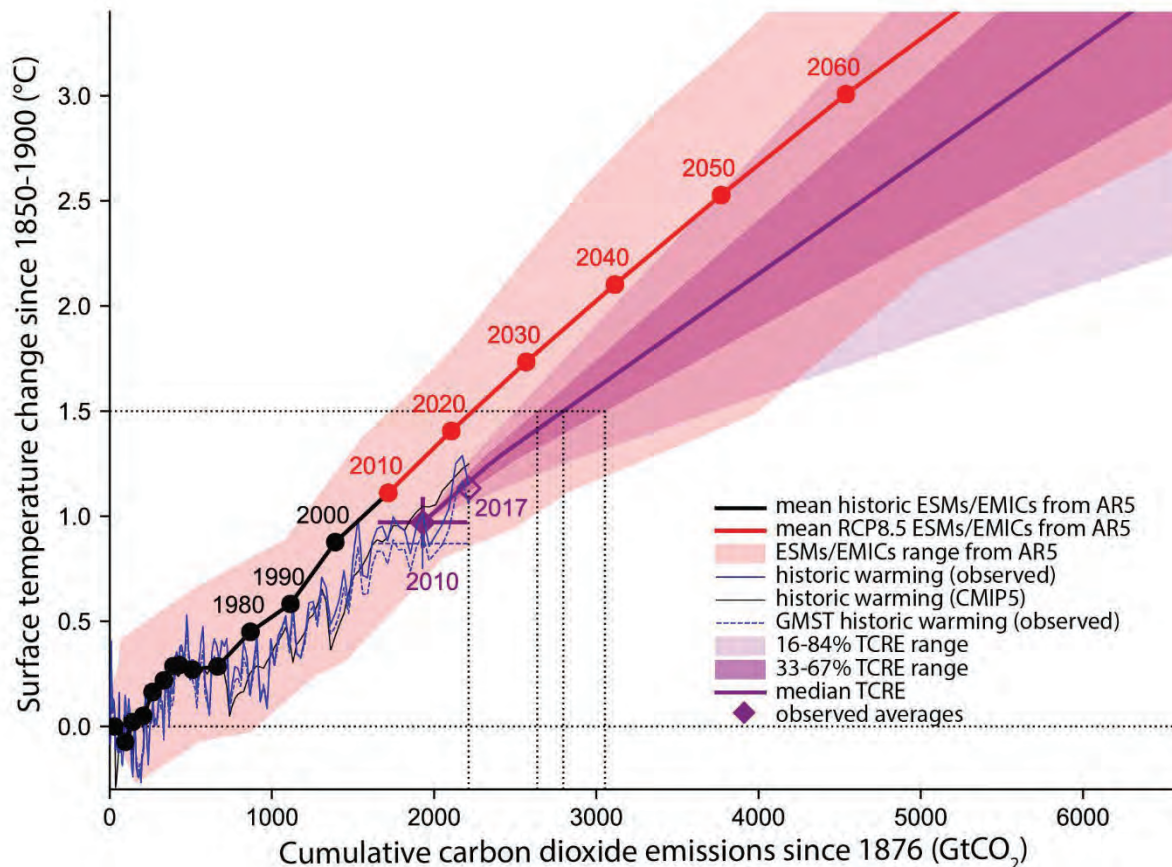
Emission Scenarios

The future severity of climate change depends on future GHG emission trends worldwide. If GHG emissions drop quickly and significantly, scientists project that there will be fewer substantial changes in future climate conditions. If emissions continue to increase, or only decline slowly and in the more distant future, severe climate change is more likely. These emission trends depend on political actions, economic conditions, individual behavior, and many other factors.

The global scientific community commonly uses four scenarios, called Representative Concentration Pathways (RCPs). In California, the best available data is for two of these scenarios: RCP 4.5 (a medium-low emissions scenario) and RCP 8.5 (a high emissions scenario). For the sake of a conservative analysis that identifies the greatest potential range of climate change effects, this section presents results of the RCP 8.5 scenario.

CHAPTER 1

Figure 2: Potential Global Temperature Increases



Historic and potential future global temperatures, depending on different levels of future GHG emissions. The red line shows the expected temperature trend without significant worldwide action to reduce GHG emissions

Source: Intergovernmental Panel on Climate Change, 2019

Climate Change Impacts to California and the City of San Mateo

The City of 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. Research suggests that California will experience hotter and drier conditions, reductions in winter snow and increases in winter rains, sea level rise, significant changes to the water cycle, and an increased occurrence of extreme weather events. Such compounded impacts will affect transportation networks, water supplies, and economic systems throughout the state, with likely ramifications in the City of San Mateo. To refrain from action is costly and risky; the California Fourth Climate Change Assessment

estimates that no action to address the potential impacts of climate change will lead to economic losses of “tens of billions of dollars per year in direct costs” and “expose trillions of dollars of assets to collateral risk.” **Table 1** summarizes potential impacts in California due to climate change.

Table 1: California Climate Change Impacts

Climate Impact	Historical Trends	Future Direction of Change	Confidence for Future Change
Temperature	Warming	Warming	Very High
Sea Level Rise	Rising	Rising	Very High
Snowpack	Declining	Declining	Very High
Annual Precipitation	No Significant Trends	Unknown	Low
Intensity of Heavy Precipitation Events	No Significant Trends	Increasing	Medium-High
Frequency of Droughts	No Significant Trends	Increasing	Medium-High
Frequency and Intensity of Santa Ana Winds	No Significant Trends	Unknown	Low
Marine Layer Clouds	Some Downward Trends	Unknown	Low
Acres Burned by Wildfire	Increasing	Increasing	Medium-High

Source: Bedsworth, Louise, Dan Cayan, Guido Franco, Leah Fisher, Sonya Ziaja. (California Governor’s Office of Planning and Research, Scripps Institution of Oceanography, California Energy Commission, California Public Utilities Commission). 2018. Statewide Summary Report. California’s Fourth Climate Change Assessment. Publication number: SUMCCCA4-2018-013.

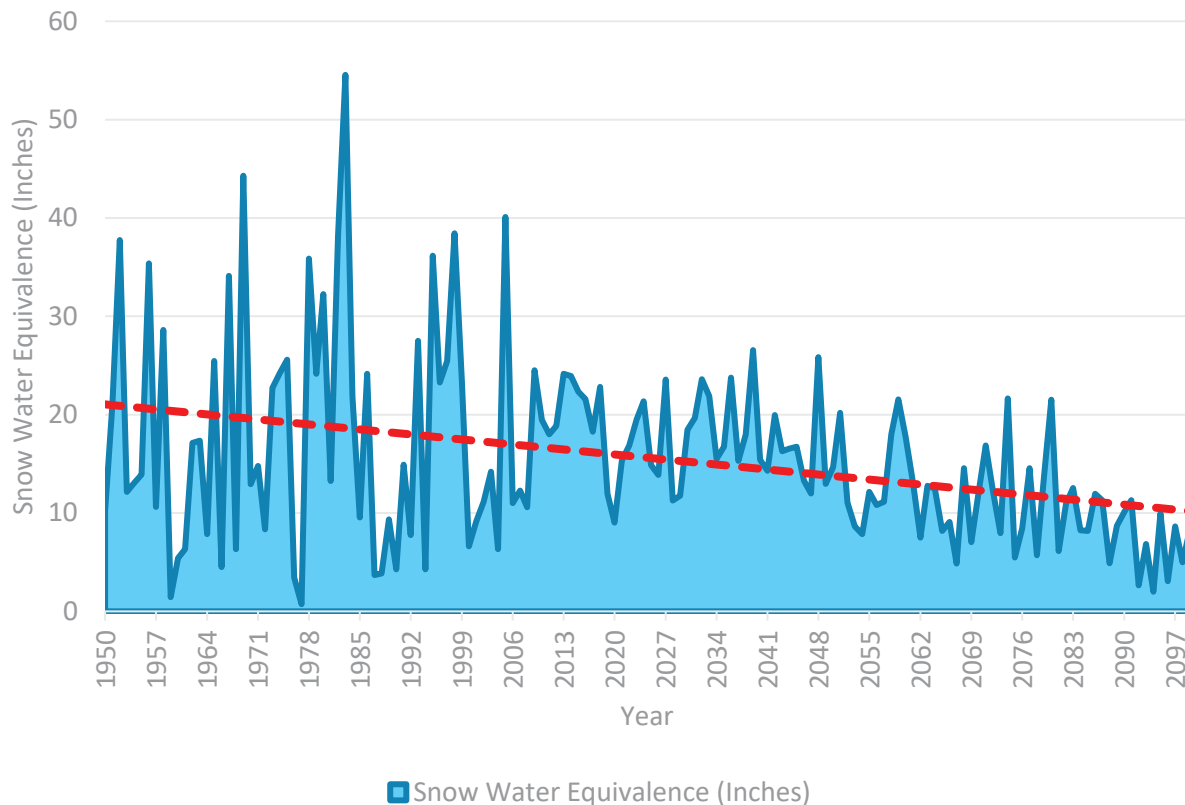
Decreased Supply of Fresh Water

The State’s water supply is already under stress and is anticipated to shrink under even the most conservative climate change scenario. Warmer average global temperatures cause more precipitation to fall as rain instead of snow, making the winter snowfall season shorter and accelerating the rate at which the snowpack melts in the spring. The Sierra snowpack is estimated to decline by at more than two-thirds below its historical average by 2050. **Figure 3** shows anticipated changes in snowpack levels above the Hetch Hetchy reservoir watershed, the source of most of the water used in San Mateo, under a high GHG emissions scenario. With rain and snow events becoming less predictable and more variable, the rate of flooding could increase beyond what is currently considered flood-prone, and California’s ability to store and transport fresh water for consumption could decrease. Further, warmer weather will lead to longer growing seasons and increased agricultural demand for

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water throughout the state, as well as an increase in the prevalence of ticks, mosquitos, and other vectors for harmful diseases.

Figure 3: Historic and Projected Snowpack Levels Impacting San Mateo’s Water Supply



Source: Cal-Adapt 2019.

Increased Severity and Frequency of Flood Events

Forecasts indicate more intense rainfall events, generating more frequent or extensive runoff, and flooding that may result from a changing climate. According to Cal-Adapt, these intense rainfall events historically occurred an average of 11 times per year and are projected to increase to an average of 13 times per year by 2050 and an average of 16 times by 2100. Localized flood events may increase in periods of heavy rain. As explained by the California Fourth Climate Change Assessment, California’s water system is structured and operated to balance between water storage for dry months and flood protection during rainy seasons. Although climate change is likely to lead to a drier climate overall, risks from regular, more intense rainfall events can generate more frequent and/or more severe flooding that upsets this managed balance between storage and protection. Areas along creeks, including Laurel Creek and San Mateo Creek, and east of El Camino Real are at a higher risk of flooding.

Climate change may increase the frequency and severity of storms and expand the parts of the city that are considered prone to flooding. Additionally, erosion may increase, and water quality may decrease because of increased rainfall amounts.

Rising Sea Levels

Sea level rise is attributed to the increase of average ocean temperatures and the resulting thermal expansion and the melting of snow and ice contributing to the volume of water held in the oceans. While many effects of climate change will impact the region, sea level rise is one specific impact that has been extensively studied and quantified, and its effects mapped. The speed and amount of sea level rise will be influenced by the increase in average temperatures and rate of melting of glacial ice. While there is a degree of uncertainty in projections, the actual rate of sea level rise is occurring more quickly than many previous projections had estimated.



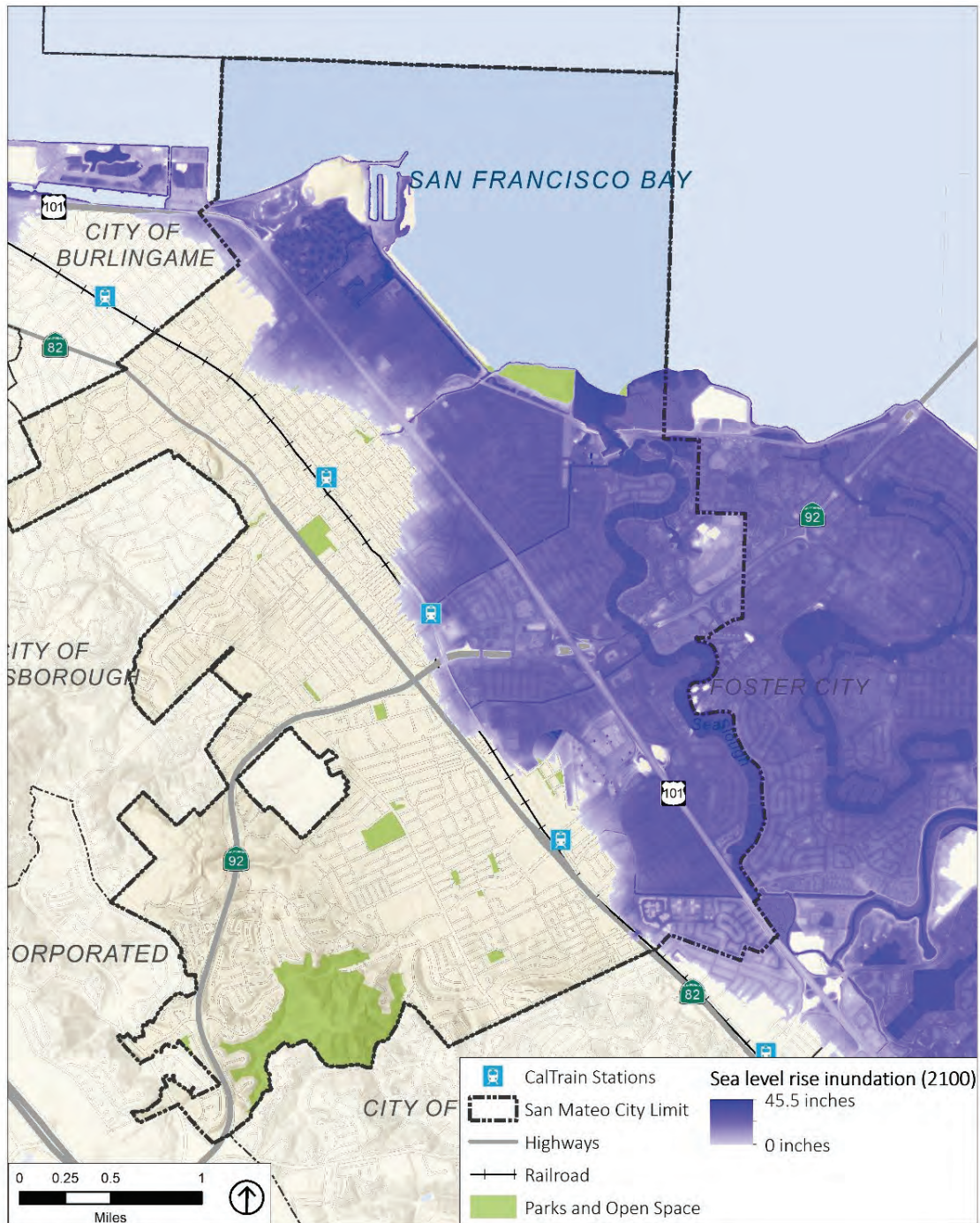
Shoreline areas of San Mateo, such as Ryder Park, may be vulnerable to sea level rise.

Photo by City of San Mateo

The California Natural Resources Agency, in partnership with the California Ocean Protection Council, issued a 2018 update to the State of California Sea-Level Rise Guidance, which states that sea levels in the San Francisco Bay Area may rise between 1.1 and 2.7 feet by mid-century and between 3.4 and 10.2 feet by the end of the century. Because it is in a low-lying coastal area, San Mateo is highly vulnerable to this threat. A sea level rise of 2 feet could inundate areas near Seal Point. If the level of San Francisco Bay rises 7 feet, water is projected to inundate all parts of San Mateo east of Highway 101, the area north of downtown, and large sections of the Hayward Park, Bay Meadows, and Laurie Meadows neighborhoods. 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. **Figure 4** shows the parts of San Mateo that are expected to be inundated by sea level rise by 2100.

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Figure 4: Sea Level Rise in San Mateo (2100)



Source: Adapting to Rising Tides 2019, City of San Mateo 2019, San Mateo County 2019, ESRI 2019, PlaceWorks 2019

Deteriorating Public Health

Heat waves are expected to have a major impact on public health, as well as decreasing air quality and increasing mosquito breeding and mosquito-borne diseases. Further, climate change is expected to alter the spread and prevalence of disease-carrying insects, organisms, or people, referred to as vectors, in addition to leading to a possible decrease in food quality and security. Vector control districts throughout the State are already evaluating how they will address the expected changes to California's climate.

According to a report from the California Air Resources Board (CARB), the warming climate will increase ozone levels in California's major air basins, leading to upwards of 6 to 30 more days per year with ozone concentrations that exceed federal clean-air standards. The number of extreme heat days per year (when the daily average temperature exceeds 90 degrees) is also projected to double from mid-century to the end of the century.

Cost-effective measures to reduce GHG emissions and protect public health are important for local governments. The new CARB study provides evidence of what is becoming known as the "climate penalty," where rising temperatures increase ground-level ozone and airborne health-damaging particles, despite the reductions achieved by programs targeting smog-forming emissions from cars, trucks, and industrial sources. The elderly, young, and sensitive populations most likely to be impacted by climate change are also those that often lack sufficient resources to adapt. Such vulnerable demographics are likely to need assistance to respond to climate change. Social equity issues related to the unequal distribution of resources and increased costs to address community-wide health risks will need to be addressed proactively to reduce the potential for financial strain on local governments.

Increased Rate of Wildfires

Wildfire risk is based on a combination of factors including rainfall, winds, temperature, and vegetation. According to California Fourth Climate Change Assessment, higher temperatures, longer dry periods, and increased frequency of high velocity winds over a longer fire season will directly increase wildfire risk. Indirectly, wildfire risk will also be influenced by potential climate-related changes in vegetation and ignition potential from lightning. Historically, the annual average area burned in San Mateo was 50 acres. According to Cal-Adapt, under a higher emissions scenario, this could increase to an average annual burn area of 120 acres by 2050 and 132 acres by 2100. The hills behind San Mateo, east of Interstate (I-) 280, are also expected to see an increase in wildfire frequency, and fires in this area could cause damage in the community or impact local air quality.

Negative Impacts on Wildlife

As temperatures rise, species are migrating north in California or to higher elevations. This ecological shift disrupts the food chain and prevents some plant species from being pollinated. Water and food supplies are expected to be more variable and to shift as the seasons change. The California Office of Emergency Services and the California Natural Resources Agency note that those species that are unable to migrate face the danger

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of extinction: “The amount of future warming expected in California may likely exceed the tolerance of endemic species (i.e., those that are native to a specific location and that only occur there) given their limited distribution and microclimate.”

Reduction in soil moisture will result in early dieback of many plants, potentially leading to conflicts with animal breeding seasons and other natural processes. Many of the potential effects on wildlife are still being studied, but with a limited ability to adapt to new climates and the expected success of invasive species, pests, and pathogens in future climate conditions, there is a potential for severe species loss.

Several potential hydrological changes associated with global climate change could also specifically influence the ecology of aquatic life in California and have several negative effects on cold-water fish. For example, if a rise in air temperature by just a few degrees Fahrenheit occurs, this change could be enough to raise the water temperatures above the tolerance of salmon and trout in many streams, favoring instead non-native fishes such as sunfish and carp. Unsuitable summer temperatures would be particularly problematic for many of the threatened and endangered fish that spend summers in cold-water streams, either as adults or juveniles or both. Additionally, oak woodlands, a habitat found in San Mateo, is vulnerable to climate stressors that alter water availability or soil temperature.

LOCAL CONTEXT

The CAP has been an implementation program of the City’s 2030 General Plan. The City of San Mateo adopted the 2030 General Plan in 2010. As part of the General Plan update, the City prepared and adopted the 2010 Greenhouse Gas Emissions Reduction Program (Program). The 2010 Program was the City’s first step to consolidate City efforts into a framework for reducing GHG emissions consistent with the California Global Warming Solutions Act. The 2010 Program was based on the City’s Sustainable Initiatives Plan adopted in the early stages of the 2030 General Plan update. The City revised its approach four years later by developing the 2015 CAP, in response to evolving guidance and new protocols. This CAP supersedes the 2015 document.

2030 and 2040 General Plan

The 2030 San Mateo General Plan presents the City’s vision for establishing San Mateo as a diverse community with an exceptional quality and character. The General Plan envisions a preeminent City with balanced commercial and residential growth, with a distinguished downtown and viable, wholesome neighborhoods driven by a solid, healthy economic and financial base.

The City’s General Plan contains goals and policies which regulate urban development, the protection of the natural environment, and public safety. It reflects the community’s long-term vision and provides a goal and policy framework to guide land use and planning-related decisions, and future funding decisions. The General Plan also enables citizens and those seeking to develop property to understand San Mateo’s values and

objectives. The General Plan also establishes the City's vision of serving as a leader in addressing the environmental effects of climate change with education, promotion, and fostering sustainable development.

The General Plan establishes a set of GHG reduction goals and directs the City to reduce emissions to achieve these goals by developing a comprehensive GHG reduction strategy. The Sustainable Initiatives Plan initially fulfilled this role, followed by the 2015 CAP. This CAP will serve as the new GHG reduction strategy for San Mateo.

The City and community members are currently updating San Mateo's General Plan and will replace it with the community's 2040 General Plan called Strive San Mateo General Plan 2040. This process began in 2018 and the Strive San Mateo General Plan 2040 is set to be adopted in 2024. Future updates to the CAP will reflect any new policies or visions in Strive San Mateo General Plan 2040.

Sustainable Initiatives Plan

Adopted in 2007, the Sustainable Initiatives Plan was prepared by the City's Sustainability Advisory Committee to the City Council, which was an ad hoc committee created for the sole purpose of developing the plan and has since been disbanded. The Sustainable Initiatives Plan provided the City's overall commitment and framework for reducing GHG emissions and achieving sustainability. This document established the City's first GHG emissions target of reducing emissions below 1990 levels by 2020 and to 80 percent below 1990 levels by 2050, consistent with State-adopted targets and goals at that time. Strategies in the Sustainable Initiatives Plan included a commitment to incorporate sustainability into policies and foster GHG reductions throughout the community. Community strategies suggested in the Sustainable Initiatives Plan addressed a broad array of issues, from increasing bicycle and pedestrian mode share to facilitating energy efficiency and renewable energy throughout the community. The City implemented the Sustainable Initiatives Plan and its companion GHG Reduction Program (presented below), monitored progress, and presented annual updates on this document to the City Council.

2010 Greenhouse Gas Emissions Reduction Program

As part of the City's General Plan update in 2010, the City prepared the 2010 Program. Adopted as an appendix to the General Plan and General Plan Environmental Impact Report (EIR), the Program supported the General Plan with an analysis of GHG emissions. Building on the 2007 Sustainable Initiatives Plan, the Program quantified strategies in the Sustainable Initiatives Plan for anticipated impacts on GHG reductions. An implementation plan in the Program also identified the City's strategy to monitor GHG reductions and achieve the 2020 reduction target. Preparation of the Program included the development of a monitoring and reporting tool to track progress over time.

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The Program sought to streamline the review of new development by demonstrating consistency with BAAQMD guidance. The City fully analyzed and adopted the Program in the General Plan EIR to facilitate streamlining of new development review. Accordingly, the City used the Program to review and consider new development applications for GHG emissions.

Climate Action Plan for Operations & Facilities

In 2008, San Mateo prepared a Climate Action Plan for Operations & Facilities, which includes a 2006 inventory of emissions from municipal operations and applies the targets identified in the Sustainable Initiatives Plan to the City. It covers emissions from energy use in City buildings, fuel use of City vehicles and equipment, commute habits of City employees, and waste thrown away at City facilities. This plan contains policies and specific capital improvements to help achieve these targets, along with recommendations for adapting to the impacts of climate change and how to educate City staff about reducing emissions. In 2010, the Climate Action Plan for Operations & Facilities was incorporated into San Mateo's General Plan as an appendix.

2015 Climate Action Plan

The City adopted a comprehensive CAP in 2015 that integrated San Mateo's earlier sustainability efforts into a single document. It provided an analysis of San Mateo's community-wide GHG emissions for the years 2005 and 2010, forecasted these emissions out to 2030, and established a new GHG reduction target of 35 percent below 2005 levels by 2030. This target, along with the targets of 15 percent below 2005 levels (equivalent of 1990 levels) by 2020 and 80 percent below 1990 levels by 2050, were included in the General Plan as part of the 2015 CAP adoption process. The 2015 CAP listed 28 GHG reduction measures to reduce the community's emissions, as well as a set of implementation and monitoring efforts to help put the plan into effect. This CAP is an update to the 2015 CAP.

Regionally Integrated Climate Action Planning Suite

San Mateo has participated in the Regionally Integrated Climate Action Planning Suite (RICAPS) effort. The City/County Association of San Mateo County (C/CAG) has led this project as a countywide effort to support regional climate action planning. Originally funded by grants from BAAQMD and Pacific Gas and Electric Company (PG&E), RICAPS provides tools and a forum for ongoing countywide efforts. Tools developed through the RICAPS effort include a template of workbooks and documents available for local use. RICAPS also facilitated preparation of recent year inventories for jurisdictions in San Mateo County, including 2010, 2015, 2017, and 2019 community-wide GHG inventories for each participating jurisdiction. Jurisdictions in RICAPS continue to coordinate for a regional approach to monitoring GHG emissions and progress to local climate action planning targets.

While the City of San Mateo continues to participate in the RICAPS effort, the City has developed this CAP as an independent, customized CAP for the community shaped by the City's unique background and locally adopted priorities.

REGULATORY FRAMEWORK

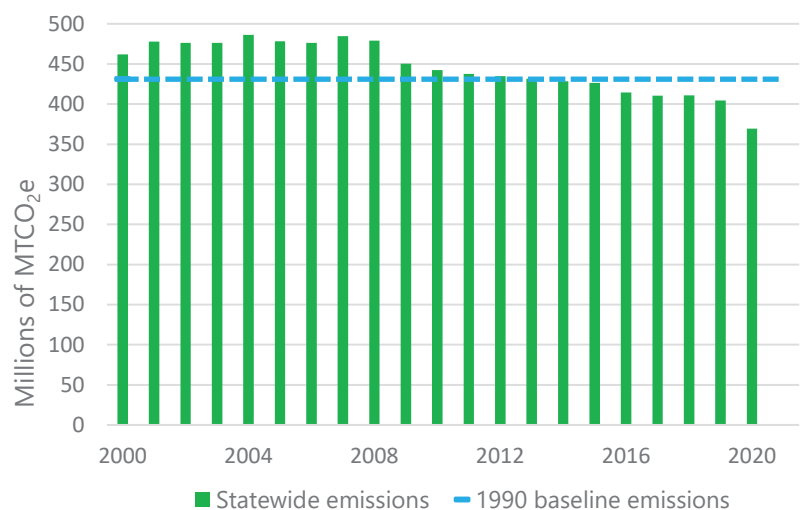
California law first addressed climate change in 1988, when AB 4420 directed the State to prepare a GHG inventory and study the impacts of climate change. Since then, California has adopted several laws to assess climate change, analyze GHG emissions and their effects, reduce emissions, and prepare for the impacts of climate change. Many of these laws and associated regulations affect local governments, although only some create specific requirements for individual communities.

Executive Order S-03-05 and Assembly Bill 32 – California Global Warming Solutions Act of 2006

In 2005, former Governor Schwarzenegger issued Executive Order S-03-05, which established the first statewide GHG reduction goals for California: reduce emissions to 2000 levels by 2010, reduce emissions to 1990 levels by 2020, and reduce emissions 80 percent below 1990 levels by 2050.

AB 32, the California Global Warming Solutions Act, was approved by the legislature and signed by former Governor Schwarzenegger in 2006. The landmark legislation requires CARB to develop regulatory and market mechanisms that will reduce GHG emissions to 1990 levels by 2020, codifying the 2020 target in Executive Order S-03-05. AB 32 also directed CARB to identify early action items that could be quickly implemented, to develop a scoping plan to identify the most technologically feasible and cost-effective measures to achieve the 2020 target and create and adopt regulations requiring major emitters to report and verify their emissions.

The Climate Change Scoping Plan (first adopted in 2009 and then updated in 2014, 2017, and 2022) employs a variety of GHG reduction measures that include direct regulations, alternative compliance mechanisms, incentives, voluntary actions,



California's 2020 reduction goal under AB 32 is 431 million MTCO₂e. In 2020, the State emitted approximately 370 million MTCO₂e, reducing emissions below the State's 2020

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and market-based approaches like a cap-and-trade program. The 2022 Scoping Plan identifies local governments as strategic partners to achieving the State goal of reducing human-caused emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045. ..

Senate Bill 375 – Sustainable Communities and Climate Protection Act of 2008

Senate Bill (SB) 375 builds off AB 32 and aims to reduce GHG emissions by linking transportation funding to land use planning. It requires metropolitan planning organizations (MPO) to create a sustainable communities strategy (SCS) in their regional transportation plans for reducing urban sprawl. Each SCS will demonstrate strategies each region will use to achieve the GHG emissions reduction target set by CARB for 2020 and 2035. In 2013, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) adopted Plan Bay Area, consisting of both the region's first SCS and 2040 Regional Transportation Plan. The plan was updated in 2017 (Plan Bay Area 2040) and 2022 (Plan Bay Area 2050).

Executive Order B-30-15 and Senate Bill 32

In 2015, former governor Jerry Brown signed Executive Order B-30-15, which directed state agencies to take several steps to reduce statewide GHG emissions and adapt to changing climate conditions. One section of this executive order set GHG reduction goal for the state of 40 percent below 1990 levels by 2030. In 2016, SB 32 was passed, codifying this GHG reduction goal into law as an official state target.

Executive Order B-55-18

In 2018, former governor Jerry Brown issued Executive Order B-55-18, which established an additional statewide goal of achieving carbon neutrality (no net GHG emissions) by 2045. Under this goal, any GHGs that are emitted by California must be fully offset by other activities by 2045. While this goal does not yet have the force of law, it does indicate the direction that the state is moving in and may be a reference point for future legislative action.

Assembly Bill 1279 – California Climate Crisis Act

In 2022, the California legislature passed AB 1279, the California Climate Crisis Act, which updated the State's targets for mitigating GHGs. California must achieve net carbon neutrality for GHG emissions by 2045 and reduce emissions to at least 85 percent below 1990 levels. The 2022 update to the Scoping Plan identifies a path to achieving the AB 1279 target.

Bay Area Air Quality Management District CEQA Air Quality Guidelines

Developing a CAP can also provide streamlined environmental review for new projects subject to CEQA. SB 97 directed the Governor's Office of Planning and Research (OPR) to amend the State CEQA Guidelines to address GHG emissions. OPR adopted the CEQA Guidelines in December 2009, and they went into effect on March 18,

2010. The guidelines include provisions for local governments to use adopted plans for the reduction of GHG emissions to address the cumulative impacts of individual future projects on GHG emissions (see State CEQA Guidelines Section 15183.5(b) (1)).

In 2022, BAAQMD adopted the Air District's CEQA Guidelines, including *CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans*. Appendix B of the Guidelines, *CEQA Thresholds for Evaluating the Significance of Climate Impacts*, presents BAAQMD's thresholds of significance for use in determining whether a proposed project will have a significant impact on climate change and provides the substantial evidence that lead agencies will need to support their use of these thresholds. The Strive San Mateo General Plan 2040 EIR will follow this guidance for the assessment of potential impacts related to buildout. Appendix C, *Guidance for Greenhouse Gas Reduction Strategies*, assists public agencies with preparation of community-wide GHG reduction strategies and CAPs. BAAQMD strongly recommends that cities and counties adopt a CAP that has been prepared consistent with State CEQA Guidelines, Section 15183.5(b), to demonstrate their ability to meet the State's GHG reduction goals for 2030 and 2045 and to be updated as needed to align with State targets and local and regional growth forecasts.

The City developed the CAP to consistent with CEQA Guidelines and BAAQMD's guidance. The 2023 technical update to the 2020 CAP and accompanying environmental review included in the Strive San Mateo General Plan 2040 EIR are consistent with the guidance set forth by BAAQMD for plan-level review of climate impacts and preparation of community-wide GHG reduction strategies (which parallel and elaborate on criteria established in State CEQA Guidelines Section 15183.5(b) (1)).

This CAP continues to meet the requirements of the CEQA Guidelines and commitments in the Land Use Element of the General Plan, as outlined below.

- Quantify emissions, both existing and projected over a specified period, resulting from activities within a defined geographic area (see **Chapter 2**).
- Establish a level, based on substantial evidence, below which the contribution of emissions from activities covered by the plan would not be cumulatively considerable (see **Chapter 2**). This CAP identifies two targets, consistent with State guidance, that are further addressed in **Chapter 2**.
 - Reduce emissions to 40 percent below 1990 levels (49 percent below 2005 levels) by 2030.
 - Reduce emissions to 85 percent below 1990 levels (87 percent below 2005 levels) by 2045.
- Identify and analyze the emissions resulting from specific actions or categories of actions anticipated within the geographic area (see **Chapter 3** and **Chapter 4**).
- Specify measures or a group of measures, including performance standards that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level (see **Chapter 4**).

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- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specific levels (see **Chapter 4**). As referenced in the General Plan Land Use Element (page LU-29-40), the City has developed a monitoring and implementation tool to track GHG emission changes over time. This CAP expands and updates the City's monitoring framework with an implementation plan, updated monitoring tool, and a checklist for new development as described in **Chapter 4** and **Appendix 3**.
- Adopt the GHG Reduction Strategy in a public process following environmental review. The 2020 CAP, as updated in 2023, is evaluated under the Strive San Mateo General Plan 2040 EIR.

Role of the Climate Action Plan in CEQA Implementation

Consistent with the State CEQA Guidelines, lead agencies may use adopted GHG reduction plans to assess the cumulative impacts of discretionary projects on climate change. In addition, the guidelines provide a mechanism to streamline development review of future projects.

Specifically, lead agencies may use adopted plans consistent with State CEQA Guidelines Section 15183.5 to analyze and mitigate the significant effects of GHGs under CEQA at a programmatic level by adopting a plan for the reduction of GHG emissions. Later, as individual projects are proposed, project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review in their cumulative impacts analysis. Project-specific environmental documents prepared for projects consistent with the General Plan and the CAP may rely on the programmatic analysis of GHGs contained in this document.

A project-specific environmental document that relies on this CAP for its cumulative impacts analysis must identify specific GHG reduction measures applicable to the project and demonstrate the project's incorporation of the measures. Project applicants and City staff will identify specific measures applicable to each project during project review. If applicable measures are not otherwise binding and enforceable, they must be incorporated as mitigation measures for the project. If substantial evidence indicates that the GHG emissions of a proposed project may be cumulatively considerable, notwithstanding the project's compliance with specific measures in this CAP, an EIR must be prepared for the project. This CAP includes a Consistency Checklist, contained in **Appendix 3**, which City staff can use to keep track of which reduction measures an individual project complies with. This checklist also helps project applicants quickly identify which reduction measures may apply to their project.

CLIMATE ACTION PLANNING PROCESS

The City facilitated a collaborative process to prepare the CAP. City staff, the public, and an appointed advisory body, the Sustainability and Infrastructure Commission, provided ongoing input on CAP development. Stakeholders in San Mateo vetted and recommended appropriate strategies reflective of the community. The outreach process served to develop a plan that responds to community leadership and priorities. The strategies

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in this CAP reflect those community priorities and recommendations. Engaging the community also allowed the City to build and nurture partnerships necessary to implement the CAP.

Staff Engagement

Many measures in this CAP rely on the City of San Mateo taking action to reduce community-wide GHG emissions. Interdepartmental engagement was essential in the development of the CAP to ensure that goals are attainable and appropriate for each responsible department. Members of the CAP project team consulted with staff from multiple City departments, including Public Works, Community Development, and the City Manager's Office. Drawing on the expertise of these departments helped define actions that the City was both capable and supportive of. Specific measures refined through staff engagement include transit-oriented development, sustainable streets, transportation demand management, recycling and waste reduction, development review, and housing programs.

Sustainability and Infrastructure Commission

In 2014, City Council created the Sustainability Commission and appointed five San Mateo residents. In 2018, the City Council combined the Sustainability Commission with the Public Works Commission, forming the Sustainability and Infrastructure Commission. This body provides recommendations to the City Council for policies and programs related to environmental sustainability, transportation, and infrastructure. Throughout the CAP update process, the project team met with the City of San Mateo Sustainability and Infrastructure Commission five times to provide updates, answer questions, summarize quantitative analyses, and to collaborate on the development of new GHG reduction measures. The Sustainability and Infrastructure Commission was able to lend valuable insight into local priorities and concerns in the development of measures to meet reduction targets. This allowed for refinement of measures that focus on emissions sources and community values specific to San Mateo, helping to shape a CAP that improves the environmental, social, and economic health of the City.

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Public Engagement

Residents of San Mateo were invited to contribute ideas and concerns throughout the CAP development process. The project team hosted a community workshop at the San Mateo Public Library. Additionally, five public meetings with the Sustainability and Infrastructure Commission served as a platform for citizens to continue to voice their thoughts about the CAP update and related sustainability topics.

Community Workshop

The City hosted a community workshop at the San Mateo Public Library on June 6, 2019. The goals of the forum were for participants to:

- Become aware of the project and the community's role in the planning process.
- Learn about the CAP and CAP update, and San Mateo's efforts to reduce GHG emissions.
- Learn about the City's contributions to climate change and the threat climate change poses to the community.
- Engage with the CAP update team and share what they are doing to reduce GHGs, where they think more work by the City is needed, and what they think should be in the City's strategy to address climate change.



San Mateo community members participate in the June 6, 2019 CAP workshop.

Photo by PlaceWorks

Approximately 50 people attended the workshop. The event began with a half-hour presentation by members of the CAP update project team that reviewed the sources of San Mateo's GHG emissions, an overview of the City's efforts to implement the CAP since it was first adopted in 2015, and a review of the new opportunities to reduce San Mateo's GHG emissions. After the presentation was an open house session. During this period, the project team seven large posters around the room, and participants were provided with green, yellow, and red sticky dots. Six posters listed potential GHG reduction strategies for the CAP, and participants were asked to place sticky dots on the posters as a means of voting (green for policies that participants support, yellow for policies that participants would consider but have concerns about, and red for policies that participants do not support). The project team set up blank sheets of paper next to each poster and invited participants to leave more detailed comments. The seventh poster asked participants to write down a "big idea" for GHG reduction or share other open feedback.

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During the open house period, participants were free to visit any or all posters in any order. Members of the project team were positioned at the different posters to answer questions and help guide participants through the activity.

Appendix 4 summarizes the results of the community workshop.



San Mateo community members shared their big ideas for GHG reduction at a community workshop.

Photo by PlaceWorks

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Chapter 2

Greenhouse Gas Inventories, Forecasts, and Reduction Targets

BACKGROUND

State, regional, and local laws, along with agencies tasked with local regulatory oversight, have influenced common methods, and provided an impetus for identification of reduction targets in California. A greenhouse gas (GHG) emissions inventory and forecast lays the groundwork for this CAP, which seeks to align the City's GHG reduction efforts with state-recommended targets. The City is committed to achieving a 40 percent reduction from 1990 emissions levels by 2030 (equivalent to a 49 percent reduction below 2005 levels by 2030), and an 85 percent reduction from 1990 levels by 2045 (equivalent to an 87 percent reduction below 2005 levels).

BASELINE GREENHOUSE GAS EMISSION INVENTORY

A greenhouse gas inventory is a summary of the GHG emissions occurring as a result of activities that take place within a community. In some instances, the emissions themselves may be emitted within the jurisdiction, such as emissions from a car being driven within the community's boundaries. In other cases, the emissions may occur elsewhere but are included because the activity responsible for generating the emissions took place within the jurisdiction, such as a community member using electricity generated by a power plant in another part of California. Inventories help allow elected officials, City staff, and members of the public to understand what activities generate GHG emissions.



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Protocols and Guidance

Reduction targets are developed based on a calculation of current and future GHG emissions, called the GHG inventory. The GHG inventory reflects the GHG emissions associated with everyday activities in the community of San Mateo, such as the electricity used in homes, miles traveled in vehicles, and waste sent to landfills.

Creation of the community inventories is based on emissions factors and methods in an evolving field of science. Over the past several years, organizations in California and throughout the United States have established protocols to assist and guide communities in assessing GHG emissions from government operations and community activities. While these protocols are not regulatory, they identify relevant sources or activities, recommend methods to estimate GHG emissions from each source, and provide consistency in the identification, assessment, and presentation of emission results across multiple jurisdictions.

In California, and as recommended by the Governor's Office of Planning and Research, many communities utilize the 2012 US Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions, commonly referred to as the US Community Protocol, to identify and assess community activities. The protocol provides guidance on how to measure and report community-wide GHG emissions, including identification of relevant sources or activities, methods to estimate GHG emissions from each source, and consistency in the identification, assessment, and presentation of emissions results across multiple jurisdictions.

The City's community-wide GHG inventory was prepared using protocols and best practices identified within the US Community Protocol, supported by methods in the Local Government Operations Protocol (LGOP) v. 1.1 where appropriate.

Prior Inventories

The CAP relies on four existing GHG inventories, which were all revised for consistency with current recommended methods and best practices as part of this CAP:

- 1) A 2005 baseline inventory originally developed by ICLEI and revised during the preparation of the 2015 CAP,
- 2) A 2010 inventory prepared as part of the regional RICAPS program (as discussed in Chapter 1),
- 3) A 2015 inventory prepared as part of the regional RICAPS program (as discussed in Chapter 1),
- 4) A 2017 inventory prepared as part of the regional RICAPS program (as discussed in Chapter 1).

GREENHOUSE GAS INVENTORIES, FORECASTS, AND REDUCTION TARGETS

To ensure accurate comparisons across all three existing inventories, the project team adjusted some of the methods of these past efforts to apply a consistent approach. This also helped ensure that all inventories were fully in compliance with the US Community Protocol. The project team made five key changes to the inventories:

- **Updated Global Warming Potential (GWP) figures:** Previous inventories used GWPs (measurements of how much heat is trapped by a unit of GHGs) reported in the IPCC's Second Assessment Report, first released in 1995. The project team updated these values to use the most recent GWPs from the IPCC's Fifth Assessment Report, which was released in 2013.
- **"Origin-destination" VMT methodology:** In the past, inventories utilized the "in-boundary" methodology for estimating vehicle miles travelled (VMT) in San Mateo. This method includes all VMT that occur within the city boundary, including pass-through traffic, regardless of trip origin or destination. An alternative method, the "origin-destination" method, has been determined to be a more accurate representation of VMT in a city. As a result, the inventories were updated to use this approach. The "origin-destination" VMT methodology only accounts for vehicle trips that begin and/or end within the city boundary and ignores "pass-through" trips that travel through San Mateo but begin and end elsewhere (for example, a person commuting from Redwood City to San Francisco on US-101).
- **Consistent off-road equipment method:** Previous inventories used CARB's OFFROAD2007 model to estimate total emissions from off-road equipment. The project team revised the off-road equipment emissions for all previous inventories using the updated CARB Emission Factor (EMFAC) model and updated US Environmental Protection Agency (USEPA) emission factors to maintain consistency with previous inventory methodologies.¹ The EMFAC model provides more reliable information about off-road equipment types and fuel use in the region than the previous version.
- **Reporting of direct access electricity:** In the past, data on total electricity use associated with direct access customers (customers that purchase electricity directly from a power provider, rather than a utility such as PGE or PG&E) in San Mateo was not available. Historically, direct access electricity consumption was estimated based on County-level direct access electricity consumption data. In recent years, direct access electricity consumption data has become available at the city level and the inventories were updated to reflect this.
- **Reporting of transmission and distribution losses for electricity and natural gas:** Transmission and distribution losses in electricity refer to the energy lost as heat during the transportation of electricity from power plants to end-users through transmission and distribution networks. Similarly, methane emissions result from transmission and distribution of natural gas and end-use leakage. Methane end-

¹ EMFAC is a model developed by the California Air Resources Board to calculate statewide or regional emissions from vehicle activity data from all motor vehicles. More information can be found at: <https://arb.ca.gov/emfac/>.

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use leakage refers to the unintentional release of methane from the final use of natural gas, such as from pipelines, storage facilities, and appliances.

- **Land use and sequestration:** Land use decisions can result in the release of emissions through the development of previously undeveloped land, or the removal (or sequestration) of carbon from the atmosphere through the creation and protection of urban trees and open space. The project team calculated land use emissions and sequestration (negative emissions) for the 2005 and 2019 inventories.

2019 Inventory

The project team prepared a 2019 GHG inventory to provide the most up-to-date available measurement of how San Mateo's GHG emissions have changed over time, including since the 2015 CAP. This inventory uses the same methods as the updated prior inventories, ensuring that all four inventories in the CAP are consistent with each other.

Inventory Results

The community-wide inventories in the CAP include the following sectors, consistent with guidance in the US Community Protocol:

- **On-road transportation:** on-road vehicle trips on local roads and State highways within the city limits.
- **Commercial/industrial built environment:** electricity and natural gas used in nonresidential settings (e.g., industrial, commercial), including direct access electricity.
- **Residential built environment:** electricity and natural gas used in residential settings.
- **Off-road equipment:** the use of portable equipment and vehicles that do not travel on roads (e.g., construction or lawn and garden equipment).
- **Solid waste generation:** material produced by the community that is deposited in landfills which decompose and produce methane.
- **Landfills:** emissions that occur in the inventory year as a result of waste-in-place at a landfill that is within the community boundary or operated by the City.
- **Rail:** emissions resulting from Caltrain trips generated by passengers at three stations: San Mateo, Hayward Park, and Hillsdale, as well as emissions from freight trains.
- **Water and wastewater:** energy used to treat and pump water used and wastewater created, along with emissions from the processing of wastewater.
- **Land use and sequestration:** emissions resulting from development of previously undeveloped land and sinks (negative emissions) from carbon sequestration of open space and urban trees.

GREENHOUSE GAS INVENTORIES, FORECASTS, AND REDUCTION TARGETS

- **Point sources:** stationary source emissions resulting from fossil fuel combustion within the county as reported by BAAQMD. These emissions are included as an informational item and are not counted as part of the City's total emissions based on guidance from BAAQMD as they are not under the jurisdiction of the City.

Table 2 shows the number of residents in San Mateo for the inventory years.

Table 2: San Mateo Population (2005 – 2019)

Indicator	2005 Value	2010 Value	2015 Value	2017 Value	2019 Value	Percentage Change, 2005–2019	Source
Population	93,400	97,110	101,610	103,470	104,599	12%	CA Dept. of Finance, ABAG

In the baseline year of 2005, the GHG emissions from the covered activities totaled 666,410 MTCO₂e, as shown in **Table 3** and **Figure 5**. The sector with the largest portion of emissions was on-road transportation, which produced 282,370 MTCO₂e, or 42 percent of all community emissions. The next largest sector, commercial/industrial built environment, produced 169,000 MTCO₂e, 25 percent of the total. The residential built environment was the third largest sector with 25 percent of total emissions (163,770 MTCO₂e) followed by solid waste generation (22,180 or 3 percent), the off-road equipment (15,900 MTCO₂e or 2 percent), and landfill (7,370 MTCO₂e or 1 percent) sectors. Rail emissions totaled 4,350 MTCO₂e (1 percent) and water and wastewater emissions totaled 2,520 MTCO₂e (less than 1 percent of total emissions). Finally, land use and sequestration were responsible for a reduction in emissions of 1,050 MTCO₂e, equivalent to removing 1 percent of total emissions.

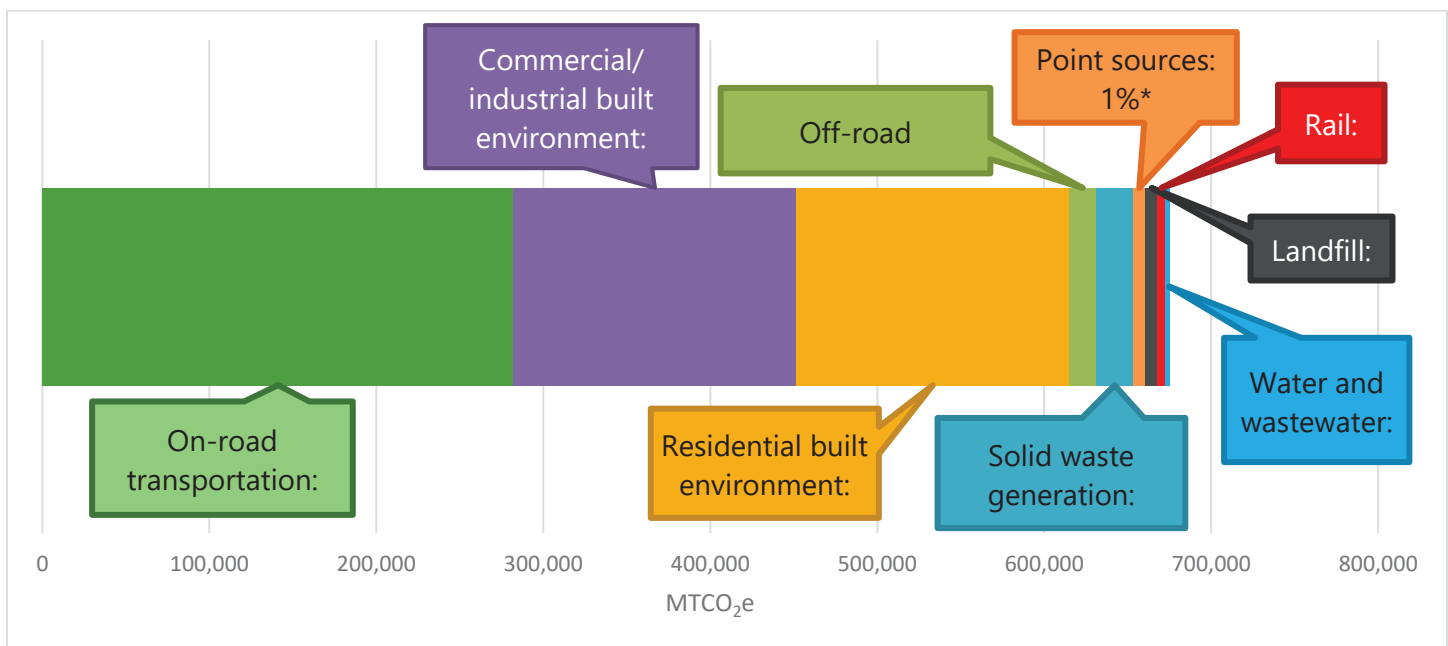
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Table 3: San Mateo 2005 Community-Wide GHG Emissions

Sector	MTCO ₂ e	Percentage
On-road transportation	282,370	42%
Commercial/industrial built environment	169,000	25%
Residential built environment	163,770	25%
Solid waste generation	22,180	3%
Off-road equipment	15,900	2%
Landfill	7,370	1%
Rail	4,350	1%
Water and wastewater	2,520	0%
Land use and sequestration	-1,050	-1%
Total	666,410	100%
Informational Items		
Point sources	7,390	1%

Note: Due to rounding, totals may not equal the sum of the component parts.

Figure 5: San Mateo 2005 Community-Wide GHG Emissions (MTCO₂e)



* Point sources are included as an informational item and are not counted towards the total GHG emissions for the city.

GREENHOUSE GAS INVENTORIES, FORECASTS, AND REDUCTION TARGETS

Interim Inventories

The 2010, 2015, and 2017 inventories show how San Mateo's GHG emissions have changed over time. Total emissions declined from 666,410 MTCO₂e in 2005 to 520,410 MTCO₂e in 2019, a decrease of 22 percent. Emissions from most sectors declined as well, except for emissions from point sources and rail activity. Overall, the relative proportion of emissions from different sectors remained similar (on-road transportation emissions remained the largest source of emissions, followed by residential and commercial/industrial built environment, then off-road equipment, etc.). **Tables 4 and 5** and **Figure 6** show the change in San Mateo's community-wide GHG emissions from 2005 to 2019.

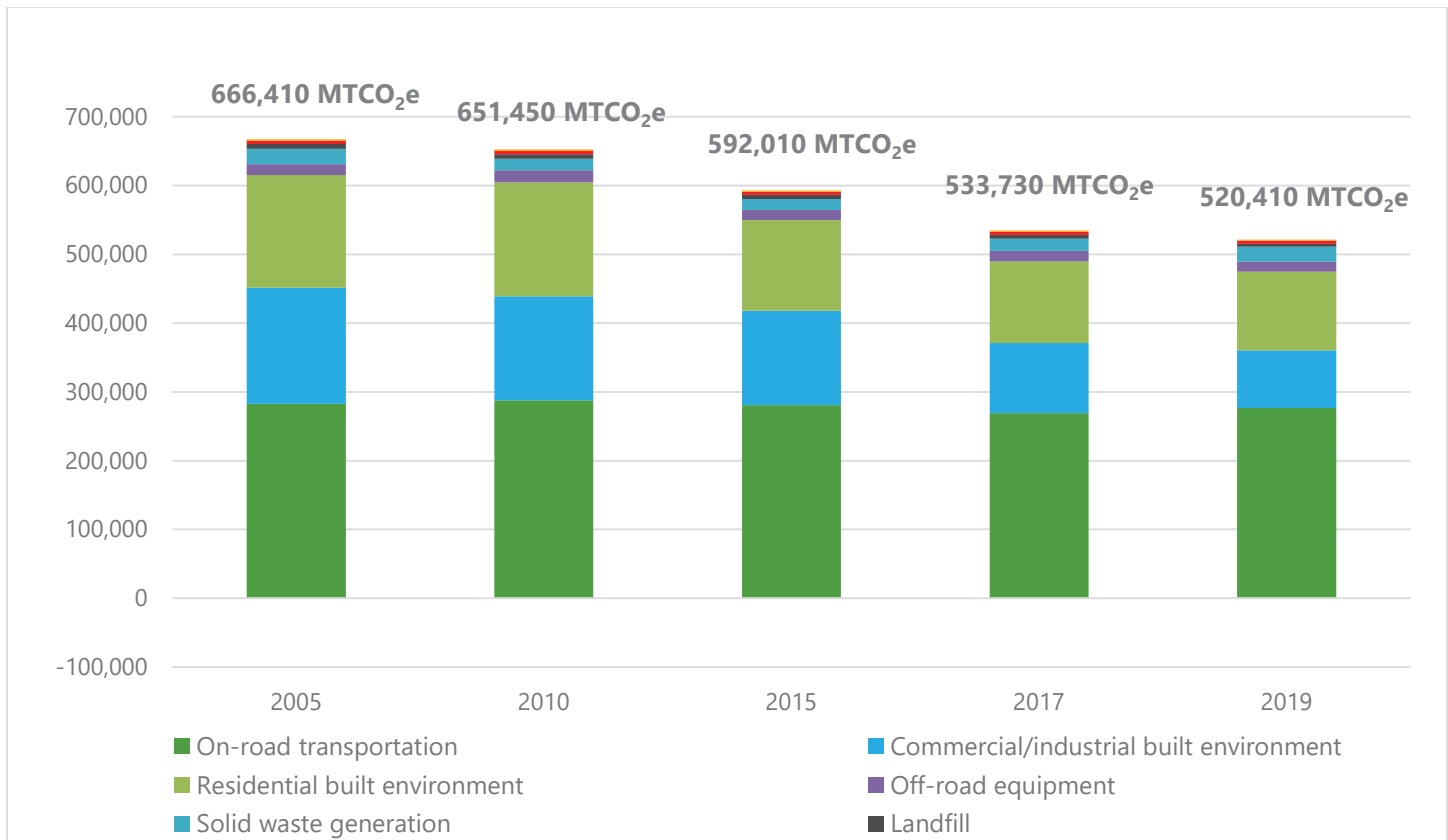
Table 4: San Mateo 2005-2019 Community-Wide Emissions

Sector	2005 (MTCO ₂ e)	2010 (MTCO ₂ e)	2015 (MTCO ₂ e)	2017 (MTCO ₂ e)	2019 (MTCO ₂ e)	Percentage Change, 2005 to 2019
On-road transportation	282,370	287,550	280,570	269,110	276,560	-2%
Commercial/industrial built environment	169,000	151,200	137,350	101,720	83,660	-50%
Residential built environment	163,770	165,800	131,660	118,980	114,630	-30%
Off-road equipment	15,900	17,840	14,960	14,940	14,400	-9%
Solid waste generation	22,180	16,580	15,860	17,890	21,910	-1%
Landfill	7,370	6,670	6,030	5,800	4,180	-43%
Rail	4,350	4,480	4,410	4,520	4,440	2%
Water and wastewater	2,520	2,380	2,220	1,810	1,670	-34%
Land use and sequestration	-1050	-1,050	-1,050	-1,040	-1040	-1%
Total	666,410	651,450	592,010	533,730	520,410	-22%
Informational Item						
Point sources	7,390	7,390	11,610	14,230	18,090	145%

Note: Due to rounding, totals may not equal the sum of the component parts.

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Figure 6: San Mateo 2005-2019 Community-Wide GHG Emissions (MTCO₂e)



The decrease in GHG emissions from most sectors is due to less resource use, less GHG-intensive resources, or both. For example, San Mateo buildings used approximately 10 percent less electricity in 2019 than in 2005. Additionally, the electricity used in San Mateo also generated 77 percent fewer GHGs per kilowatt-hour (kWh) in 2019 than in 2005, causing emissions from building electricity use to fall by 80 percent. In another case, San Mateo community members drove 14 percent more miles in 2019 than 2005, but cars became 15 percent cleaner during this period, causing a 2 percent decline in emissions.

It is important for community members to see their role in producing, and therefore reducing, GHG emissions. **Table 5** presents the 2005 baseline and 2019 current-year inventory results in a per-capita format. In 2005, residents produced 7.14 MTCO₂e per person. In 2019 residents produced 4.98 MTCO₂e per person.

GREENHOUSE GAS INVENTORIES, FORECASTS, AND REDUCTION TARGETS

Table 5: San Mateo 2005 and 2019 Community Emissions (Per-Capita)

	2005	2019
MTCO ₂ e per-capita	7.14	4.98

GREENHOUSE GAS EMISSIONS FORECAST

A forecast of future GHG emissions helps to ensure consistency with the guidelines for a Qualified GHG Reduction Strategy put forward by BAAQMD, as described in **Chapter 1**. A forecast allows elected officials, City staff, and community members to identify the amount of reductions necessary in order to achieve future GHG reduction targets and can help support long-range community planning efforts. The CAP update includes a forecast for the calendar years 2030, 2040, and 2045.

A GHG emissions forecast estimates how emissions would grow over time if no action is taken at the federal, State, or local level to reduce them. A set of indicators determines the extent of growth that could occur and how resulting emissions may change. An emissions forecast was prepared for San Mateo using the best available information regarding indicators and growth rates. The forecast relies on growth assumptions from the buildout projections in the Strive San Mateo General Plan 2040. Activity data rates in the forecast, such as household energy use, vehicle miles travelled, or per person waste disposal, are based on the 2019 emissions inventory.

Table 6 presents data from 2019 and projections for the years 2030, 2040, and 2045.

Table 6: San Mateo 2019, 2030, 2040, and 2045 Growth Indicators

Indicator	2019 Value	2030 Value	2040 Value	2045 Value	Percentage Change, 2019–2045
Population	104,599	129,210	156,585	172,370	65%
Households	39,771	49,260	59,843	65,960	66%
Jobs	61,232	69,400	77,760	82,310	34%
Service population ¹	165,831	198,610	234,345	254,680	54%

¹ Service population is the sum of the residential population and the number of jobs.

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Each indicator is used to project future emissions for the following sectors:

- Population: off-road equipment (lawn and garden equipment, pleasure crafts, portable equipment, and recreational equipment).
- Households: Residential built environment.
- Jobs: Commercial/industrial built environment, off-road equipment (industrial equipment and light commercial equipment).
- Service population: On-road transportation, rail (Caltrain), off-road equipment (construction and mining equipment, transportation refrigeration units), solid waste generation, water and wastewater.

Emissions from direct access electricity, point sources, and freight trains are held constant, and are not projected to change over time. Construction and mining emissions, part of the off-road equipment sector, are forecasted by the change in service population. Landfill emissions are based on decomposition rates provided by CARB and are not forecasted by an indicator. Land use and sequestration emissions are based on the acreage of forested land, developed land, and urban areas, as projected by the Strive San Mateo General Plan 2040.

The project team applied these indicators to forecast future GHG emissions. Relative to 2019 emissions, San Mateo's GHG emissions are expected to rise by more than 44 percent by 2045 if no action is taken. The forecast assumes that each person in San Mateo will continue to contribute the same amount of GHGs to the community's total, so that the amount of GHGs increase as the demographics of the community change. **Tables 7 and 8** show San Mateo's forecasted community-wide GHG emissions

GREENHOUSE GAS INVENTORIES, FORECASTS, AND REDUCTION TARGETS

Table 7: San Mateo Community-Wide BAU GHG Emissions Sector Totals

Sector	2019 (MTCO ₂ e)	2030 (MTCO ₂ e)	2040 (MTCO ₂ e)	2045 (MTCO ₂ e)	Percentage Change, 2019–2045
On-road transportation	276,560	308,930	351,730	375,310	36%
Commercial/industrial built environment	83,660	93,710	104,010	109,610	31%
Residential built environment	114,630	141,960	172,460	190,110	66%
Off-road equipment	14,400	23,770	26,620	30,360	111%
Solid waste generation	21,910	26,240	30,960	33,650	54%
Landfill	4,180	4,470	3,660	3,310	-21%
Rail	4,440	5,220	6,080	6,560	48%
Water and wastewater	1,670	1,990	2,340	2,540	53%
Land use and sequestration	-1,040	-1,050	-1,050	-1,050	0%
Total	520,400	605,240	696,810	750,400	44%
Percentage Change from 2005	-22%	-9%	5%	13%	
Informational Item					
Point sources	18,090	18,090	18,090	18,090	0%

Note: Due to rounding, totals may not equal the sum of the component parts.

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GHG EMISSIONS REDUCTION TARGETS

The California Environmental Quality Act (CEQA) Guidelines Section 15183.5(b) requires that a Qualified GHG Reduction Strategy contain a goal for substantive GHG reductions, although the guidelines do not set a specific level for what these goals should be. In the Climate Change Scoping Plan (Scoping Plan), the State provides its statewide GHG reduction targets and guidance for local communities. The CAP uses 2005 as a baseline year for measuring progress towards emission targets. In the 2015 CAP, the City adopted a GHG reduction target of 15 percent below the baseline 2005 GHG emission levels by 2020. The City chose this reduction target to remain consistent with the state-recommended target at the time, which was a reduction of 15 percent below existing levels by 2020, which is the local equivalent of the state's own adopted reduction target of reducing emissions to 1990 levels. Although "existing emission levels" was not formally defined by the Scoping Plan, agencies throughout California have often interpreted it as referring to emissions occurring between 2005 and 2008. San Mateo's GHG reduction strategies have used 2005 emissions as the "existing" levels and the State targets to inform the 2030 and 2045 targets listed below.

These statewide targets are:

- 2030: Reduce emissions 40 percent below 1990 levels, codified into law by SB 32 (2016)
- 2045: Reduce emissions 85 percent below 1990 levels and achieve carbon neutrality, codified into law by AB 1279 (2022).

Based on the results of the quantification process to identify the GHG reduction potential from this CAP (see Chapter 3), the City determined that the statewide targets for 2030 and 2045 were appropriate for San Mateo. To ensure that the CAP can continue to serve as a Qualified GHG Reduction Strategy, San Mateo has set its 2030 and 2045 targets to align with the State's targets. In the quantification of the CAP measures, 2040 is used as an interim benchmark as it aligns with the horizon of Strive San Mateo General Plan 2040 and tracks progress towards the 2045 target. These targets are meant to serve as ceilings for future GHG emissions. As discussed in the following chapter, the City has the potential to achieve greater GHG reductions, decreasing emissions below these levels.

Previous versions of the Scoping Plan have recommended per-capita targets for community-wide plans, such as a CAP. The 2020 CAP, prior to the 2023 update, used per-capita targets as recommended by the most recently adopted version of the Scoping Plan at the time it was written. With the adoption of AB 1279 and the 2022 Scoping Plan, State guidance recommends that local governments use "absolute" GHG reduction targets consistent with statewide GHG reduction goals. This version of the CAP uses absolute GHG reduction targets.

GREENHOUSE GAS INVENTORIES, FORECASTS, AND REDUCTION TARGETS

Qualified GHG Reduction Strategies

These revised targets help ensure that the 2020 CAP will continue to serve as San Mateo's Qualified GHG Reduction Strategy, which allows developments that are consistent with the CAP to streamline their environmental review. As noted in Chapter 1, the requirements for a Qualified GHG Reduction Strategy are:

- Quantify emissions, both existing and projected over a time period, from activities in a defined area.
- Establish a level, based on substantial evidence, below which the contribution of emissions from activities covered by the plan would not be cumulatively considerable.
- Identify and analyze the emissions resulting from specific actions or categories of actions anticipated within the geographic area.
- Specify measures or a group of persons that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level.
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specific levels.
- Adopt the GHG reduction strategy in a public process following environmental review.

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The targets in the CAP can apply to individual development projects as well as the entire community, helping to streamline the environmental review projects that are consistent with San Mateo's GHG reduction efforts.

Photo by City of San Mateo



Chapter 3

Strategies to Achieve the Targets

To understand the level of action necessary to achieve the City's reduction targets this updated CAP analyzes existing, planned, and future actions. By first looking at these accomplishments, the City can understand progress achieved and outstanding opportunities. Existing and current efforts provide a foundation for this CAP. New measures can further close the gap and guide future programs. Together, these efforts serve as the City's multipronged strategy to achieve reduction targets.

Table 8 shows the GHG emission levels that are expected to result when this CAP is fully implemented, based on the results of the analyses in this chapter, along with the GHG reduction targets.

Table 8: San Mateo Emissions with CAP Implementation (2030 – 2045)

	2030	2045
Projected Emission level	311,990 MTCO ₂ e	80,550 MTCO ₂ e
Target	339,880 MTCO ₂ e	84,970 MTCO ₂ e
Target achieved?	Yes	Yes
Gap to target	-27,890 MTCO ₂ e	-4,420 MTCO ₂ e

The CAP achieves these reductions by accounting for the GHG reductions from existing and planned State, regional, and local activities, along with the reduction measures in the CAP itself. **Table 9** shows the reduction levels achieved by the individual measures in the CAP. More details about the measures and all other reductions are given below.



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Table 9: Reductions from CAP Measures (2030 – 2045)

Measure	2030	2040	2045
BE 1: All-electric new construction	-21,070	-38,450	-47,250
BE 2: All-electric existing buildings	-102,210	-184,610	-221,260
RE 1: Peninsula Clean Energy	-160	-170	0
RE 2: Renewable energy systems for new and existing residences	-70	-160	0
RE 3: Renewable energy systems for new and existing nonresidential buildings	-60	-90	0
EE 1: Residential energy efficiency retrofits	-6,160	-7,020	-6,790
EE 2: Nonresidential energy efficiency retrofits	-3,800	-8,860	-13,380
EE 3: Residential tree planting	Less than -10	Less than -10	Less than -10
ME 1: Energy efficiency for new municipal buildings	Supportive (no measurable GHG reductions)		
ME 2: Energy efficiency at existing municipal buildings	-10	-30	-40
ME 3: All-electric municipal buildings	-130	-200	-270
CF 1: Electric vehicle charging infrastructure	-24,420	-49,390	-69,780
CF 2: Electric vehicle education and outreach	-4,910	-8,030	-12,360
CF 3: Clean city fleet	-130	-200	-270
CF 4: Clean fuel and vehicle emissions	-4,210	-16,920	-26,360
ST 1: Bicycle mode share	-80	-170	-180
ST 2: Pedestrian mode share	-110	-120	-130
ST 3: Micromobility and shared mobility	Supportive (no measurable GHG reductions)		
ST 4: Public transit service	-3,610	-5,660	-6,910
ST 5: Commuter programs	Less than -10	-70	-160
ST 6: Transportation Demand Management	-2,010	-7,950	-13,410
ST 7: Transit-oriented development	-10,200	-18,920	-23,700
SW 1: Composting program	-1,030	-1,710	-1,850

STRATEGIES TO ACHIEVE THE TARGET

Measure	2030	2040	2045
SW 2: Expanded recycling service	-6,070	-7,730	-8,820
SW 3: Waste awareness and source reduction	-2,080	-4,050	-5,590
WW 1: Water efficiency retrofits for existing buildings	-170	-300	-360
WW 2: Water-efficient landscaping	Less than -10	-10	0
WW 3: Water efficiency in new construction	Less than -10	-10	-20
OR 1: Alternative fuel lawn and garden equipment	-3,660	-7,130	-9,890
Total	-196,360	-367,960	-468,780

Note: Due to rounding, totals may not equal the sum of the component parts.

Existing and Planned Accomplishments

Both State and local efforts have achieved additional progress toward the reduction target, reducing the outstanding gap of emissions to achieve the City's reduction targets described in the previous chapter.

As mentioned in Chapter 2, the GHG emissions forecast is based on the results of the 2019 inventory and assumes that per-capita activity remains constant, so that changes in projected emissions are based on expected changes in San Mateo's demographics. This approach means that any action taken through 2019 to reduce GHG emissions is already taken into consideration for the forecast. For example, if homes installed solar energy systems in 2018, the effect of that action (lower residential electricity use) will already show up in the 2019 inventory, and by extension will be carried through into the forecast.

State Existing and Planned Accomplishments

Since passing AB 32, the State has enacted regulations and programs to reduce GHG emissions. Although statewide in scope, these actions affect several sources of San Mateo's emissions, and so the local benefits of these State efforts can be "credited" to San Mateo even in cases where the community has not needed to take any action. This CAP includes the local benefits from five State policies:

- Renewables Portfolio Standard:** The Renewables Portfolio Standard (RPS) was first established in 2002 and has been amended multiple times, most recently by SB 100 in 2018. It requires all electricity providers in the State to obtain at least 33% of their electricity from eligible renewable resources by the end of 2020, 60% of their electricity from eligible renewable resources by the end of 2030, and all of their electricity from carbon-free (although not necessarily eligible renewable) resources by the end of 2045.

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This policy reduces GHG emissions from electricity use, including electricity used to transport and process water and wastewater, and electricity used for electric vehicles.

- **Clean Car Standards:** In 2002, California adopted AB 1493, the New Passenger Motor Vehicle Greenhouse Gas Emission Standards or Pavley standard. It requires a reduction in tailpipe GHG emissions from new vehicles produced from 2009 to 2015. In 2012 CARB adopted an extension of this policy, the Advanced Clean Car Standards, which require more stringent reductions in tailpipe GHG emissions from vehicles produced from 2016 to 2025. In 2022, CARB adopted a further extension, known as Advanced Clean Cars II, which apply to vehicles produced from 2026 to 2035, and require that all new light-duty vehicles sold in California be zero-emission by 2035. The Clean Car Standards (including the Advanced Clean Car Standards) reduce GHG emissions from on-road transportation.
- **Title 24 Energy Efficiency Standards:** Title 24 is California's energy efficiency standards for new buildings, applied at the local level through the project review process. The standards are strengthened every three years, with the ultimate goal of making new buildings net-zero energy, meaning that they would generate as much energy as they use. The most recent set of Title 24 standards went into effect on January 1, 2023. This policy will reduce GHG emissions from electricity and natural gas use in new homes and nonresidential buildings.
- **SB 1383:** California's SB 1383 aims to reduce GHG emissions from organic waste by requiring businesses and residents to separate their organic waste from other waste streams for recycling or composting. The law sets targets for reducing organic waste disposal in landfills by 75 percent by 2025 and requires local jurisdictions to implement organic waste recycling programs to meet these goals.

Collectively, the State reduction efforts are expected to reduce San Mateo's GHG emissions below forecasted levels by 72,890 MTCO₂e in 2030, 147,970 MTCO₂e in 2040, and 196,150 MTCO₂e in 2045. **Table 10** shows the emission reductions from the individual State existing activities.

Renewable and Carbon-Free Electricity

California's RPS establishes requirements for both eligible renewable and carbon-free electricity. Eligible renewable resources are those that are specifically defined under state law, and include solar, wind, geothermal, small-scale hydroelectric, and most forms of bioenergy. Carbon-free sources include eligible renewable sources, as well as others that do not emit GHGs but are not officially defined as renewable, including large-scale hydroelectric and nuclear energy.

STRATEGIES TO ACHIEVE THE TARGET

Table 10: San Mateo Community-Wide GHG Emissions Reductions from State Programs

Policy	2030 Emissions (MTCO ₂ e)	2040 Emissions (MTCO ₂ e)	2045 Emissions (MTCO ₂ e)
Forecasted emissions	605,240	696,810	750,400
Clean Car Standards	-55,030	-95,730	-109,680
Renewables Portfolio Standard	-4,720	-15,330	-39,860
Title 24	-9,380	-32,480	-41,790
SB 1383	-3,760	-4,430	-4,820
Total reductions from existing State programs	-72,890	-147,970	-196,150
Emissions with existing State programs	532,340	548,840	554,260

Note: Due to rounding, totals may not equal the sum of the component parts.

There are other programs that reduce GHG emissions that State agencies have adopted or are planning to put into effect. These are not included in this section because of uncertainty about how these programs will be applied. In many cases, State programs may be implemented by local actions, and reductions associated with these programs are included in the local reduction measures discussed later in this chapter.

Existing and Planned Local and Regional Accomplishments

The City of San Mateo has a successful history of developing and implementing sustainability policies. The City's adopted plans, along with leadership from community members and businesses have been partially responsible for the decline in GHG emissions since 2005. Several policies are currently in place that are expected to further reduce San Mateo's GHG emissions. Some of these accomplishments were established before the City adopted its first CAP in 2015, while others were implemented in response to the 2015 CAP.

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The project team identified the following existing local and regional efforts that are expected to reduce San Mateo's future GHG emissions:

- **Peninsula Clean Energy:** Peninsula Clean Energy (PCE) is a community choice energy program run by the local governments of San Mateo County that is the default electric provider for the City of San Mateo and provided approximately 87 percent of the community's electricity as of 2019 (expected to grow to more than 90 percent by 2020). First established in 2016, PCE provides electricity to community members from a higher proportion of renewable and carbon-free sources than PG&E. As of 2021, PCE supplies 100 percent carbon-free electricity and plans to supply 100 percent renewable electricity by 2025.
- **Energy efficiency retrofits:** A number of single-family homes, multi-family homes, and businesses in San Mateo have conducted energy efficiency retrofits. These retrofits involve replacing older appliances with more energy-efficient models, upgrading insulation, improved sealing around windows and doors, and other types of activities. From 2015 to 2019, over 1,600 single-family and multifamily homes and at least 66 businesses, have completed energy efficiency retrofits through programs such as Energy Upgrade California and the San Mateo County Energy Watch.
- **Solar energy installation:** Since 2016, San Mateo has required in its building code that all new residential and non-residential buildings install solar energy systems. Many existing building owners have also chosen to voluntarily install these systems on their properties, reducing their electricity bills and increasing the amount of renewable energy used by the community. Since the 2020 CAP was adopted, San Mateo has installed close to 700 solar energy systems, capable of generating almost 4 MW of power.
- **Municipal energy efficiency retrofits:** In addition to the Smart Street Light program and retrofits by private property owners, San Mateo has conducted several energy efficiency retrofits at municipal properties. At the end of 2017, the City began working with PG&E to identify potential retrofit activities through the Sustainable Systems Turnkey program. San Mateo secured approximately \$3.2 million in funding for energy-efficiency upgrades to municipal facilities. Since 2020, San Mateo has conducted significant retrofits to City facilities, saving over 1,831,170 kWh and 22,871 therms annually. The City has also carried out lighting retrofits at small buildings such as public park restrooms and storage sheds, using a grant from the San Mateo County Energy Watch.



Peninsula Clean Energy provides most of San Mateo's electricity, and offers a cleaner mix of energy sources than PG&E by default.

Photo by City of San Mateo

STRATEGIES TO ACHIEVE THE TARGET

- **Public-access EV chargers:** The City of San Mateo has installed 55 publicly accessible EV charging stations in the community since 2020, including DC fast chargers that can recharge an electric vehicle in less than an hour. In addition to helping to support EV adoption in San Mateo itself, the presence of publicly accessible EV chargers also helps boost EV adoption in the region, making it easier for people to use EVs for longer trips.

- **Transportation Demand Management:** San Mateo requires that new significant developments along the Caltrain corridor reduce the number of trips they generate relative to a conventional development project. Since 2017, there have been 895 residential units and approximately 158,370 square feet of nonresidential space planned or under construction in San Mateo that are subject to trip reduction requirements.

- **Additional bicycle lanes:** San Mateo published the 2020 Bicycle Master Plan, which proposes the development of an additional 45 miles of bicycle lanes to achieve a target of 101 bicycle lanes citywide. Improved bike infrastructure and increased connectivity of the bicycle network can reduce VMT as residents are encouraged to replace vehicle trips with bicycle trips. Since its publication, approximately 6 miles of bicycle lanes have been completed.

There is also one planned action accounted for in this CAP:

- **Caltrain electrification:** This is a plan to install overhead power lines above the tracks on the Caltrain commuter rail line between San Francisco and San Jose, which will allow Caltrain to replace most of its diesel-powered locomotives with electric ones, significantly reducing GHG emissions from Caltrain operations. As of 2020, some electric lines have been installed, but electric trains are not expected to begin carrying passengers until at least 2024.

Some actions included in the initial version of the 2020 CAP are removed for the 2023 technical CAP update as they no longer produce additional GHG emission reductions beyond 2020. GHG emission savings from these programs are already accounted for in the 2019 GHG inventory and projections of future emissions. These include:

- **Upgraded streetlights program:** San Mateo has replaced over 5,600 streetlights in the community with LED bulbs that use significantly less energy than older bulbs. This program is expected to save approximately 2 million kWh of electricity annually, equal to the yearly electricity use of almost 400 San



Public electric vehicle charging stations at a shopping center in San Mateo.

Photo by PlaceWorks

CHAPTER 3

Mateo homes. These LED bulbs also provide higher-quality lighting and reduce light pollution in accordance with the Dark Sky Objectives.

- **Caltrain shuttles:** The regional Peninsula Traffic Congestion Relief Alliance operates three public shuttles in San Mateo, transporting riders from the Hillsdale Caltrain station to employment centers throughout the community. These three shuttles served approximately 58,900 people in 2018. Ridership of the shuttles decreased during the COVID-19 pandemic shelter-in-place period and is therefore not quantified as a GHG reduction measure.
- **Composting:** San Mateo first established a composting program in 2011, allowing participating residents and businesses to place organic waste in a dedicated waste bin to be picked up by the community waste hauler along with trash and recyclables. With the passage of SB 1383, any GHG emission reductions associated with composting are quantified as part of the State measure.
- **Electric vehicle adoption:** San Mateo, like many other Bay Area communities, has been a leader in adopting EVs. When San Mateo's original CAP was adopted in 2015, there were approximately 1,050 EVs registered in the community, including plug-in hybrids. San Mateo adopted requirements for new development that went into effect in 2017, mandating that multifamily and nonresidential developments install EV chargers at a set number of parking spaces. By the end of 2017, the number of EVs had more than doubled to approximately 2,290, making EVs approximately 2 percent of all cars registered in the community. San Mateo adopted a revised building standard code in 2020, which requires more EV chargers and EV-capable spaces at all types of new developments. Since the projected rate of EV adoption locally does not surpass the State level adoption projection, any GHG emission reductions associated with EV adoption are quantified as part of the State's Clean Fuel Standards.

This is not a comprehensive list of all existing and planned local and regional accomplishments that may reduce GHG emissions. The City and its regional partners have implemented many other policies and programs that may contribute to GHG reductions. However, these efforts may not have clearly measurable reductions, or data on their effectiveness may not be available. In these cases, the project team is unable to credit a GHG reduction to these efforts.

As with the State reductions, the CAP credits reductions from local and regional efforts that go beyond the policies in place as of 2019, as conditions that existed in 2019 are already factored into the forecast. In addition, the CAP only credits local and regional reduction efforts if they go beyond State policy. For example, San Mateo received significant reduction credits from EV adoption in 2020 because the local numbers exceed what the State forecasts for the region. However, by 2030, State policies are expected to increase EV adoption to exceed San Mateo's current rate, so the community does not receive any additional GHG reductions from local accomplishments.

STRATEGIES TO ACHIEVE THE TARGET

Collectively, San Mateo's existing and planned local and regional accomplishments are expected to reduce emissions by 23,990 MTCO₂e in 2030, 18,360 MTCO₂e in 2040, and 4,950 MTCO₂e in 2045, in addition to the reductions achieved by State accomplishments. **Table 11** shows the reductions from each local and regional accomplishment.

Table 11: Emissions Reductions from Local and Regional Programs

Policy	2030 GHG Emissions (MTCO ₂ e)	2040 GHG Emissions (MTCO ₂ e)	2045 GHG Emissions (MTCO ₂ e)
Emissions with Existing State Programs	532,340	548,840	554,260
Peninsula Clean Energy	-20,000	-13,750	0
Energy efficiency retrofits	-30	-30	-30
Solar energy installations	-20	-10	0
Municipal energy retrofits	-160	-160	-160
Public access EV chargers	0	0	0
Transportation Demand Management	-220	-200	-190
Caltrain electrification (planned)	-3,560	-4,200	-4,560
Total reductions from existing and planned local and regional programs	-23,990	-18,330	-4,940
Emissions with existing and planned local and regional programs	508,380	530,510	549,320

Note: Due to rounding, totals may not equal the sum of the component parts.

Existing and planned local, regional, and State accomplishments reduce San Mateo's forecasted GHG emissions by a significant amount. **Table 12** shows the benefit of these accomplishments relative to San Mateo's baseline.

Table 12: Emissions with Existing and Planned Efforts

Policy	2030	2040	2045
2005 (baseline) emissions (MTCO ₂ e)	666,430	666,430	666,430
Emissions with existing and planned programs (MTCO ₂ e)	508,380	530,510	549,320
Percent below baseline emissions	-24%	-20%	-18%

CHAPTER 3

REVISED AND NEW GHG REDUCTION MEASURES

A central goal of the CAP update is to achieve additional GHG reductions to work toward the City's 2030, 2040, and 2045 reduction target, recognizing that the reduction measures in the 2015 CAP are insufficient to meet these reductions. To identify these additional reductions, the project team began with the 28 GHG reduction measures in the City's 2015 CAP. Some of these measures have been fully implemented, and do not need to be carried forward into the CAP update. Others are still applicable and can be revised or expanded to achieve additional GHG reductions. There are also opportunities to add entirely new measures to address new and emerging issues not covered in the 2015 CAP.

The project team based the revised and new GHG reduction measures on several sources, including:

- San Mateo's inventory and forecast.
- The existing and planned State, regional, and local accomplishments.
- Discussions with City staff to identify past successes and challenges, plans and opportunities, and goals and priorities related to GHG reduction efforts.
- An audit of energy-related strategies being recommended and implemented by communities throughout San Mateo County through the RICAPS program, working with staff from PCE and the San Mateo County Office of Sustainability
- Feedback and direction from Sustainability and Infrastructure Commission members, along with comments provided by members of the public at these meetings.
- Comments and results of the priority voting activity at the June 6, 2019, community workshop.

STRATEGIES TO ACHIEVE THE TARGET

Calculating Credit

This CAP uses a process called quantification to determine the amount of GHG emissions reduced by each measure. The foundation for the quantification calculations is the baseline GHG inventory and forecast. Activity data from the inventory, such as vehicle miles traveled (VMT) or kilowatt-hours (kWh), are combined with participation rates and data about the reduction in activity data from each action to calculate the GHG reduction benefit of each measure. This approach ensures that the GHG reductions from San Mateo's CAP measures are tied to current and future activities that are actually occurring in the community.

Calculations for reductions in activity data come from tools and reports provided by government agencies; these agencies include the US Environmental Protection Agency (EPA), the California Energy Commission (CEC), the California Air Resources Board (CARB), the California Air Pollution Control Officers Association, the US Department of Energy, and local air districts. If accurate data are not available through these sources, the quantification uses case studies from comparable communities and applicable scholarly research. The specific quantification process for each measure is presented in **Appendix 1**, which includes a list of data sources and assumptions.

The project team was able to identify GHG reductions for most of the measures in this CAP. However, there are a few that do not have a specific reduction level due to missing data or the lack of a reliable method. These efforts are still expected to reduce GHG emissions, but the level cannot be accurately determined. These measures are labeled as supportive.

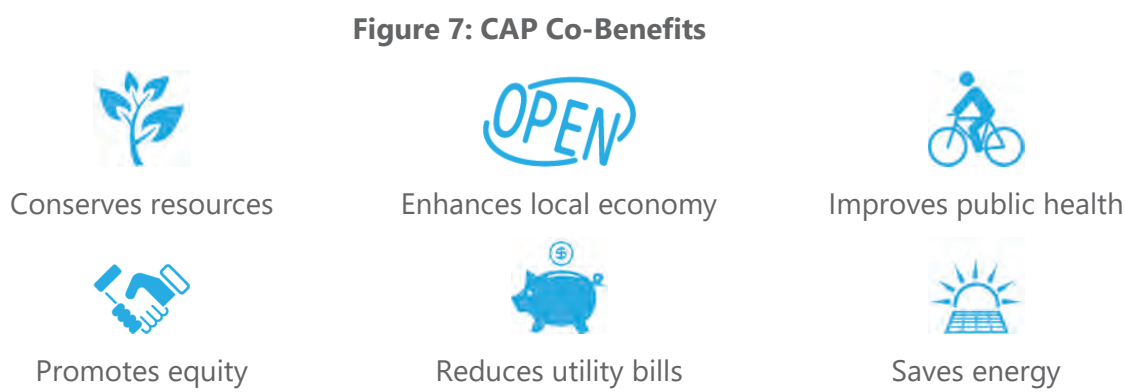
GHG Reduction Measures

Based on the results of this process, the project team identified a total of 29 GHG reduction measures to include in this CAP. These measures include a mix of education and outreach programs to encourage GHG reduction activities, financial subsidies, and other enticements to incentivize GHG reductions, and mandates to require GHG reduction efforts. These 29 measures are organized into 9 categories:

- 1) Building Electrification (BE)
- 2) Renewable Energy (RE)
- 3) Energy Efficiency (EE)
- 4) Municipal Energy Efficiency and Electrification (ME)
- 5) Off-Road Equipment (OR)
- 6) Clean Transportation Fuels (CF)
- 7) Sustainable Transportation (ST)
- 8) Solid Waste (SW)
- 9) Water and Wastewater (WW)

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Each measure entry includes a description of the measure, the anticipated 2030, 2040, and 2045 GHG reductions achieved by the measure at the projected performance level, and the recommended actions necessary to implement it. Assumptions, projected performance levels, sources, and metrics used to calculate GHG reductions are given for each measure in **Appendix 1**. Each measure entry also identifies the co-benefits of the measure, which are advantages provided by the measure beyond GHG reduction. **Figure 7** presents the co-benefits assessment for each GHG reduction measure.



Building Electrification (BE)

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. Buildings that receive most or all their energy from electricity instead of natural gas can significantly reduce their GHG emissions as a result. Buildings can be constructed to be mostly electric or all-electric, or existing buildings can be electrified as part of retrofit activities. Advances in electric appliances, such as those used for space heating, water heating, and cooking, have helped make building electrification easier and more cost-effective.

BE 1: All-electric new construction

As San Mateo property owners construct new residential and nonresidential buildings, they have the option to construct these buildings to receive most or all their energy from electricity rather than natural gas. Not having to install natural gas piping decreases the cost of construction. New buildings in San Mateo must also install solar panels to generate electricity, and so all-electric buildings with solar panels may be able to generate all the energy they need on-site.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	21,070	38,450	47,250

STRATEGIES TO ACHIEVE THE TARGET

Recommended actions:

- For each three-year code cycle, adopt a reach code to encourage residential and commercial new construction to be built to an all-electric standard, including electric heating, cooling, and water heating.
- Explore the feasibility of reducing permitting fees if builders elect to construct all-electric buildings instead of buildings that use natural gas.

Co-benefits:



Conserves resources



Improves public health



Promotes equity



Reduces utility bills

BE 2: All-electric existing buildings

Although most existing buildings already have natural gas infrastructure and natural gas devices installed, these systems can be converted to all-electric. Electric appliances that replace natural gas-powered models are highly efficient, readily available, and cost-effective. Many buildings can install these appliances with simple electric wiring and panel upgrades, if upgrades are required at all. The cost of converting existing buildings to mostly- or all-electric can be further reduced if the electrification is done as part of a larger retrofit activity.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	102,210	184,610	221,260

Recommended actions:

- Encourage residents and businesses to purchase electric technologies (e.g., air source heat pumps, heat pump water heaters, electric dryers, and electric stoves).
- Encourage residents and businesses to upgrade electric panels to accommodate electric technologies including solar PV, battery storage, air source heat pumps, heat pump water heaters, electric dryers, and electric stoves.
- Support training and outreach to residents, businesses, contractors, vendors, and installers about preferable electric equipment replacement technologies.

CHAPTER 3

Co-benefits:



Conserves resources



Improves public health



Promotes equity



Reduces utility bills

STRATEGIES TO ACHIEVE THE TARGET

Renewable Energy (RE)

Renewable Energy Emissions Reductions in 2045

Measures that only reduce electricity use or increase renewable electricity supplies will show zero GHG reductions in 2045. This is because all electricity sold in California must be carbon-free by 2045, as required by the State's Renewables Portfolio Standard (RPS). Since there will already be no emissions from electricity use in 2045, San Mateo cannot count additional reductions associated with electricity in this year. This CAP already credits reductions from the RPS as an existing State program.

While Peninsula Clean Energy supplies most of San Mateo's electricity and is carbon-free as of 2021, some San Mateo customers are still expected to receive their electricity from PG&E or direct access providers. As these providers are not expected to be carbon-free until required by the State, measures that reduce electricity use or increase renewable electricity supplies will show some GHG reductions in 2030 and 2040, even though most of the community will already use carbon-free electricity.

Remember that local renewable energy systems and energy efficiency measures will continue to provide several co-benefits to the community, including lower electricity bills and increased resiliency against power disruptions, even if there are no measurable additional GHG reductions.

While much of San Mateo's electricity already comes from renewable or carbon-free sources, increasing the amount of energy in the community from renewable sources not only further reduces GHG emissions but also has the potential to reduce the cost of electricity for residents and enhance the local economy. By incentivizing on-site electricity generation and storage and thereby decentralizing the creation of energy, the City of San Mateo also becomes more resilient to grid failures and power shutoffs and helps make the community less dependent on outside resources.

CHAPTER 3

RE 1: Peninsula Clean Energy

Since beginning operations in 2016, the county-wide Peninsula Clean Energy (PCE) program has been highly successful in increasing the amount of renewable and carbon-free electricity used by the community. As of 2019, more than 97 percent of San Mateo’s residents and businesses receive their electricity from PCE. San Mateo can achieve more GHG reductions with PCE by encouraging the remaining residents and businesses to participate in the program and by supporting efforts for customers to upgrade to PCE’s ECO 100 service, which provides all electricity from renewable sources.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	160	170	0

Recommended actions:

- Encourage residents and businesses to participate in Peninsula Clean Energy.
- Encourage residents and businesses participating in PCE to opt up to ECO 100.
- Support PCE’s outreach to direct access customers to encourage use of carbon-free electricity.

Co-benefits:



Enhances local economy



Reduces utility bills

STRATEGIES TO ACHIEVE THE TARGET

RE 2: Renewable energy systems for new and existing residences

The addition of renewable energy systems to new residential buildings can often meet (and even exceed) the energy demand of the home. State and local regulations already require new homes to install solar panels of a particular size, but homeowners can choose to install larger systems to generate additional power. Existing homes not subject to this requirement can also benefit from installing renewable energy systems. Extra energy can meet any additional electricity needs of the home, or can be sold back to the grid, which helps reduce the amount of energy needed from nonrenewable sources and can help the homeowner finance the project.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	70	160	0

Recommended actions:

- For each three-year code cycle, adopt reach codes to require residential developments to install renewable energy systems, including solar photovoltaic or solar water heating, as needed to exceed State requirements.
- Provide education and outreach to residents and contractors on the benefits of pairing battery storage with solar PV systems.
- Explore the feasibility of reducing or eliminating solar permitting fees.
- Provide information to property owners about discounts, incentives, and financing programs for renewable energy systems, including solar bulk purchase programs and financing programs that allow property owners to incrementally pay for renewable energy systems.
- Provide education and outreach to stakeholders on the benefits of retrofitting existing residential buildings to be zero net energy.
- Promote the installation of renewable energy and energy storage systems as part of major home retrofit projects.

Co-benefits:



Conserves resources



Enhances local economy



Promotes equity



Reduces utility bills

CHAPTER 3

RE 3: Renewable energy systems for new and existing nonresidential buildings

The addition of distributed-generation renewable energy systems to nonresidential buildings helps reduce the amount of energy from nonrenewable sources the building requires, and in some cases may exceed the amount of electricity needed. While San Mateo requires that new nonresidential buildings include renewable energy systems, this requirement does not apply to existing buildings, which can still take advantage of the benefits provided by these systems. New nonresidential buildings can also install larger systems than local standards require, producing an additional amount of renewable energy that can either be used by the building or sold back to the grid. New construction that is built to include such systems helps reduce GHG emissions and may save businesses money on utility costs.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	60	90	0

Recommended actions:

- For each three-year code cycle, adopt reach codes to require nonresidential developments to install renewable energy systems, including solar photovoltaics or solar water heating, as needed to exceed State requirements.
- Promote financing programs that allow developers, property owners, and tenants to incrementally pay for renewable energy systems.
- Explore the feasibility of reducing or eliminating solar permitting fees.
- Work with appropriate property owners to identify potential sites for a microgrid demonstration project. Provide education and outreach to these property owners on the multiple benefits of developing a microgrid, including reliability, cleaner energy, and cost savings.
- Encourage property owners to pair battery storage systems with solar PV systems.
- Support development of a local rebate program for on-site renewable energy systems.

Co-benefits:



Conserves resources



Enhances local economy



Reduces utility bills

STRATEGIES TO ACHIEVE THE TARGET

Energy Efficiency (EE)

Electricity and natural gas are used to heat, cool, and light buildings, as well as to operate appliances and machinery. This goal seeks to provide opportunities for businesses and residents to conserve energy and maximize efficiency, which in turn reduces energy costs, supports the local economy, and further reduces GHG emissions.

EE 1: Residential energy efficiency retrofits

Older homes, especially those built before incorporation of energy efficiency and green building standards in local and State building codes (generally before 1980), are less energy efficient than newer buildings. Home retrofit programs address a variety of improvements in existing houses and include upgrades to insulation, windows, heating, ventilating, and air conditioning (HVAC) systems, lighting, and appliances, and may reduce the average home’s energy use by 33 percent or more. San Mateo residents have already completed a limited number of retrofits, as discussed in the Existing and Planned Accomplishments section, through programs such as Energy Upgrade California.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	6,160	7,020	6,790

Recommended actions:

- Establish a time of sale residential energy conservation program that requires an energy audit by a certified energy professional. Audits would be disclosed to the buyer.
- Educate homeowners, real estate agents, rental property owners, and tenants about the benefits of residential energy retrofits, the availability of financing options, and how to participate.
- Provide energy retrofit information to project applicants seeking permits for renovation or expansion work on existing houses.
- Host residential energy outreach events such as evening workshops and local learn-at-lunch sessions, provide energy retrofit information at community events, and distribute information on residential energy retrofits online and in public buildings.
- Promote financing programs that allow homeowners, rental property owners, and tenants to incrementally pay for energy efficiency retrofits.
- Provide funding to support energy efficiency education and low-cost retrofits for low-income households.
- Offer low- or no-cost energy audits to rental property owners who agree to disclose a unit’s energy efficiency results to tenants.
- Encourage property owners to participate in energy benchmarking efforts.

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- Work with tenant groups and property management companies to identify actions tenants can take within the bounds of their lease to improve energy efficiency.
- Promote incentives such as direct subsidies and reduced fee permitting to rental property owners who make energy efficiency improvements to their units beyond any minimum actions required by the adopted energy code.
- Encourage property owners to consider installing cool roofs when reroofing buildings.

Co-benefits:



Conserves resources



Enhances local economy



Reduces utility bills



Saves energy



Home energy audits can identify opportunities to reduce electricity and natural gas use through both retrofit activities and low- or no-cost behavioral changes.

Photo by Dennis Schroeder/NREL (28533)

STRATEGIES TO ACHIEVE THE TARGET

EE 2: Nonresidential energy efficiency retrofits

As with residential buildings, many of San Mateo’s nonresidential buildings have been constructed before the adoption of modern energy efficient building codes. Energy-efficient retrofits can help the City reduce GHG emissions and save businesses money. Retrofits to these structures can reduce energy use by approximately 35% to 45%. Property owners who are substantially remodeling their nonresidential buildings can also bring the structure up to current energy efficiency codes as part of the remodel, which can also significantly decrease the buildings’ electricity and natural gas use.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	3,800	8,860	13,380

Recommended actions:

- Develop policy requiring reporting of energy use (ENERGY STAR performance score) by commercial and multifamily buildings. Apply benchmarking ordinance to smaller commercial and multifamily buildings, below the minimum size threshold for mandatory benchmarking under AB 802 and require commercial buildings to receive an energy assessment every five to ten years depending on size.
- Educate property owners and tenants about energy efficiency retrofit programs and financing options.
- Work with property owners to offer green leases for tenants, allowing tenants to specify energy efficiency improvements to the space or to finance energy efficiency retrofits in exchange for reduced occupancy fees. Promote a green lease addendum template that can be used by nonresidential property owners to incorporate green lease language into future leases.
- Support participation in demand response programs.
- Offer low-cost energy audits for business or office parks, including identification of most cost-efficient savings for weatherization or appliance upgrades.
- Offer reduced fee permitting to project applicants undergoing specifically defined energy retrofit measures, such as a retrofit to achieve Zero Net Energy in an existing building.
- Promote the San Mateo County Green Business program to help encourage energy efficiency and sustainable actions in local businesses.
- Encourage property owners to consider installing cool roofs when reroofing buildings.

Co-benefits:



Conserves resources



Enhances local economy



Reduces utility bills



Saves energy

CHAPTER 3



The windows in this airport building have been retrofitted to electronically darken in bright sunlight, helping to keep the inside of the building cool. Advances such as this can be applied to San Mateo office buildings, reducing the energy use for air conditioning.

Photo by Dennis Schroeder/NREL (54582)

STRATEGIES TO ACHIEVE THE TARGET

EE 3: Residential tree planting

Shade trees provide several benefits, including reducing the urban heat island effect, reducing runoff during flood events, and providing habitat for wildlife. When properly placed, they can also help keep home interiors cool, reducing the need for homes to run their air conditioners or other cooling equipment. San Mateo can promote tree planting to help decrease home cooling demands.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	Less than 10	Less than 10	0

Recommended actions:

- Establish a City program to provide free or subsidized shade trees for buildings with eastern, western, or southern exposure to reduce energy use associated with cooling homes.
- Partner with community organizations and applicable professional associations to support education and outreach on the benefits and best practices of strategic tree planting to provide shade and cooling. Develop guidance on the preferred tree types and the recommended approach to selecting locations for tree plantings that support energy conservation and efficiency.

Co-benefits:



Improves public health



Reduces utility bills



Saves energy



Street trees can help keep nearby buildings cool, reducing the need for air conditioning during hot days.

Photo by PlaceWorks

CHAPTER 3

Municipal Energy Efficiency and Electrification (ME)

The City of San Mateo strives to serve as an example of efficiency and to embody the commitment to reducing emissions citywide. Measures and actions under this goal save energy and reduce utility bills, which preserves valuable City resources and provides green building case studies for other developments in the community.

ME 1: Energy efficiency for new municipal buildings

The California Energy Commission is considering a goal of having all new nonresidential buildings be zero net energy by 2030. The City can work toward this goal by constructing new municipal facilities to be more energy efficient than State or local regulations require, including achieving zero net energy in advance of the State’s target.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	Supportive	Supportive	Supportive

Recommended actions:

- Seek grant funding or low- or no-interest loans to implement energy saving efforts and renewable energy systems at municipal facilities at time of construction or substantial renovation.

Co-benefits:



Conserves resources



Reduces utility bills



Saves energy

STRATEGIES TO ACHIEVE THE TARGET

ME 2: Energy efficiency at existing municipal buildings

While San Mateo has conducted significant retrofits to existing municipal properties, additional opportunities for reducing energy use exist at City-owned facilities. The Sustainable Solutions Turnkey (SST) program has identified multiple HVAC and lighting retrofits at several City properties, including the Police Department, City Hall, multiple fire stations, and many others. This measure goes beyond the SST program (which is already accounted for as a planned activity) and looks at opportunities for retrofits at additional facilities or for additional retrofits not covered as part of other programs.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	10	30	40

Recommended actions:

- Implement energy efficiency upgrades (including lighting and HVAC systems) at municipal buildings as needed.

Co-benefits:



Conserves resources



Enhances local economy



Reduces utility bills



Saves energy



Although many City buildings have already been retrofitted, there are always opportunities to take advantage of new energy-saving technologies and practices. These municipal retrofits help reduce the amount of public money spent on utility bills, and also allow the City to pilot new ways to reduce energy use.

Photo by City of San Mateo

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ME 3: All-electric municipal buildings

Constructing new buildings or renovating existing ones to receive most or all their energy from electricity, as opposed to a mix of electricity and natural gas, has significant GHG savings. As the City encourages private property owners to construct mostly electric or all-electric buildings, it can set an example by constructing its new buildings and renovating existing spaces to use electricity only. If these all-electric buildings also have renewable energy and battery storage systems, they can also be protected against power grid failures and intentional shutoffs.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	130	200	270

Recommended actions:

- As feasible, design and build all-electric municipal buildings and facilities, including electric heating, cooling, and water heating.
- Evaluate existing buildings and facilities to identify opportunities for retrofitting them to be all-electric, including electric heating, cooling, and water heating.
- During the development and construction of energy efficiency and renewable energy projects, also consider all-electric technology including electric heating, cooling, and water heating.
- Explore the feasibility of establishing microgrids at new or existing municipal facilities to capture the multiple benefits of microgrids, including reliability, clean energy, and cost savings.

Co-benefits:



Conserves resources



Enhances local economy



Reduces utility bills

STRATEGIES TO ACHIEVE THE TARGET

Clean Transportation Fuels (CF)

The promotion of clean transportation fuels, such as electricity or hydrogen, can ease a transition away from reliance on vehicles fueled by gasoline or diesel fuel. Providing increased support for vehicles that use these clean transportation fuels through public and private infrastructure makes it easier for residents who want to purchase one of these vehicles.

CF 1: Electric vehicle charging infrastructure

Widespread availability of electric vehicle (EV) charging stations is critical to ensuring that EV drivers can quickly and easily charge up their vehicles. This helps reduce both real and perceived barriers to EV adoption, increasing the rate of EV ownership in the community. A large number of appropriately located EV charging stations can also encourage EV drivers from other communities to stop in San Mateo, which can provide economic opportunities. The City can ensure that EV drivers are not challenged to find a charging station at both public and private facilities. With the passage of the Advanced Clean Trucks rule in 2020, the Advanced Clean Cars II rule in 2022 and the Advanced Clean Fleets rule in 2023, state regulations require all sales of new light-duty vehicles to be zero-emission by 2035 and sales of new medium-duty and heavy-duty vehicles to be zero-emission by 2036.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	24,420	49,390	69,780

Recommended actions:

- For each three-year code cycle, update reach codes to exceed the state-mandated minimum percentage of EV parking spaces designed to accommodate the future installation of electric vehicle supply equipment in new residential and commercial development, including the installation of supply equipment for heavy-duty EVs at appropriate commercial development.
- Promote incentives to encourage the expansion of EV charging infrastructure in existing public and private properties, including parking structures, hotels and motels, multi-unit dwellings, and workplaces.
- Partner with other agencies to incentivize property owners to install EV charging stations for light-duty and heavy-duty vehicles as appropriate.
- Install additional public EV charging stations in desirable, high-volume, and prominent City-owned locations.
- Encourage the expansion of appropriate light-duty and heavy-duty EV charging infrastructure in existing buildings.
- Encourage pairing EV charging infrastructure with battery storage systems.
- Explore options to reduce or eliminate permit fees for the installation of EV charging infrastructure.

CHAPTER 3

Co-benefits:



Conserves resources



Enhances local economy



Improves public health



Promotes equity



Dedicated areas for electric vehicle charging at residential complexes and businesses help encourage EV adoption, reducing GHG emissions from transportation.

Photo by Dennis Schroeder/NREL (26765)

STRATEGIES TO ACHIEVE THE TARGET

CF 2: Electric vehicle education and outreach

EVs, including plug-in hybrids (PHEVs) are becoming increasingly widespread and cost-effective to California residents. San Mateo can improve the adoption of EVs among City residents by promoting these vehicles through media and in-person events. The City can encourage property owners who are not required to install EV chargers to do so and can publicize the availability of incentives.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	4,910	8,030	12,360

Recommended actions:

- Provide information about the benefits of EVs and PHEVs through the City’s electronic media systems and at public events, including creating opportunities for public EV/PHEV test drives.
- Conduct educational outreach to homeowners, commercial property owners, and developers about the benefits of EV charging stations.
- Identify and distribute resources to assist community members seeking to install an EV charging station on their properties.
- Work with local and regional partners to explore providing additional incentives to community members who purchase an EV or PHEV.
- Evaluate opportunities to regulate or incentivize transportation network companies (TNCs) to increase adoption of electric vehicles as regulatory conditions allow.

Co-benefits:



Conserves resources



Improves public health



Promotes equity

CHAPTER 3

CF 3: Clean City fleet

San Mateo can further demonstrate its leadership on GHG reduction by increasing the number of vehicles in the municipal fleet that use clean transportation fuels. The City has already purchased vehicles that run off biomethane, a substitute for compressed natural gas (CNG) generated from waste products at the San Mateo Wastewater Treatment Plant. As EVs become more widely available, the City has more opportunities to replace its gasoline and diesel-fueled cars and trucks.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	130	200	270

Recommended actions:

- Purchase EVs or PHEVs as replacements for gasoline, diesel, or conventional hybrid City fleet vehicles that have not been converted to compressed natural gas (CNG) vehicles, as available and cost-effective.
- Update the Vehicle and Fleet Equipment policy and explore an “Electric Vehicle First” procurement policy.

Co-benefits:



Conserves resources



Improves public health



Methane is produced as a by-product of treating the community’s wastewater. The City collects this methane and processes it to produce a natural gas substitute called biomethane, which is used to fuel municipal vehicles. The City can expand its use of biomethane, as well as other clean fuels, to operate its fleet.

Photo by City of San Mateo

STRATEGIES TO ACHIEVE THE TARGET

CF 4: Clean fuel and vehicle emissions

Beyond electricity and biomethane, other clean vehicle fuels are available, such as hydrogen and biofuels from sustainable sources. Although these fuels are available in limited places and quantities, they are likely to become more widespread in coming years as California seeks to substantially cut GHG emissions from transportation. San Mateo can encourage adoption of these additional clean vehicle fuels by making it easier for fueling stations that supply them to locate in the community.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	4,210	16,920	26,360

Recommended actions:

- Support efforts to build fueling stations in San Mateo for other clean fuels, including hydrogen and sustainably-sourced biofuels, as supported by market conditions.
- Explore ways to reduce vehicle idling in selected areas with large numbers of vehicle drop-offs and pick-ups, such as schools.
- Explore signal light optimization to reduce vehicle idling at traffic signals.

Co-benefits:



Conserves resources



Enhances local economy



Improves public health



Promotes equity

CHAPTER 3

Sustainable Transportation (ST)

Increasing the number of transportation modes available to San Mateo residents creates a healthier community, promotes equity, and reduces emissions. By providing individuals with a range of safe, reliable options to get to work, school, shopping, and other important destinations that are more sustainable than personal vehicles, the City can ensure that other modes of transportation are a feasible and effective alternative. This reduces dependence on personal vehicles in San Mateo, improving mobility options for all community members.

ST 1: Bicycle mode share

Bicycles currently make up an estimated 1.4 percent of San Mateo trips, using the approximately 62 miles of dedicated bike trails and lanes within the community. Efforts to increase this are currently under way, with the ongoing implementation of the Bicycle Master Plan, which was adopted in 2011 and updated in 2020. These efforts include dedicated bicycle parking, new bike lanes, and improvements to existing bicycle infrastructure, along with educational and outreach efforts. Such efforts are supported by the 2015 Sustainable Streets Plan, which includes standards for complete streets, and the 2019 Green Infrastructure Plan, which supports beneficial landscaping and other green infrastructure components that can make bicycling a more safe and pleasant experience.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	80	170	180

Recommended actions:

- Host bicycle safety and awareness efforts for bicyclists, pedestrians, and drivers.
- Support bike-to-school commutes through the Safe Routes to School program.
- Install bike racks and long-term bike storage lockers in the public right-of-way and at City facilities and transit facilities.
- Secure funding for design and construction of the infrastructure improvements identified in the updated Bicycle Master Plan.

Co-benefits:



Conserves resources



Enhances local economy



Improves public health



Promotes equity

STRATEGIES TO ACHIEVE THE TARGET

ST 2: Pedestrian mode share

The San Mateo Pedestrian Master Plan, adopted in 2012, seeks to create a pedestrian-friendly environment throughout the community to encourage walking and contribute to the community’s ambitious 2020 mode share target. By focusing new development in existing areas of higher density rather than low-density residential areas, San Mateo can support increased pedestrian activity by locating homes within walking distance of key facilities such as shops, offices, and schools. Such efforts are supported by the Sustainable Streets Plan and the Green Infrastructure Plan which includes standards for complete streets and pedestrian-friendly landscaping improvements such as low-impact development.



Pedestrian-friendly areas, such as Downtown San Mateo, encourage people to walk rather than drive.

Photo by City of San Mateo

	2030	2040	2045
GHG reduction (MTCO ₂ e)	110	120	130

Recommended actions:

- Improve pedestrian safety through education and outreach efforts.
- Support walk-to-school efforts through the Safe Routes to School program.
- Secure funding for design and construction of the infrastructure improvements identified in the adopted Pedestrian Master Plan and Green Infrastructure Plan.

Co-benefits:



Conserves resources



Enhances local economy



Improves public health



Promotes equity

CHAPTER 3

ST 3: Micromobility and shared mobility

Micromobility refers to the use of electric scooters, uni-skates, etc. to travel short distances. It is a growing trend for individuals to own their own personal micromobility devices to connect to transit and job centers. Shared mobility options, such as a bike share program, allow community members an easy way to make shorter trips without owning their own devices. People who do not have access to a bike, scooter, or other mobility device of their own can rent one from various private shared mobility operators. In 2019, San Mateo adopted a Shared Mobility Permit Program, establishing regulations that would allow these companies to begin operating in the community. Providing shared mobility devices helps make more sustainable transportation modes available to more people while ensuring that shared mobility companies operate in a safe and responsible manner.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	Supportive	Supportive	Supportive

Recommended actions:

- Identify operators for a shared mobility program to provide first- and last-mile connections for residents and commuters.
- Work closely with shared mobility operator(s) to monitor program and encourage ridership.
- Support infrastructure improvements that encourage the use of personal micromobility devices in alignment with the updated Bicycle Master Plan.

Co-benefits:



Conserves resources



Enhances local economy



Improves public health



Promotes equity

STRATEGIES TO ACHIEVE THE TARGET

ST 4: Public transit service

Multiple public transit providers operate in San Mateo, including the county-wide SamTrans bus network, the Caltrain commuter rail line between San Francisco and San Jose/Gilroy, and AC Transit’s bus connections to Hayward and Castro Valley. In partnership with these regional service providers, San Mateo can support efforts to increase the frequency and speed of transit service, improve the quality of public transit infrastructure, and support additional service as needed. Educational and incentive programs can also encourage people to increasingly use public transit, helping to get cars off the road and reducing congestion while simultaneously decreasing GHG emissions.



Improvements to San Mateo’s public transit service help reduce congestion as well as community GHG emissions.

Photo by PlaceWorks

	2030	2040	2045
GHG reduction (MTCO ₂ e)	3,610	5,660	6,910

Recommended actions:

- Support the development of new rapid bus transit routes.
- Work with transit providers to improve the safety and comfort at transit stops.
- Work with Caltrain to improve the frequency of Caltrain services, particularly to the Hayward Park station.
- In partnership with transit providers, explore the feasibility of transit priority signals and other infrastructure improvements to speed up transit service.
- Increase ridership for public transit by enhancing pedestrian and bicycle access to high-quality transit and encourage incentive programs to decrease reliance on single-occupancy vehicles.

Co-benefits:



Conserves resources



Enhances local economy



Improves public health



Promotes equity

CHAPTER 3

ST 5: Commuter programs

San Mateo’s efforts to encourage walking, bicycling, and public transit use can work in concert with other transit services, such as private shuttles and vanpools, to reduce vehicle trips associated with employee commutes. Existing businesses can encourage employees to adopt more sustainable commute options, including increased use of telecommuting, to reduce GHG emissions and congestion in the community. San Mateo’s existing Transportation Demand Management program can offer a model for how to reduce commute-related trips for existing businesses.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	Less than 10	70	160

Recommended actions:

- Conduct an outreach campaign to San Mateo residents and employees about available shuttle and vanpool options to support increased use of these existing programs.
- Work with regional partners and employers to offer micro-transit services to provide first-mile and last-mile connections with key job and housing centers.
- Provide outreach for carpool incentive programs to San Mateo residents and employees.
- Encourage existing employers to participate in Transportation Demand Management efforts.
- Support efforts by employers to provide telecommuting as a viable option for appropriate employees.

Co-benefits:



Conserves resources



Improves public health



Promotes equity

STRATEGIES TO ACHIEVE THE TARGET

ST 6: Transportation Demand Management

Transportation Demand Management (TDM) is a suite of strategies intended to reduce the amount of single-occupancy vehicle trips generated and vehicle miles traveled, particularly during peak commute times. TDM can include increased use of public transit, non-motorized transportation, carpools and ridesharing, and telecommuting, among many others. In San Mateo, new developments in the Hillsdale and Hayward Park transit-oriented development areas are required to reduce the number of trips they generate. The City is looking to establish similar requirements for significant new developments in the downtown area and can also encourage participation in TDM programs for developments in other parts of the communities. Developments implementing TDM measures generally have the freedom to choose the strategies that suit their needs.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	2,010	7,950	13,410

Recommended actions:

- Require new developments of at least six multi-family units and/or 10,000 square feet of nonresidential space to implement a suite of TDM strategies to comply with the appropriate trip reduction target identified in applicable area plans.
- Require developments of at least 20 multi-family units and/or 50,000 square feet of nonresidential space undergoing additions or alterations (as defined in San Mateo Municipal Code Section 23.06.012) to implement TDM strategies consistent with the targets in relevant area plans.
- Educate developers working on projects in San Mateo not located in a TDM area about ways to reduce vehicle miles traveled and the resultant benefits.
- Publicize developments and businesses with successful TDM programs.
- Work with regional partners to fund successful TDM strategies for existing developments that can be implemented with little or no cost to property owners.

Co-benefits:



Conserves resources



Improves public health



Promotes equity

CHAPTER 3

ST 7: Transit-oriented developments

Transit-oriented developments (TODs) are development projects located in areas close to high-quality transit services, such as commuter rail stations or bus stops with rapid and frequent service and are designed to encourage community members living and working in these projects to use public transit as an alternative to driving. Many TODs in San Mateo are in areas already covered by TDM requirements that also support reduced vehicle use. The City can also encourage TODs in other parts of the community, further decreasing congestion on local roads and highways.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	10,200	18,920	23,700

Recommended actions:

- Increase transit-oriented developments along El Camino Real, within one-half mile of Caltrain stations, and in the Rail Corridor Transit Oriented Development and Hillsdale Station Area Plan areas.

Co-benefits:



Conserves resources



Enhances local economy



Improves public health



Transit-oriented developments encourage community members to use public transit for many of their trips.

Photo by City of San Mateo

STRATEGIES TO ACHIEVE THE TARGET

Solid Waste (SW)

Efforts to divert waste away from landfills not only reduce emissions, but also provide residents with an opportunity to focus on comprehensive sustainability and exercising awareness of individual impact on the environment, including minimizing waste generation and encouraging source reduction. These measures build on the City of San Mateo’s active leadership to date reducing waste through innovative programs.

SW 1: Composting program

Decomposing landfill waste emits methane, which is a potent GHG. Diverting compostable materials from traditional waste streams may reduce these emissions. San Mateo and a number of other surrounding communities instituted a curbside composting program in 2011 in conjunction with the local waste hauler. This voluntary program allows residents and businesses to deposit food scraps into a green bin to be composted and turned into fertilizer. Previously, this material would have gone to the landfill, producing GHGs as it decomposed. Virtually all of San Mateo’s single-family households currently participate in the program, along with some multi-family households and businesses. Increasing the participation rate of this program can decrease GHG emissions and help educate residents about waste generation.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	1,030	1,710	1,850

Recommended actions:

- Provide educational outreach materials to multifamily residents about urging HOA/property managers to support composting programs.
- Work with Recology San Mateo County to include information about adding composting services in monthly garbage and recycling bills to existing BizSMART customers.
- Work with food service facilities to understand barriers to using existing composting programs. Use this clearer perception of roadblocks to mitigate concerns and target incentives more specifically at high food-waste facilities.
- Work with multifamily and commercial property owners to minimize any potential health or cleanliness impacts associated with compost collection bins.
- Explore alternative off-site collection or sorting methods to capture compostable materials from multifamily units.
- Continue to provide a diversion discount to participating commercial and multifamily users to properly incentivize and fully use compost services.

CHAPTER 3

Co-benefits:



Conserves resources



Food waste and other organics is one of the most common materials in California's trash. Composting programs help keep this waste out of landfills, reducing GHG emissions and providing useful, nutrient-rich soil as a co-benefit.

Photo by U.S. EPA

STRATEGIES TO ACHIEVE THE TARGET

SW 2: Expanded recycling service

Beyond food waste and other organics, San Mateo residents can recycle many other types of materials. However, if materials are not placed in the correct bin, they may be accidentally landfilled, leading to increased GHG emissions. Proper sorting and other educational efforts can ensure that recyclable materials end up where they are supposed to. The City’s waste hauler may also be able to accept additional types of materials for recycling at a future time, depending on market conditions.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	6,070	7,730	8,820

Recommended actions:

- Allow expanded recycling programs to accommodate additional material types as economic conditions allow.
- Improve educational efforts around proper waste sorting.

Co-benefits:



Conserves resources

CHAPTER 3

SW 3: Waste awareness and source reduction

While it is important to sort waste properly and use recyclable/compostable products whenever possible, it is also helpful for community members to minimize the amount of materials that they throw away at all, regardless of the bin it ends up in. These efforts to decrease the overall amount of waste produced in the community not only decrease GHG emissions but can help keep harmful materials out of the environment and provide an opportunity for increased community education.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	2,080	4,050	5,590

Recommended actions:

- Work with partners to establish a source reduction program.
- Work with partners to establish a materials reuse program.
- Explore a ban on specific types of single-use or disposable plastics.
- Work with waste haulers and the South Bayside Waste Management Authority to minimize recycling contamination.
- Continue to promote the Team Up to Clean Up program.
- Encourage local restaurants to partner with food rescue organizations to divert food that would otherwise be thrown away to non-profit organizations for distribution to those in need.

Co-benefit:



Conserves resources



Enhances local economy

STRATEGIES TO ACHIEVE THE TARGET

Water and Wastewater (WW)

Increasing the efficiency of water usage reduces emissions and helps conserve valuable resources, saving money for the City and its residents, reducing dependence on outside resources, and increasing resilience to water shortages.

WW 1: Water efficiency retrofits for existing buildings

Older buildings often have opportunities to improve water efficiency by replacing old fixtures (sinks, showerheads, toilets, etc.). Especially in periods of drought, optimizing indoor water efficiency may greatly reduce GHG emissions from conveyance and treatment of water. New buildings are required to use water-efficient fixtures under State law. These buildings can incorporate fixtures that exceed California standards to achieve additional water use reductions.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	170	300	360

Recommended actions:

- Provide educational materials and outreach to encourage indoor water conservation.
- Work with Cal Water and Bay Area Water Supply & Conservation Agency (BAWSCA) to promote rebate offerings for high efficiency toilets, washing machines, rain barrels, and other water-conserving appliances.
- Work with Cal Water to offer low-cost or free water audits to businesses and homeowners. Explore ways to encourage installation of greywater systems in existing buildings, especially as part of significant retrofits.

Co-benefits:



Conserves resources



Reduces utility bills

CHAPTER 3

WW 2: Water-efficient landscaping

Treating and conveying water requires large amounts of energy. Minimizing the amount of water used for nonessential applications, such as landscaping and turf grass, helps reduce GHG expenditures and increases resiliency in periods of drought.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	Less than 10	10	0

Recommended actions:

- Provide educational materials to the community about drought-tolerant landscaping.
- Host educational workshops on drought-tolerant and native landscaping
- Partner with Cal Water and/or BAWSCA to host a trade-in program for inefficient sprinklers for more efficient drip irrigation systems.
- Retrofit City-owned landscapes to increase the amount of drought-resistant and/or native plant landscaping.

Co-benefits:



Conserves resources



Reduces utility bills



Water-efficient landscaping is an increasingly common choice throughout San Mateo to reduce water use and improve resilience to drought conditions.

Photos by City of San Mateo

STRATEGIES TO ACHIEVE THE TARGET

WW 3: Water efficiency in new construction

The California Building Standards Code already requires new buildings to be highly water efficient. The City can encourage new buildings to go beyond these requirements to meet the voluntary standards in the California Green Building Code, improving community-wide water efficiency. San Mateo can also promote the availability of greywater systems, allowing water to be reused in a safe and hygienic way to further improve water efficiency.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	Less than 10	10	20

Recommended actions:

- Adopt a reach code to require new developments to meet the voluntary indoor and outdoor water efficiency standards in the California Green Building Standards Code.
- Encourage developers to install greywater systems in new buildings at time of construction.

Co-benefits:



Conserves resources

CHAPTER 3

Off-Road Equipment (OR)

Shifting to alternative fuel equipment across the community and promotes healthier air for all residents due to the reduction in gasoline or diesel fumes. This is especially important for sensitive populations such as children, the elderly, and individuals with chronic respiratory disease.

OR 1: Clean fuel lawn and garden equipment

Most lawn and garden equipment, such as lawn mowers, leaf blowers, chippers, etc., are fueled by gasoline or diesel. Many manufacturers produce hybrid and electric models, which use less fuel compared to a conventional model (or none at all). These models produce less pollution and may also be quieter to operate than gasoline or diesel equipment.

	2030	2040	2045
GHG reduction (MTCO ₂ e)	3,660	7,130	9,890

Recommended actions:

- Buy hybrid and alternative fuel models when purchasing new City-owned landscaping equipment, as feasible.
- Conduct education campaigns and outreach events to property owners and landscaping companies about the availability of hybrid and alternative fuel landscaping equipment, including electric equipment, and available incentives such as the BAAQMD Lawn Mower Exchange.

Co-benefits:



Conserves resources



Improves public health

STRATEGIES TO ACHIEVE THE TARGET

Summary of Total GHG Emissions

Collectively, the measures in this chapter achieve substantial GHG reductions for the years 2030, 2040, and 2045. **Table 13** shows the reductions achieved by topic, and **Figure 8** shows these reductions relative to San Mateo's community-wide emissions.

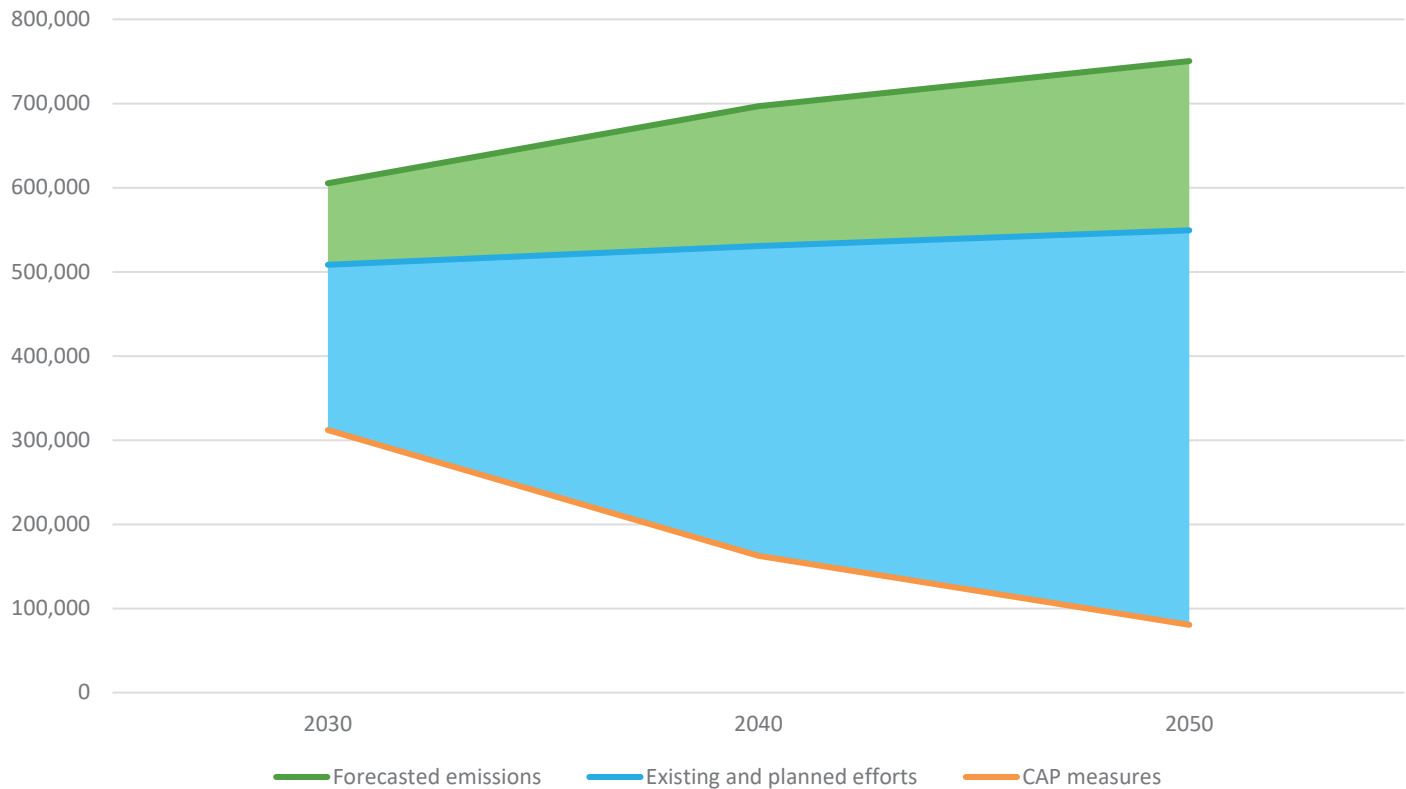
Table 13: GHG Emissions Reductions by Measure Topic, 2030-2045 (MTCO₂e)

	2030	2040	2045
Building electrification	-123,280	-223,060	-268,510
Renewable energy	-290	-420	0
Energy efficiency	-9,960	-15,880	-20,170
Municipal energy efficiency and electrification	-140	-230	-310
Clean fuels	-33,670	-74,540	-108,770
Sustainable transportation	-16,010	-32,890	-44,490
Solid waste	-9,180	-13,490	-16,260
Water and wastewater	-170	-320	-380
Off-road equipment	-3,660	-7,130	-9,890
Total	-196,360	-367,960	-468,780

Note: Due to rounding, totals may not equal the sum of the component parts.

CHAPTER 3

Figure 8: San Mateo GHG Emissions with Reduction Measures, 2030-2045 (MTCO₂e)



In total, this CAP is projected to reduce San Mateo's GHG emissions to 311,990 MTCO₂e (45 percent below 1990 levels) by 2030, 162,530 MTCO₂e by 2040 (71 percent below 1990 levels), and 80,550 MTCO₂e (86 percent below 1990 levels) by 2045. These reductions allow San Mateo to meet its GHG reduction targets of 40 percent below 1990 levels (339,880 MTCO₂e) by 2030, and 85 percent below 1990 levels (84,970 MTCO₂e) by 2045.

It is likely that there will be new policies and regulations, technologies, personal and economic behaviors and preferences, and other factors that emerge in coming years. These factors cannot be accurately forecasted in this CAP, but they will likely be able to reduce GHG emissions beyond the level identified here. Future updates to the CAP will be able to better assess the GHG emission reductions from these factors and include them as part of San Mateo's GHG reduction strategy as appropriate. Future revisions to the CAP may include more stringent GHG reduction targets as they are feasible and appropriate.

STRATEGIES TO ACHIEVE THE TARGET



Technologies such as autonomous vehicles have the potential to significantly affect future GHG emissions, but the full effect of this and other emerging technologies cannot be accurately forecasted at this time. Photo by PlaceWorks



City of San Mateo Climate Action Plan



Chapter 4 Implementation

IMPLEMENTING THE CLIMATE ACTION PLAN

To ensure the success of the CAP, the City of San Mateo will integrate the goals and strategies of this plan into other local and regional plans, and implement the programs and activities identified herein. As the City moves forward with updating other planning documents such as the General Plan, the San Mateo Municipal Code, or specific plans, staff will ensure that these documents support and are consistent with the CAP.

Implementing the CAP will require City leadership to execute these measures and report progress. This plan identifies a work plan that includes responsible departments, time frames, and relative costs associated with each measure. Staff will monitor progress using an implementation and monitoring tool on an annual basis and will provide an annual update to City decision-makers. The measures in this CAP are accompanied by a list of recommended actions, selected by City staff, members of the Sustainability and Infrastructure Commission, and members of the public. The list of recommended actions represents suggested means of achieving the measure; however, these actions are not a prescriptive path to implementation. Furthermore, not all of the listed actions may be necessary for the City to achieve its target. Due to ongoing changes in technology and regulations, and the emergence of new best practices and funding opportunities, this approach enables the City to adapt and leverage new opportunities or partnerships without being constrained by a specific implementation pathway. The City's sustainability program manager will serve as an ongoing advisor for CAP implementation. As part of annual progress reports, the sustainability program manager and City staff will evaluate the effectiveness of each measure to ensure that anticipated emissions reductions are occurring. If reductions do not occur as expected, the City can modify and add additional measures to the CAP to ensure the reduction target is achieved.



The following programs are designed to guide San Mateo in successfully implementing the CAP.

IMPLEMENTATION MEASURES

Implementation Measure 1: Monitor and report progress toward Climate Action Plan target achievement on an annual basis.

Actions to support Implementation Measure 1:

- Assign responsibility for facilitating and supporting CAP implementation to the City's sustainability program manager.
- Identify key staff from each department responsible for supporting the sustainability program manager with information and updates for annual reporting and monitoring.
- Continue to involve the Sustainability and Infrastructure Commission or other advisory bodies in reviewing and recommending CAP action items.
- Prepare an annual progress report on implementation of the recommended GHG reduction measures for review and consideration by the Sustainability and Infrastructure Commission and City Council. When information is available, provide updates on estimated GHG emissions reductions and current GHG emissions levels.
- Use the CAP implementation and monitoring tool to track GHG benefits from CAP implementation and identify progress toward the CAP reduction target.

Implementation Measure 2: Continue collaborative partnerships with agencies and community groups that support Climate Action Plan implementation.

Action to support Implementation Measure 2:

- Continue formal membership and participate in local and regional organizations that provide tools and support for energy efficiency, energy conservation, GHG emissions reductions, adaptation, public information, and implementation of this Plan.
- Participate as a member of the Regionally Integrated Climate Action Planning Suite (RICAPS) climate action planning effort to monitor available resources, programs, and funding to leverage with City CAP efforts.
- At the direction of the City Council, commit to formal membership through joint powers authorities or other partnerships to implement high priority measures from the CAP.
- Provide policy input to partner agencies (e.g., League of Cities) on policy barriers that need to be addressed at the state level.

CHAPTER 4

Implementation Measure 3: Secure necessary funding to implement the Climate Action Plan.

Actions to support Implementation Measure 3:

- Identify funding sources and levels for reduction measures as part of annual reporting.
- Include emissions reduction measures in department work plans, the capital improvement program, and other plans as appropriate.
- Pursue local, regional, State, and federal grants to support implementation.
- Explore dedicated funding sources for CAP implementation.
- Explore opportunities to allocate a portion of revenues from revenue-generating measures to CAP allocation.

Implementation Measure 4: Continue to update the baseline emissions inventory and Climate Action Plan every five years.

Actions to support Implementation Measure 4:

- Prepare a 2021 emissions inventory no later than 2024.
- Update the CAP no later than 2025 to incorporate new technology, practices, and other options to further reduce emissions.

WORK PLAN

The work plan in **Table 14** contains information to support staff and community implementation of the measures to effectively integrate them into budgets, the capital improvement program, and other programs and projects. Information about the sources of data to monitor implementation of each measure is given in **Appendix 2**. The measures of success included in **Table 14** are defined as follows:

Code: The abbreviation that is used to refer to the measure in the CAP and all corresponding workbooks.

Measure: The language used to guide actions needed for reductions.

GHG Reductions (MTCO₂e): Amount of GHG emissions reduced by 2020, 2030, and 2050.

City Staff Time: The estimated cost to the City (in staff hours) to complete implementation of the measure, ranked as follows:

- Low (less than 80 hours)
- Medium (80–500 hours)
- High (more than 500 hours)

Time Frame: The year by which a measure should be effective by year's end. The exact status of a measure will vary based on its actions, and many measures will be ongoing through and beyond 2030. An effective measure is one that will be actively on track to achieve its targeted GHG emissions reductions, support adaptation to climate change effects, or achieve long-term resilience. For a measure to be effective, the necessary programs and efforts should be active, and any infrastructure or other capital improvements should be in place. The effective year is not the end year, as many of the measures are programs that are intended to remain in effect for the foreseeable future, and so they do not have end dates. Time frames for effectively setting up the measures are described as follows:

- Immediate (by 2024)
- Near-Term (by 2025)
- Mid-Term (by 2027)
- Long-Term (by 2030)

Lead Department: The lead City department tasked with implementing the measure.

CHAPTER 4

Table 14: CAP Implementation Work Plan

Measure	Measure	2030 GHG Reduction (MTCO ₂ e)	2040 GHG Reduction (MTCO ₂ e)	2045 GHG Reduction (MTCO ₂ e)	City Staff Time	Time Frame	Lead Department(s)
BE 1	All-electric new construction	-21,070	-38,450	-47,250	Medium	Near-term	City Manager's Office, Community Development
BE 2	All-electric existing buildings	-102,210	-184,610	-221,260	High	Near-term	City Manager's Office, Community Development
RE 1	Peninsula Clean Energy	-160	-170	0	Low	Immediate	City Manager's Office
RE 2	Renewable energy systems for new and existing residences	-70	-160	0	Medium	Immediate	City Manager's Office, Community Development
RE 3	Renewable energy systems for new and existing nonresidential buildings	-60	-90	0	Medium	Immediate	City Manager's Office, Community Development
EE 1	Residential energy efficiency retrofits	-6,160	-7,020	-6,790	High	Near-term	City Manager's Office, Community Development
EE 2	Nonresidential energy efficiency retrofits	-3,800	-8,860	-13,380	High	Near-term	City Manager's Office, Community Development
EE 3	Residential tree planting	Less than -10	Less than -10	Less than -10	Low	Mid-term	City Manager's Office, Parks and Recreation

IMPLEMENTATION

Measure	Measure	2030 GHG Reduction (MTCO ₂ e)	2040 GHG Reduction (MTCO ₂ e)	2045 GHG Reduction (MTCO ₂ e)	City Staff Time	Time Frame	Lead Department(s)
ME 1	Energy efficiency for new municipal buildings	Supportive	Supportive	Supportive	Medium	Mid-term	City Manager's Office, Public Works
ME 2	Energy efficiency at existing municipal buildings	-10	-30	-40	Medium	Near-term	City Manager's Office, Public Works
ME 3	All-electric municipal buildings	-130	-200	-270	Medium	Long-term	City Manager's Office, Public Works
CF 1	Electric vehicle charging infrastructure	-24,420	-49,390	-69,780	High	Immediate	City Manager's Office, Community Development, Public Works
CF 2	Electric vehicle education and outreach	-4,910	-8,030	-12,360	High	Immediate	City Manager's Office, Community Development
CF 3	Clean City fleet	-130	-200	-270	Low	Near-term	Public Works
CF 4	Clean fuel	-4,210	-16,920	-26,360	Medium	Long-term	City Manager's Office, Community Development, Public Works
ST 1	Bicycle mode share	-80	-170	-180	Medium	Mid-term	Community Development, Public Works

CHAPTER 4

Measure	Measure	2030 GHG Reduction (MTCO ₂ e)	2040 GHG Reduction (MTCO ₂ e)	2045 GHG Reduction (MTCO ₂ e)	City Staff Time	Time Frame	Lead Department(s)
ST 2	Pedestrian mode share	-110	-120	-130	Low	Near-term	Community Development, Public Works
ST 3	Micromobility and shared mobility	Supportive	Supportive	Supportive	Low	Near-term	City Manager's Office, Public Works
ST 4	Public transit service	-3,610	-5,660	-6,910	Medium	Near-term	City Manager's Office, Public Works
ST 5	Commuter programs	0	-70	-160	High	Mid-term	City Manager's Office, Community Development, Public Works
ST 6	Transportation Demand Management	-2,010	-7,950	-13,410	Medium	Immediate	Community Development, Public Works
ST 7	Transit-oriented development	-10,200	-18,920	-23,700	Low	Near-term	Community Development
SW 1	Composting program	-1,030	-1,710	-1,850	High	Immediate	Public Works
SW 2	Expanded recycling service	-6,070	-7,730	-8,820	High	Near-term	Public Works
SW 3	Waste awareness and source reduction	-2,080	-4,050	-5,590	Medium	Near-term	City Manager's Office, Public Works

IMPLEMENTATION

Measure	Measure	2030 GHG Reduction (MTCO ₂ e)	2040 GHG Reduction (MTCO ₂ e)	2045 GHG Reduction (MTCO ₂ e)	City Staff Time	Time Frame	Lead Department(s)
WW 1	Water efficiency retrofits for existing buildings	-170	-300	-360	Medium	Mid-term	Public Works
WW 2	Water-efficient landscaping	Less than -10	Less than -10	Less than -10	Low	Near-term	Public Works
WW 3	Water efficiency in new construction	0	-10	-20	Medium	Mid-term	Community Development
OR 1	Alternative fuel lawn and garden equipment	-3,660	-7,130	-9,890	Medium	Mid-term	City Manager's Office, Parks and Recreation



Glossary

Activity: Any action that directly or indirectly results in GHG emissions. Examples include electricity use, vehicle use, and solid waste disposal. Activity data are a discrete measure of how much of an activity occurred in San Mateo in a certain year (e.g., how much electricity was used in 2015). The measurement unit of activity data varies depending on the activity.

Assembly Bill (AB) 32, California Global Warming Solutions Act of 2006: Establishes a comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases (GHG) for the State of California. AB 32 designates the California Air Resources Board as the responsible agency for monitoring and reducing statewide GHG emissions to reduce emissions to 1990 levels by 2020.

Assembly Bill (AB) 1279, California Climate Crisis Act of 2022: Revises the GHG targets established in AB 32 and declares the policy of the state both to achieve net-zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, statewide human-caused GHG emissions are reduced to at least 85 percent below 1990 levels.

Association of Bay Area Governments (ABAG): The regional planning agency for the nine counties and 101 incorporated cities in the San Francisco Bay Area.

Baseline year: The year against which future changes are measured. Many communities in California use a baseline year of 2005 through 2008 for consistency with AB 32; the San Mateo inventory uses a baseline year of 2005.



Building electrification: Replacing some or all of a building’s natural gas-powered appliances or machinery with models that run on electricity. Since electricity releases much fewer GHGs (and in some cases no GHGs at all), there is a significant GHG reduction benefit. Building electrification is also called “fuel switching”.

California Air Resources Board (CARB): A division of the California Environmental Protection Agency charged with protecting public health, welfare, and ecological resources through the reduction of air pollutants.

California Environmental Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before action can be taken on the proposed project. General plans require the preparation of a program EIR.

California Green Building Standards Code (CALGreen, Title 24 Part 11): The California Green Building Standards Code, commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics.

Carbon dioxide (CO₂): A colorless, odorless gas that occurs naturally in the earth’s atmosphere. Significant quantities are also emitted into the air by fossil fuel combustion.

Carbon dioxide equivalent (CO₂e): A metric measure used to compare the emissions from various greenhouse gases based on their global warming potential (GWP). The carbon dioxide equivalent for a gas is derived by multiplying the tons of the gas by the associated GWP.

Clean Car Fuel Standards (AB 1493, Pavley): Signed into law in 2002 and commonly referred to as Pavley standards. Requires carmakers to reduce greenhouse gas (GHG) emissions from new passenger cars and light trucks beginning in 2011. An updated set of standards, called the Advanced Clean Car Standards, took effect in 2016 and requires further GHG reductions from new vehicles. A further set of standards, called the Advanced Clean Car II Standards, will take effect in 2026 and will lead to all new light-duty vehicles being zero-emission starting in 2035.

Climate Action Plan (CAP): Strategic plans that establish policies and programs for reducing (or mitigating) a community’s greenhouse gas emissions.

GLOSSARY

Climate change: The term “climate change” is sometimes used to refer to all forms of climatic inconsistency, but because the earth’s climate is never static, the term is more properly used to imply a significant change from one climatic condition to another.

Co-benefit: An additional benefit occurring from the implementation of a greenhouse gas (GHG) reduction measure that is not directly related to reducing GHG emissions.

Complete streets: Complete streets policies ensure that transportation planners and engineers consistently design and operate the entire roadway with all potential users in mind. This includes private vehicles, bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.

Emissions factor: A number that describes the amount of greenhouse gases (GHG) released per unit of a certain activity (e.g., GHGs per unit of natural gas used). Factors are provided by utility companies, State agencies, and guidance documents.

Energy conservation: Reducing energy waste, such as turning off lights, heating, and motors when not needed.

Energy efficiency: Doing the same or more work with less energy, such as replacing incandescent light bulbs with compact fluorescent light bulbs or buying an Energy Star appliance to use less energy for the same or greater output.

Energy efficiency standards (Title 24 Part 6): California’s energy efficiency standards, also called the California Energy Code (Part 6 of Title 24, the California Building Standards Code), were first adopted in 1978 and established minimum energy efficiency standards for residential and nonresidential buildings. These standards are updated every few years by providing more stringent energy budgets for new buildings to reduce California’s energy consumption, eventually working toward a zero-net energy standard for new construction.

Energy Star: A joint program of the US Environmental Protection Agency and the US Department of Energy to provide consumers with information and incentives to purchase the most energy efficient products available.

Environmental Impact Report (EIR): A report required by the California Environmental Quality Act that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action or project. See California Environmental Quality Act.

Global warming potential (GWP): An index used to translate the level of emissions of various gases into a common measure to compare the relative potency of different gases without directly calculating the changes in atmospheric concentrations. Greenhouse gases are expressed in terms of carbon dioxide equivalent. Global warming potentials are expressed in terms relative to carbon dioxide, which has a global warming potential of 1.

Green building: Sustainable or “green” building is a holistic approach to design, construction, and demolition that minimizes the building’s impact on the environment, the occupants, and the community. See the California Green Building Standards Code (CALGreen) for green building regulations in California.

Greenhouse gas/gases (GHG): Gases that cause heat to be trapped in the atmosphere, warming the earth. GHGs are necessary to keep the earth warm but increasing concentrations of these gases are implicated in global climate change. GHGs include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride. The majority of GHGs come from natural sources, although human activity is also a major contributor.

Greenhouse gas (GHG) inventory: Provides estimates of the amount of GHGs emitted to and removed from the atmosphere by human activities. A city or county that conducts an inventory looks at both community emissions sources and emissions from government operations. A base year is chosen and used to gather all data from that year. Inventories include data collection from such things as vehicle miles traveled, energy usage from electricity and gas, and waste.

Greywater: Wastewater collected from showers, bathtubs, dishwashers, bathroom sinks, and clothes washing machines that is reused on-site for irrigation and other non-potable (i.e., non-drinkable) purposes.

Metropolitan Planning Organization (MPO): A federally funded transportation planning organization comprising representatives from local government agencies and transportation authorities.

Metropolitan Transportation Commission (MTC): The MPO for the nine-county San Francisco Bay Area. It is responsible for securing and distributing funding for transportation planning and construction projects, working with local and regional public transit providers to improve the effectiveness of service, and encouraging development within existing urbanized areas to minimize the loss of agriculture and open space. It also operates the region’s seven state-owned toll bridges and the Clipper transit fare card.

Micromobility: A mode of transportation that uses lightweight, usually powered, devices, such as electric scooters, electric-assist bicycles, and electric skateboards.

Mixed-fuel building: A building that uses multiple sources of energy to operate appliances and devices. In most of California, including San Mateo, this refers to buildings that use both electricity and natural gas.

Peninsula Clean Energy (PCE): A community choice aggregation program run by the local governments of San Mateo County to provide electricity to San Mateo County community members. PCE purchases electricity on behalf of its customers and distributes it through existing power lines owned by PG&E. It is the default electricity supplier for San Mateo County.

GLOSSARY

Quantification: The process of determining the amount of greenhouse gas emissions reduced by each measure.

Recycled water: Wastewater from tubs, toilets, and sinks inside homes and offices that is cleaned through a treatment process, producing non-potable water that is safe for landscapes, raw vegetable crops, and agricultural crops.

Reduction measure: A goal, strategy, program, or set of actions that target and reduce a specific source of greenhouse gas emissions.

Regional Transportation Plan (RTP): A long-term blueprint of the region's transportation systems. The RTP is a federally mandated comprehensive long-range regional planning document that identifies the region's transportation needs, sets forth an action plan of projects, determines actions and programs to address the needs and issues, and documents the financial resources needed to implement the RTP. Plan Bay Area, the combined RTP and SCS for the nine-county San Francisco Bay Area, was last adopted in 2017.

Renewable energy: Energy from sources that regenerate and are less damaging to the environment, such as solar, wind, biomass, and small-scale hydroelectric power.

Renewables Portfolio Standard (RPS): A regulation requiring utility companies in California to increase the production of renewable energy from solar, wind, or biomass, or geothermal sources.

Sector: A category of activities responsible for greenhouse gas (GHG) emissions, such as transportation, water use, or energy use. Sectors may comprise multiple GHG sources and activities.

Senate Bill (SB) 97: Requires lead agencies to analyze greenhouse gas emissions and climate change impacts under the California Environmental Quality Act.

Senate Bill (SB) 375: Directs the metropolitan planning organizations in California to create a sustainable communities strategy (SCS) as part of the regional transportation plan. The SCS will demonstrate how the region will achieve the 2020 and 2035 greenhouse gas emissions reduction targets for the region set by the California Air Resources Board.

Senate Bill (SB) 1383: Requires businesses and residents to separate their organic waste from other waste streams for recycling or composting with a target for reducing organic waste disposal in landfills by 75 percent by 2025. Requires local jurisdictions to implement organic waste recycling programs to meet these goals.

Shared mobility: A means of transportation using shared devices, such as bicycles and scooters, that users rent for short periods of time.

Sustainability: Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

Sustainable Communities Strategy (SCS): The land use element of each metropolitan planning organization's regional transportation plan as required by Senate Bill 375. The SCS will demonstrate how the region will achieve the 2020 and 2035 vehicle miles traveled and greenhouse gas emissions reduction targets for the region set by the California Air Resources Board. Plan Bay Area, the combined RTP and SCS for the nine-county San Francisco Bay Area, was last adopted in 2017.

Sustainable development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Transit-oriented development (TOD): A mixed-use residential or commercial area designed to maximize access to transit options.

Transportation demand management (TDM): A voluntary or mandatory program developed by local agencies, large employers, or high traffic commercial services to limit the amount of congestion and pollution related to transportation demand. TDM plans may include incentives, regulations, and education about transportation alternatives.

Transportation network company (TNC): A company whose service allows users to request an on-demand ride from drivers using their own personal vehicles to transport users. Lyft and Uber are the most prominent examples.

Vehicle miles traveled (VMT): A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Water conservation: Reducing water use, such as by turning off taps, shortening shower times, and reducing outdoor irrigation demand.

Water-efficient landscape: Native or low-water-using landscapes. Water-efficient landscapes are required by law in all cities and counties in California to conserve water.

Water use efficiency: Replacing older technologies and practices in order to accomplish the same results with less water, for example, by replacing toilets with new high efficiency models and by installing "smart controllers" in irrigated areas.

Zero net energy: Generating as much energy as is used, over the course of a year. For example, a zero net energy building will generate as much energy on-site as it uses annually.

GLOSSARY



City of San Mateo Climate Action Plan



Works Cited

This list is a general list of sources used to broadly inform preparation of the CAP. **Appendix A** lists the sources used to specifically quantify individual GHG reduction measures.

Bay Area Air Quality Management District. 2022. "California Environmental Quality Act: Pre-release Version of Appendix C Guidance for GHG Reduction Strategies."

———. 2022. "Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans."

California Air Pollution Control Officers Association. 2021. "Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity."

California Air Resources Board. 2011. "Local Government Operations Protocol for Greenhouse Gas Assessments." <https://ww3.arb.ca.gov/cc/protocols/localgov/localgov.htm>.

———. 2022. "AB 32 Scoping Plan." <https://ww3.arb.ca.gov/cc/scopingplan/scopingplan.htm>.

California Energy Commission. "Cal-Adapt." <https://cal-adapt.org/>.

California Governor's Office of Emergency Services, California Energy Commission, and California Natural Resources Agency. "California's Fourth Climate Change Assessment." <http://www.climateassessment.ca.gov/>.

City of San Mateo. 2015. *San Mateo 2015 Climate Action Plan*. <https://www.cityofsanmateo.org/DocumentCenter/View/65426/San-Mateo-CAP---Adopted?bidId=>.



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———. 2020, 2021, and 2022. "CAP Progress Updates." <https://www.cityofsanmateo.org/3962/CAP-Progress-Updates>.

County of San Mateo. 2019. "RICAPS Program." <https://performance.smcgov.org/stories/s/RICAPS/xzkp-fn3v/>.

ICLEI Local Governments for Sustainability USA. 2012. US Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions. <http://www.icleiusa.org/tools/ghgprotocol/community-protocol>.

Intergovernmental Panel on Climate Change. 2013. IPCC Fifth Assessment Report: Climate Change 2013: The Physical Science Basis. <http://www.ipcc.ch/report/ar5/wg1/>.



Appendix 1:

Technical Appendix: Methods and Assumptions

GHG REDUCTION MEASURE QUANTIFICATION

This appendix summarizes data sources, assumptions, and performance metrics used to calculate greenhouse gas emissions reductions for the City of San Mateo Climate Action Plan. The sources and metrics are organized by measure and rely on four primary types of data and research: (1) San Mateo's GHG emissions inventory and forecast, (2) government agency tools and reports, (3) case studies in similar jurisdictions, and (4) scholarly research.

Further, the quantification approaches are consistent with guidance provided by the Bay Area Air Quality Management District (BAAQMD) for development of a Qualified GHG Reduction Strategy. The baseline GHG inventory and forecast serve as the foundation for the quantification of the City's GHG reduction measures. Activity data from the inventory form the basis of measure quantification, including vehicle miles traveled (VMT), kilowatt-hours (kWh) of electricity or therms of natural gas consumed, and tons of waste disposed. Activity data were combined with the performance targets and indicators identified by the City and consultants. The activity data and performance targets and indicators were used throughout the quantification process to calculate the



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emissions reduction benefit of each measure. This approach ensures that San Mateo's GHG emissions reductions are tied to the baseline and to future activities occurring within the City.

Emissions Factors

Table 1-1 lists the emissions factors used to quantify emissions reductions in the CAP. These emission factors reflect the GHG reductions from existing and planned accomplishments, as well as PCE, to the extent feasible. They do not reflect the average emission factors with full implementation of this CAP.

Table 1-1: Emissions Coefficients for CAP Measures

Source	2005	2019	2030	2040	2045	Source
MTCO ₂ e per mile driven (with Pavley)	0.000464	0.000392	0.000312	0.000277	0.000269	EMFAC 2021
MTCO ₂ e per Caltrain passenger mile	0.004371	0.002506	0.000629	0.000627	0.000626	Caltrain, US Community Protocol
MTCO ₂ e per kWh (PCE)	-	0.000045	0.000000	0.000000	0.000000	PCE, US EPA
MTCO ₂ e per kWh (PG&E)	0.000223	0.000002	0.000002	0.000001	0.000000	PG&E, US EPA
MTCO ₂ e per kWh (direct access)	0.000057	0.000212	0.000152	0.000095	0.000000	CEC, US EPA
MTCO ₂ e per kWh (weighted community average)	0.000160	0.000054	0.000010	0.000006	0.000000	PCE, PG&E, CEC, US EPA
MTCO ₂ e per therm	0.005292	0.005319	0.005319	0.005319	0.005319	US Community Protocol
MTCO ₂ e per ton of waste	0.207521	0.253266	0.236134	0.236134	0.236134	CARB Landfill Emissions Tool v1.3

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

These emissions coefficients were calculated as follows, using data from the GHG inventory and forecast:

- **MTCO₂e per mile driven:** Divide the emissions from on-road transportation by the number of on-road vehicle miles traveled.
- **MTCO₂e per passenger mile:** For Caltrain, divide the emissions from Caltrain activities related to San Mateo by the number of passenger miles attributed to San Mateo.
- **MTCO₂e per kWh:** Divide the sum of the emissions for residential and commercial electricity use by the sum of the kWh for these two sources, for each electricity provider.
- **MTCO₂e per therm:** Divide the sum of the emissions from residential and commercial natural gas by the sum of the therms used by these two sources.
- **MTCO₂e per ton of waste:** Divide the sum of the emissions from landfilled waste and waste in place by the sum of the tons of waste in these sources.

TECHNICAL DATA FOR EXISTING AND PLANNED LOCAL AND REGIONAL ACTIVITIES

Data sources, methods, and assumptions for the quantification of the existing and planned local and regional activities are provided below. Note that some existing and planned local activities may not have assumptions and/or performance metrics. The GHG reductions shown for existing and planned local and regional activities are only in addition to any reductions achieved by existing or planned State efforts.

Peninsula Clean Energy

GHG Reduction

	2030	2040	2045
Emissions reduction (MTCO ₂ e)	20,000	13,750	0

Performance Indicators

	2030	2040	2045
Electricity supplied by PCE (kWh)	495,153,490	487,569,650	501,096,050
PCE electricity supplied to ECO100 customers (kWh)	27,614,500	27,614,500	27,614,500

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GHG Method

For overall electricity supplied by PCE, the project team identified the current fraction of community electricity supplied by PCE and applied this ratio to future projections of electricity use. The team subtracted the amount of PCE-supplied electricity in 2020 from this future projection to obtain the increase in PCE electricity supplies, then multiplied this value by an emissions factor that reflects PCE's future energy procurement plans. For ECO100, the project team identified how much electricity is served to ECO100 and applied an emissions factor that reflects the community's weighted average of electricity sources to determine the overall amount of averted emissions.

GHG Sources

California Energy Commission. 2023. *2019 Power Content Label: Peninsula Clean Energy*.
<https://www.energy.ca.gov/filebrowser/download/3244>.

Dobrovskaja, M. 2023. Peninsula Clean Energy. Personal communication to A. Chow, City of San Mateo. April 19.

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

Energy-efficiency retrofits

Activity and GHG Reductions

	2030	2040	2045
Electricity savings (kWh)	136,470	136,470	136,470
Natural gas savings (therms)	5,910	5,910	5,910
Emissions reduction (MTCO ₂ e)	30	30	30

GHG Method

The project team collected data on the savings from energy efficiency retrofits, as reported by the San Mateo County Energy Watch and BayREN. The team then multiplied these values by the appropriate emissions factor in order to calculate GHG reductions.

GHG Sources

City of San Mateo. 2021. *Climate Action Plan Progress Report*.
<https://sanmateo.primegov.com/Portal/viewer?id=4766&type=2>

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Solar energy installation

Activity and GHG Reduction

	2030	2040	2045
Electricity savings (kWh)	5,695,620	5,695,620	5,695,620
Emissions reduction (MTCO ₂ e)	20	10	0

GHG Method

The project team obtained data on the number and generation potential of new solar energy installations in San Mateo. The team then used a National Renewables Energy Laboratory tool to determine how much electricity can be produced in San Mateo, on average, per kilowatt of generation potential, and calculated the total electricity generated annually from these installations. The project team applied a weighted average community electricity emissions factor to this total to determine GHG reductions.

GHG Sources

California Solar Initiative. 2023. "California Distributed Generation Statistics."
<https://www.californiadgstats.ca.gov/downloads/>

City of San Mateo. 2022. *Climate Action Plan Progress Report*.
<https://sanmateo.primegov.com/Portal/viewer?id=6472&type=2>

National Renewable Energy Laboratory. n.d. "PVWatts Calculator." <https://pvwatts.nrel.gov/>.

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

Municipal energy-efficiency retrofits

Activity and GHG Reduction

	2030	2040	2045
Electricity savings (kWh)	1,831,170	1,831,170	1,831,170
Natural gas savings (therms)	22,870	22,870	22,870
Emissions reduction (MTCO ₂ e)	160	160	160

GHG Method

The project team reviewed the results of the energy efficiency analysis provided by PG&E, which identifies anticipated electricity and natural gas savings from implementing the SST retrofits. The team applied the appropriate electricity and natural gas emissions factor to determine the overall GHG reduction.

GHG Sources

City of San Mateo. 2021. *Climate Action Plan Progress Report*.
<https://sanmateo.primegov.com/Portal/viewer?id=4766&type=2>

APPENDIX 1

Public-access EV chargers

GHG Reduction

	2030	2040	2045
Emissions reduction (MTCO ₂ e)	Less than 10	Less than 10	Less than 10

Performance Indicators

	2030	2040	2045
Net increase in EV VMT	258,720	258,720	258,720
Net increase in electricity use (kWh)	87,960	87,960	87,960

GHG Method

The project team collected information on the number of public EV chargers in San Mateo and used factors about the average charging use of public EV chargers to estimate how many VMT of EV use the public chargers in the community support annually. The project team then estimated the electricity use from these EV chargers. Next, the team applied the appropriate emissions factors to the VMT and electricity use figures and took the difference between the two as the net reduction in GHG emissions.

GHG Sources

Chow, A. 2023. City of San Mateo. Personal communication to E. Krispi, PlaceWorks. April 14.

ICLEI – Local Governments for Sustainability. n.d. Climate and Air Pollution Planning Assistant v 1.5.

US Environmental Protection Agency. n.d. "Interactive Version of the Electric Vehicle Label." <https://www.epa.gov/fueleconomy/interactive-version-electric-vehicle-label>.

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

Transportation Demand Management

Activity and GHG Reduction

	2030	2040	2045
Transportation savings (VMT)	725,620	700,370	687,710
Emissions reduction (MTCO ₂ e)	190	170	160

GHG Method

The project team obtained information from the San Mateo Rail Corridor Area Transportation Management Agency to identify the mandatory reductions in trip generation as a result of existing and under-construction developments subject to TDM provisions and combined this information with results from the inventory and forecast to estimate the decrease in VMT resulting from TDM. The project team applied the community-wide VMT emissions coefficient to this figure to determine the GHG reductions.

GHG Sources

Lim, L. 2019. City of San Mateo. Personal communication to A. Chow, City of San Mateo. January 3.

APPENDIX 1

Additional Bicycle Lanes

Activity and GHG Reduction

	2030	2040	2045
VMТ savings	97,990	111,570	119,050
Emissions reduction (MTCO ₂ e)	30	30	30

Performance Indicators

	2030	2040	2045
Additional bicycle lanes (miles)	6.4	6.4	6.4

GHG Method

The project team reviewed the Bicycle Master Plan showing the increase in bicycle lanes planned for 2020 along with the number of bicycle lanes that have been constructed since the 2019 inventory. The team used this information and the proposed methodology from the California Air Pollution Control Officers Association to calculate the percentage decrease in VMT associated with an increase in bicycle lanes and applied the VMT emissions factor for personal vehicles to determine the GHG reductions associated with this existing accomplishment.

GHG Sources

California Air Pollution Control Officers Association. 2021. "Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity."

Chow, A. 2023. City of San Mateo. Personal communication to E. Krispi, PlaceWorks. April 14

U.S. Census Bureau. 2023. 2014 – 2019 American Community Survey 5-Year Estimates, B08006: Sex of Workers by Means of Transportation to Work [data table].

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

Caltrain electrification

Activity and GHG Reduction

	2030	2040	2045
Electricity use increase (kWh)	11,852,700	11,852,700	11,852,700
Emissions reduction (MTCO ₂ e)	3,560	4,200	4,560

GHG Method

The project team reviewed information from the Caltrain electrification project EIR to estimate decreases in diesel use and increases in electricity use from electrification. The team combined these data with information from the inventory to scale these changes in activity data specifically to San Mateo. The team applied the Caltrain emissions factors from the inventory to determine net GHG reductions from electrification.

GHG Sources

Peninsula Corridor Joint Powers Board. 2014. *Peninsula Corridor Electrification Project Draft Environmental Impact Report*.

http://www.caltrain.com/projectsplans/CaltrainModernization/Modernization/PeninsulaCorridorElectrificationProject/PCEP_DEIR_2014.html.

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TECHNICAL DATA FOR QUANTIFIED MEASURES

Data sources, methods, and assumptions for the quantification of CAP measures are provided below.

BE 1 All-electric new construction

Assumptions

	2030	2040	2045
Cumulative % of residential construction influenced by energy efficiency reach code:	90%	95%	95%
Cumulative % of office commercial construction influenced by energy efficiency reach code:	85%	90%	95%
Cumulative % of non-office commercial construction influenced by energy efficiency reach code:	40%	60%	90%
Cumulative % new non-residential buildings that are office space:	59%	64%	64%

Activity and GHG reductions

	2030	2040	2045
Electricity savings (kWh)	-8,588,290	-15,674,440	-19,303,790
Natural gas savings (therms)	3,099,740	5,653,260	6,936,870
Emissions reduction (MTCO ₂ e)	21,070	38,450	47,250

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

Performance indicators

	2030	2040	2045
Number of all-electric new construction residential housing units	8,280 new construction residential housing units built all-electric.	19,360 new construction residential housing units built all-electric.	25,500 new construction residential housing units built all-electric.
Square feet of all-electric new construction non-residential buildings	837,280 square feet of new construction non-residential buildings built all-electric.	2,264,130 square feet of new construction non-residential buildings built all-electric.	3,424,010 square feet of new construction non-residential buildings built all-electric.

GHG Method

The project team obtained data from Strive San Mateo General Plan 2040 Land Use Element on projected buildout of nonresidential buildings in San Mateo and data from Association of Bay Area Governments (ABAG) Plan Bay Area on projected buildout of households in San Mateo out to 2045, and used these data to estimate the number of new buildings that would be impacted by an all-electric new construction reach code. The team identified the average amount of natural gas used per household are per nonresidential square foot and data on the equivalent amount of electricity that would be required in an all-electric version of similar buildings and applied this information to the projected number of new buildings built in order to estimate the projected reduction in natural gas consumption and the projected increase in electricity consumption resulting from the policy. The team then applied the emission factor for avoided natural gas consumption to estimate the emissions reduction associated with reduced natural gas consumption, and the emission factor for electricity use to estimate the emissions increase associated with increased electricity consumption. The net resulting emissions is the estimated emissions avoided from the policy.

GHG Sources

California Energy Commission. 2006. "California Commercial End-Use Survey." https://ww2.energy.ca.gov/ceus/2006_enduse.html

California Energy Commission. 2009. "2009 California Residential Appliance Saturation Study." https://ww2.energy.ca.gov/appliances/rass/previous_rass.html

APPENDIX 1

BE 2 All-electric existing buildings

Assumptions

	2030	2040	2045
Cumulative percent of commercial buildings that are office space	59%	64%	64%
Cumulative percent of residential gas equipment reaching end of life replaced with electric due to panel incentive	35%	40%	50%
Cumulative percent of residential electrical panel upgrades resulting in EV purchase	50%	35%	20%
Cumulative percent of office gas equipment reaching end of life replaced with electric due to panel incentive	70%	75%	90%
Cumulative percent of office electrical panel upgrades resulting in EV charging installation	40%	30%	20%
Cumulative percent of EV purchases replacing gasoline vehicle	98%	97%	96%
Cumulative percent of EV purchases replacing diesel vehicle	3%	3%	4%

Activity and GHG reductions

	2030	2040	2045
Electricity savings (kWh)	-80,105,780	-125,747,100	-133,624,540
Natural gas savings (therms)	5,002,490	11,459,340	17,775,000
Emissions reduction (MTCO ₂ e)	102,210	184,610	221,260

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

Performance indicators

	2030	2040	2045
Existing residential gas to electric HVAC conversions	9,890 existing residential gas HVAC systems replaced with electric HVAC systems.	22,620 existing residential gas HVAC systems replaced with electric HVAC systems.	35,340 existing residential gas HVAC systems replaced with electric HVAC systems.
Existing residential gas to electric water heating conversions	14,840 existing residential gas water heaters replaced with electric HVAC systems.	33,920 existing residential gas water heaters replaced with electric HVAC systems.	53,000 existing residential gas water heaters replaced with electric HVAC systems.
Existing residential gas to electric clothes drying conversions	7,420 existing residential gas clothes dryers replaced with electric clothes dryers.	16,960 existing residential gas clothes dryers replaced with electric clothes dryers.	26,500 existing residential gas clothes dryers replaced with electric clothes dryers.
Existing residential gas to electric cooking conversions	5,940 existing residential gas ranges and ovens replaced with electric ranges and ovens.	13,570 existing residential gas ranges and ovens replaced with electric ranges and ovens.	21,200 existing residential gas ranges and ovens replaced with electric ranges and ovens.
Existing residential electrical panel upgrades	19,050 existing residential electrical panels upgraded.	43,530 existing residential electrical panels upgraded.	68,020 existing residential electrical panels upgraded.
Square feet of existing offices receiving gas to electric HVAC conversions	5,523,120 square feet of existing office buildings replace existing gas HVAC systems with electric HVAC systems.	12,778,100 square feet of existing office buildings replace existing gas HVAC systems with electric HVAC systems.	19,167,150 square feet of existing office buildings replace existing gas HVAC systems with electric HVAC systems.
Square feet of existing offices receiving gas to electric water heating conversions	8,284,680 square feet of existing office buildings replace existing gas water heaters with electric water heaters.	19,167,150 square feet of existing office buildings replace existing gas water heaters with electric water heaters.	28,750,730 square feet of existing office buildings replace existing gas water heaters with electric water heaters.

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	2030	2040	2045
Square feet of existing offices receiving gas to electric cooking conversions	6,627,740 square feet of existing office buildings replace existing gas ranges and ovens with electric ranges and ovens.	15,333,720 square feet of existing office buildings replace existing gas ranges and ovens with electric ranges and ovens.	23,000,580 square feet of existing office buildings replace existing gas ranges and ovens with electric ranges and ovens.
Square feet of existing offices receiving electrical panel upgrades	10,217,770 square feet of existing office buildings electrical panels upgraded.	23,639,490 square feet of existing office buildings electrical panels upgraded.	35,459,230 square feet of existing office buildings electrical panels upgraded.
Number of electric vehicles purchased/leased to replace internal combustion engine (ICE) vehicles	16,750 electric vehicles purchased or leased by residents or commuters to replace internal combustion engine vehicles.	27,780 electric vehicles purchased or leased by residents or commuters to replace internal combustion engine vehicles.	26,150 electric vehicles purchased or leased by residents or commuters to replace internal combustion engine vehicles.
Existing office parking spaces with EV charging:	8,170 EV charging ports installed at existing office buildings.	14,180 EV charging ports installed at existing office buildings.	14,180 EV charging ports installed at existing office buildings.
Existing residential parking spaces with EV charging:	9,520 EV charging ports installed at existing residential buildings.	15,240 EV charging ports installed at existing residential buildings.	13,600 EV charging ports installed at existing residential buildings.

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

GHG Method

The project team used data from Strive San Mateo General Plan 2040 Land Use Element on projected buildout of residential and nonresidential buildings in San Mateo and data from Association of Bay Area Governments (ABAG) Plan Bay Area on projected buildout of households in San Mateo out to 2045 to estimate the number of existing buildings that would be impacted by a policy aimed at providing incentives to encourage residents and businesses to upgrade electric panels and adopt all-electric technologies. The team identified the percent of natural gas equipment (e.g., water heaters) that would be replaced at end of life if this policy existed, using the average life of natural gas equipment to estimate the number of each type of equipment type that would be replaced per year. Next, the project team consulted reports on the average amount of natural gas consumed by each type of equipment to estimate the natural gas consumption avoided through electrification of natural gas equipment. The team used data on energy factors by equipment type to estimate the resulting increase in electricity use resulting from the replacement of natural gas equipment with electric equipment. The team also identified performance indicators for the percent of EV chargers that would be installed as a result of this policy and the resulting number of EVs that would be purchased due to accessibility of charging. The team used data on the average VMT by a passenger vehicle, average efficiency of gasoline vehicles, average efficiency of diesel vehicles, and average efficiency of electric vehicles to estimate the resulting gasoline and diesel consumption avoided and increase in electricity use resulting from the replacement of gasoline and diesel vehicles with electric vehicles. Last, the team applied the appropriate emission factors for natural gas consumption, electricity use, gasoline consumption, and diesel consumption to estimate the emissions reduction associated with a reduction in natural gas consumption, gasoline consumption, and diesel consumption and the increase in emissions associated with an increase in electricity consumption. The net resulting emissions is the estimated emissions avoided from the policy.

GHG Sources

California Energy Commission. 2006. "California Commercial End-Use Survey." https://ww2.energy.ca.gov/ceus/2006_enduse.html

California Energy Commission. 2009. "2009 California Residential Appliance Saturation Study." https://ww2.energy.ca.gov/appliances/rass/previous_rass.html

RSMeans. 2019 RSMeans Online, 2019 [software package].

ASHRAE, 2017. "ASHRAE Technical FAQ". <https://www.ashrae.org/technical-resources/technical-faqs>.

US Department of Energy. 2019. www.fueleconomy.gov. <https://www.fueleconomy.gov/>.

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California Air Resources Board. 2022. "EMFAC2021 Web Database". <https://arb.ca.gov/emfac/>.

National Renewable Energy Laboratory. 2018. "CEC EV Infrastructure Projection Tool (EVI-Pro)." <https://afdc.energy.gov/evi-pro-lite>.

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

RE I Peninsula Clean Energy

GHG Assumptions

	2030	2040	2045
Percent of residents enrolling in PCE	98%	99%	99.5%
Percent of businesses enrolling in PCE	98%	99%	99.5%
Percent of direct access customers switching to PCE	2%	4%	5%

GHG Reductions

	2030	2040	2045
Emissions reduction (MTCO ₂ e)	160	170	0

Performance Indicators

	2030	2040	2045
PCE opt-out rate	1.0%	1.0%	0.5%
kWh supplied by ECO 100	32,959,210	43,792,410	55,425,750

GHG Method

The project team identified the amount of electricity from San Mateo customers projected to switch from PG&E to PCE service, and PCE customers upgrading to ECO100. The team next applied the difference in PG&E and PCE emissions factors for both regular and ECO100 service to identify the decrease in GHG emissions.

GHG Sources

California Energy Commission. 2018. *2017 Power Content Label: Peninsula Clean Energy*. https://ww2.energy.ca.gov/pcl/labels/2017_labels/PCE_2017_PCL.pdf.

City of San Mateo. 2020. *2020 Climate Action Plan Annual Progress Report*. <https://www.cityofsanmateo.org/3962/CAP-Progress-Updates>.

APPENDIX 1

RE 2 Renewable energy systems for new and existing residences

GHG Assumptions

	2030	2040	2045
Percent of existing homes installing solar energy systems	15%	25%	30%
Percent of existing homes with solar energy systems installing battery storage systems	20%	35%	50%
Percent of new homes installing battery storage systems	25%	40%	60%

GHG Reduction

	2030	2040	2045
Emissions reduction (MTCO ₂ e)	70	160	0

Performance Indicators

	2030	2040	2045
Number of homes built before 2018 with solar panels	4,960	8,540	10,530
Number of total homes (existing and new) with battery energy systems	1,500	12,040	22,710

GHG Method

For solar energy systems, the project team identified the number of existing homes in San Mateo that could be projected to have a solar energy system. Using data from the National Renewable Energy Laboratory, the team identified how much electricity these solar energy systems could generate annually and applied the community-wide electricity factor to identify electricity savings. For battery systems, the team identified the number of new and existing homes installing solar energy systems and determined the number of these homes that could install a battery energy system. Assuming that battery systems fully charge and discharge once a day, the team identified how much additional renewable energy storage capacity would be enabled by the batteries. The project team then again applied the community-wide electricity factor to identify electricity savings.

GHG Sources

National Renewable Energy Laboratory. n.d. "PVWatts Calculator." <https://pvwatts.nrel.gov/>.

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

Regional Climate Action Planning Suite. 2019. RICAPS Menu of Measures version 4.1 [data table].

RE 3 Renewable energy systems for new and existing nonresidential buildings

GHG Assumptions

	2030	2040	2045
Percent of existing businesses installing solar energy systems	6%	10%	15%
Percent of existing businesses with solar energy systems installing battery storage systems	15%	25%	40%

GHG reductions

	2030	2040	2045
Emissions reduction (MTCO ₂ e)	60	90	0

Performance indicators

	2030	2040	2045
Number of businesses built before 2018 with solar panels	180	340	550
Number of existing businesses with battery energy systems	40	100	240

GHG Method

The project team identified the number of existing businesses in San Mateo that could be projected to have a solar energy system. Using data from the National Renewable Energy Laboratory, the team identified how much electricity these solar energy systems could generate annually and applied the community-wide electricity factor to identify electricity savings. Next, the team identified the number of existing businesses installing solar energy systems and determined the number of these businesses that could install a battery energy system. Assuming that battery systems fully charge and discharge once a day, the team identified how much additional renewable energy storage capacity would be enabled by the batteries. The project team then again applied the community-wide electricity factor to identify electricity savings.

APPENDIX 1

GHG Sources

National Renewable Energy Laboratory. n.d. "PVWatts Calculator." <https://pvwatts.nrel.gov/>.

Regional Climate Action Planning Suite. 2019. RICAPS Menu of Measures version 4.1 [data table].

EE 1 Residential energy efficiency retrofits

Assumptions

	2030	2040	2045
Percent of existing homes conducting standard retrofits (not including fuel-switched homes)	15%	18%	20%
Percent of existing homes retrofitting to current Title 24 standards (not including fuel-switched homes)	20%	25%	30%

Activity and GHG reductions

	2030	2040	2045
Electricity savings (kWh)	9,137,050	7,303,020	6,039,130
Natural gas savings (therms)	903,660	1,030,250	996,860
Emissions reduction (MTCO ₂ e)	6,160	7,020	6,790

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

Performance indicators

	2030	2040	2045
Number of homes retrofitted	2,290 single-family homes and 1,840 multifamily homes undergoing standard retrofits, and 3,060 single-family homes and 2,450 multifamily homes being upgraded to current Title 24 standards	2,540 single-family homes and 2,040 multifamily homes undergoing standard retrofits, and 3,530 single-family homes and 2,830 multifamily homes being upgraded to current Title 24 standards	2,350 single-family homes and 1,890 multifamily homes undergoing standard retrofits, and 3,530 single-family homes and 2,830 multifamily homes being upgraded to current Title 24 standards

GHG Method

The project team looked at reports from retrofit programs throughout California to identify the typical electricity and natural gas savings from single-family and multi-family home retrofits and applied these savings to the energy use patterns of residences in San Mateo. The team next reviewed current and projected future Title 24 standards against the current energy performance of San Mateo homes and projections of future San Mateo Title 24 retrofits to determine the typical electricity and natural gas savings. The team then applied the appropriate emissions factors to the energy savings estimates to determine GHG reductions.

GHG Sources

California Energy Commission. 2014. Impact Evaluation of the California Comprehensive Residential Retrofit Programs.

EE 2 Nonresidential energy efficiency retrofits

Assumptions

	2030	2040	2045
Percent of existing businesses conducting standard retrofits (not including fuel-switched businesses)	25%	35%	10%
Percent of existing businesses retrofitting to current Title 24 standards (not including fuel-switched businesses)	15%	40%	75%

APPENDIX 1

Activity and GHG Reduction

	2030	2040	2045
Electricity savings (kWh)	22,252,780	60,968,630	93,592,880
Natural gas savings (therms)	535,400	1,266,570	1,964,000
Emissions reduction (MTCO ₂ e)	3,800	8,860	13,380

Performance Indicators

	2030	2040	2045
Number of businesses retrofitted	590 businesses undergoing standard retrofits, and 360 businesses upgraded to current Title 24 standards.	740 businesses undergoing standard retrofits, and 840 businesses upgraded to current Title 24 standards.	170 businesses undergoing standard retrofits, and 1,300 businesses upgraded to current Title 24 standards.

GHG Method

The project team looked at reports of the energy savings from different types of nonresidential energy efficiency retrofits to identify the typical electricity and natural gas savings from these activities and applied these savings to the energy use patterns of San Mateo businesses. The team next reviewed current and projected future Title 24 standards against the current energy performance of San Mateo businesses and projections of future San Mateo Title 24 retrofits to determine the typical electricity and natural gas savings. The team then applied the appropriate emissions factors to the energy savings estimates to determine GHG reductions.

GHG Sources

Pacific Northwest National Laboratory. 2011. Advanced Energy Retrofit Guides: Office Buildings. https://www.pnnl.gov/main/publications/external/technical_reports/PNNL-20761.pdf.

Pacific Northwest National Laboratory. 2011. Advanced Energy Retrofit Guides: Retail Buildings. https://www.pnnl.gov/main/publications/external/technical_reports/PNNL-20814.pdf.

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

EE 3 Residential tree planting

Assumptions

	2030	2040	2045
Percent of households with shade trees	10%	25%	35%

Activity and GHG reduction

	2030	2040	2045
Electricity savings (kWh)	793,560	1,889,740	2,837,540
Emissions reduction (MTCO ₂ e)	Less than 10	Less than 10	0

Performance Indicators

	2030	2040	2045
Number of households with shade trees	4,240	13,130	22,330

GHG Method

The GHG inventory and reports from PG&E were used to identify per business energy use in San Mateo, while data from the Pacific Northwest National Laboratory, the California Energy Commission, and academic studies were used to determine reductions per home. These results were combined with participation rates to calculate total reductions in energy use from this measure. The outcome was then combined with emissions factors from the inventory to determine GHG reductions.

GHG Sources

The project team reviewed studies about the typical electricity savings from reduced air conditioning demand associated with tree planting. The team then applied this information to projections of future participation and the energy use patterns in San Mateo to identify total electricity reduction. Next, the team converted this to GHG emission savings using the appropriate emissions factors.

APPENDIX 1

ME 1 Energy efficiency for new municipal buildings

GHG Assumptions, Reductions, and Performance Indicators

This measure is supportive due to the lack of information about future municipal construction. There are no assumptions, activity or GHG reductions, or performance indicators for supportive measures.

GHG Method

Supportive measures do not produce direct, measurable GHG reductions, so no calculations were made.

GHG Sources

Supportive measures do not produce direct, measurable GHG reductions. There are no sources for GHG reduction calculations for supportive measures.

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

ME 2 Energy efficiency at existing municipal buildings

Assumptions

	2030	2040	2045
Percent of existing municipal square footage retrofitted	10%	25%	35%

Note that these retrofits go beyond those included as part of the Sustainable Solutions Turnkey program, as those are already accounted for as a planned action.

Activity and GHG Reductions

	2030	2040	2045
Electricity savings (kWh)	67,260	168,140	235,400
Natural gas savings (therms)	1,860	4,640	6,500
Emissions reduction (MTCO ₂ e)	10	30	40

Performance Indicators

	2030	2040	2045
Square footage of retrofitted municipal buildings	9,440	23,610	33,050

GHG Method

The project team looked at the typical energy efficiency savings that can be achieved with retrofits to office buildings and applied this reduction to the projected amount of retrofitted City square footage to calculate the total electricity and natural gas savings. The team then used the appropriate emission factors to identify the GHG reductions from these retrofits.

GHG Sources

City of San Mateo. 2007. *City of San Mateo Greenhouse Gas Emissions Inventory Report*. <https://www.cityofsanmateo.org/DocumentCenter/View/5262/APPENDIX-S-October24-2007?bidId=>

Pacific Northwest National Laboratory. 2011. *Advanced Energy Retrofit Guides: Office Buildings*. https://www.pnnl.gov/main/publications/external/technical_reports/PNNL-20761.pdf.

APPENDIX 1

ME 3 All-electric municipal buildings

Assumptions

	2030	2040	2045
Cumulative building area of existing municipal building/s electrified (square feet):	40,000	60,000	80,000
Cumulative number of police stations & fire stations electrified:	0	0	1
Cumulative building area of new municipal building/s electrified (square feet):	40,000	60,000	80,000

Activity and GHG Reductions

	2030	2040	2045
Electricity savings (kWh)	-157,380	-236,070	-314,760
Natural gas savings (therms)	19,760	29,640	39,520
Emissions reduction (MTCO ₂ e)	130	200	270

Performance Indicators

	2030	2040	2045
Square feet of existing municipal building/s electrified:	40,000 square feet of existing municipal buildings retrofitted to all-electric.	60,000 square feet of existing municipal buildings retrofitted to all-electric.	80,000 square feet of existing municipal buildings retrofitted to all-electric.
Number of police stations & fire stations electrified:	0 existing police stations or fire stations retrofitted to all-electric.	0 existing police stations or fire stations retrofitted to all-electric.	1 existing police stations or fire stations retrofitted to all-electric.
Square feet of new municipal building/s electrified:	40,000 square feet of new municipal buildings built all-electric.	60,000 square feet of new municipal buildings built all-electric.	80,000 square feet of new municipal buildings built all-electric.

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

GHG Method

The project team to inputs from City staff to project the total square footage of new municipal construction that is built all-electric and existing municipal construction that is retrofitted to be all-electric. The team estimated annual gas use associated with the existing municipal buildings to be retrofitted and the newly constructed municipal buildings (assuming they were built with natural gas equipment), based on energy use intensity information from the California Energy Commission Commercial End-Use Survey. The team used this estimate on "business as usual" natural gas consumption for these buildings to calculate the natural gas consumption avoided from retrofitting to all-electric or building to all-electric. The team looked at data on the average amount of natural gas consumed by each type of equipment to estimate the natural gas consumption avoided through electrification of natural gas equipment and used data on energy factors by equipment type was used to estimate the resulting increase in electricity use resulting from the replacement of natural gas equipment with electric equipment. The team applied emission factors for natural gas consumption and electricity use to estimate the emissions reduction associated with a reduction in natural gas consumption and the increase in emissions associated with an increase in electricity use and took the net resulting emissions as the estimated emissions avoided from the policy.

GHG Sources

California Energy Commission. 2009. "2009 California Residential Appliance Saturation Study." https://ww2.energy.ca.gov/appliances/rass/previous_rass.html

APPENDIX 1

CF 1 Electric vehicle charging infrastructure

Assumptions

	2030	2040	2045
Cumulative average square feet of new commercial building space per parking spot	300	300	300
Target percent of new workplace parking to have EV charger installed	20%	20%	25%
Target percent of new multi-unit dwelling residents with EV charger access	15%	25%	30%
Target percent of new single-family homes to have EV charger outlet installed	15%	25%	35%
Cumulative percent commercial buildings that are office space with parking	59%	64%	64%
Cumulative average square feet of existing commercial building space per parking spot	600	600	600
Target percent of existing workplace parking to have EV charger installed	7%	8%	10%
Target percent of existing multi-unit dwelling residents with access to EV charging	7%	8%	10%
Cumulative target additional public parking spaces with EV charging	38	55	60
Cumulative percent of EV purchases that replace a gasoline vehicle	98%	97%	96%
Cumulative percent of EV purchases that replace a diesel vehicle	2%	3%	4%
Target percent of heavy-duty vehicle converted to EV	5%	20%	25%

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

Activity and GHG Reduction

	2030	2040	2045
Electricity savings (kWh)	-22,561,870	-36,502,430	-51,974,960
Emissions reduction (MTCO _{2e})	24,420	49,390	69,780

Performance Indicators

	2030	2040	2045
New non-residential parking spaces with EV charging	1,570 EV charging ports installed at new non-residential buildings.	3,160 EV charging ports installed at new non-residential buildings.	5,010 EV charging ports installed at new non-residential buildings.
New multi-unit dwelling residential parking spaces with EV charging	810 EV charging ports installed at new multi-family residential buildings.	3,380 EV charging ports installed at new multi-family residential buildings.	5,290 EV charging ports installed at new multi-family residential buildings.
New single-family residential parking spaces with EV charger outlet	680 EV charging outlets installed at new single-family residential buildings.	1,970 EV charging outlets installed at new single-family residential buildings.	3,600 EV charging outlets installed at new single-family residential buildings.
Existing non-residential parking spaces with EV charging	1,540 EV charging ports installed at existing non-residential buildings.	2,100 EV charging ports installed at existing non-residential buildings.	2,770 EV charging ports installed at existing non-residential buildings.
Existing multi-unit dwelling residential parking spaces with EV charging	1,850 EV charging ports installed at existing multi-family residential buildings.	2,570 EV charging ports installed at existing multi-family residential buildings.	3,530 EV charging ports installed at existing multi-family residential buildings.
Existing additional public parking spaces with EV charging	38 EV charging ports installed at existing public locations.	60 EV charging ports installed at existing public locations.	60 EV charging ports installed at existing public locations.

APPENDIX 1

	2030	2040	2045
Number of light-duty electric vehicles purchased or leased	5510 light-duty electric vehicles purchased or leased	10,840 light-duty electric vehicles purchased or leased.	16,110 light-duty electric vehicles purchased or leased

GHG Method

The project team relied on data from the Strive San Mateo General Plan 2040 Land Use Element for the projected buildout of nonresidential buildings in San Mateo, along with data from Association of Bay Area Governments (ABAG) Plan Bay Area on projected buildout of households in San Mateo out to 2050, to estimate the number of new buildings that would be impacted by an electric vehicle charging infrastructure new construction reach code. The team used permit data from the U.S. Department of Housing and Urban Development to estimate the percent of new residential units that will be single family or duplex vs. 3+ unit multifamily. Using assumptions regarding the building square footage per new development parking space, the team identified the total number of parking spaces associated with multi-family residential and commercial development, assuming an increasing percentage of new development parking spaces will be required to be built electric vehicle (EV) capable to accommodate electric vehicle supply equipment (EVSE). The team looked at how the deployment of EVSE in new development is projected to increase the rate at which residents and employees will replace gasoline vehicles with EVs, and estimated how the increased adoption of EVs is likely to decrease the VMT (and associated gasoline and diesel consumption) from gasoline and diesel vehicles and increase the VMT (and associated electricity use) from EVs. The team then applied emission factors for avoided gasoline and diesel consumption, and increased electricity use, and took the difference as the net reduction in GHG emissions.

GHG Sources

California Air Resources Board. 2022. "EMFAC2021 Web Database."

NREL, 2018. "CEC EV Infrastructure Projection Tool (EVI-Pro)."

U.S. Census Bureau. 2017. "American Community Survey."

U.S. Department of Energy. 2019. "www.fueleconomy.gov."

U.S. Department of Housing and Urban Development. 2019. "State of the Cities Data Systems."

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

U.S. Department of Transportation Federal Highway Administration. 2016. "Average miles driven per year by state."

APPENDIX 1

CF 2 Electric vehicle education and outreach

Assumptions

	2030	2040	2045
Target percent of total community Transportation Network Company (TNC) VMT from electric vehicles	30%	45%	60%
Target percent total community VMT from electric vehicles	30%	60%	70%

Activity and GHG Reduction

	2030	2040	2045
Electricity savings (kWh)	-4,334,040	-6,786,810	-10,211,980
Emissions reduction (MTCO ₂ e)	4,910	8,030	12,360

Performance Indicators

	2030	2040	2045
Annual additional VMT travelled by EV TNCs	17,528,180 vehicle miles travelled by internal combustion engine transportation network companies vehicles replaced with electric vehicles.	30,375,160 vehicle miles travelled by internal combustion engine transportation network companies vehicles replaced with electric vehicles.	45,704,900 vehicle miles travelled by internal combustion engine transportation network companies vehicles replaced with electric vehicles.

GHG Method

The projected team relied on forecasted total community VMT from passenger vehicles and estimates from the City of San Francisco on the percent of total community VMT from Transportation Network Companies (TNCs) to estimate the total annual VMT from TNCs in City of San Mateo. The team assumed that the policy or program aimed at regulating or incentivizing TNCs to increase adoption of EVs will results in a specific percent of TNCs being EVs by a given target year, and then estimated how the increased adoption of TNC EVs will decrease the VMT (and associated gasoline consumption) associated with gasoline vehicles and increase the VMT (and

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

associated electricity consumption) associated with EVs. The team applied the emission factor for avoided gasoline consumption, and an emissions factor for increased electricity use. The difference between the two results is the net GHG reduction from this measure.

GHG Sources

California Air Resources Board, 2022. "EMFAC2021 Web Database."

San Francisco County Transportation Authority. 2017. "TNCs Today: A Profile of San Francisco Transportation Network Company Activity."

US Department of Energy. 2019. www.fueleconomy.gov.

CF 3 Clean City fleet

GHG Assumptions

	2030	2040	2045
Percent of City vehicles replaced with EVs	25%	45%	60%
Percent of City vehicles fueled by biomethane	15%	20%	25%

Activity and GHG Reductions

	2030	2040	2045
Electricity savings (kWh)	-105,540	-212,500	-319,750
Emissions reduction (MTCO ₂ e)	130	200	270

Performance Indicators

	2030	2040	2045
Fleet EV VMT	610,020	1,250,360	1,779,020
Fleet biomethane VMT	366,010	555,720	741,260

APPENDIX 1

GHG Method

The projected team looked at State projections for regional increases in electric and natural gas (including biomethane) vehicles and applied these proportions to the City municipal fleet. The team then took the local projections for increases in electric and natural gas vehicles in the municipal fleet and identified the increase in electric and natural gas VMT resulting from local policies. The team then adjusted the natural gas VMT to account for the different energy density of natural gas and gasoline/diesel and calculated the increase in electricity resulting from greater municipal EV adoption. Lastly, the team applied emission factors, taking the net difference between decreased VMT emissions from electric and natural gas vehicle adoption and increased electricity use as the overall GHG benefit.

GHG Sources

City of San Mateo. 2007. *City of San Mateo Greenhouse Gas Emissions Inventory Report*. <https://www.cityofsanmateo.org/DocumentCenter/View/5262/APPENDIX-S-October24-2007?bidId=>

ICLEI Local Governments for Sustainability USA. 2012. *US Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions*. <http://www.icleiusa.org/tools/ghgprotocol/community-protocol>.

Gable, C., and Gable, S. 2019. "Gasoline Gallon Equivalents (GGE)." <https://www.thoughtco.com/fuel-energy-comparisons-85636>.

CF 4 Clean fuel

GHG Assumptions

	2030	2040	2045
Target % total community VMT from hydrogen vehicles	8%	30%	45%

Activity and GHG Reductions

	2030	2040	2045
Electricity savings (kWh)	-2,186,300	-8,413,180	-13,430,770
Emissions reduction (MTCO ₂ e)	4,210	16,920	26,360

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

Performance Indicators

	2030	2040	2045
Number of heavy-duty hydrogen vehicles purchased or leased	260 hydrogen fuel heavy-duty cell vehicles purchased or leased .	1,110 hydrogen fuel cell heavy-duty vehicles purchased or leased .	1,770 hydrogen fuel cell heavy-duty vehicles purchased or leased .

GHG Method

The project team estimated how the deployment of hydrogen fueling stations will increase the rate at which residents and employees will replace heavy-duty gasoline and diesel vehicles with hydrogen fuel cell vehicles (FCVs). The team analyzed how the increased adoption of FCVs is likely to decrease the VMT (and associated gasoline consumption) associated with heavy-duty gasoline diesel vehicles and increase the VMT (and associated hydrogen consumption) associated with FCVs. The team used data from the U.S. Department of Energy on the efficiency of the electrolysis process to estimate the amount of electricity required to produce hydrogen. The team then applied an emission factor for avoided gasoline and diesel consumption to estimate the emissions reduction associated with reduced gasoline and diesel consumption, and an emission factor for electricity consumption to estimate the emissions increase associated with increased electricity use. The net resulting emissions is the estimated emissions avoided from the policy.

GHG Sources

California Air Resources Board, 2022. "EMFAC2021 Web Database."

California Air Resources Board, 2023. "Final 2022 Scoping Plan – AB 32 GHG Inventory Sectors Modeling Data Spreadsheet." <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents>.

US Department of Energy, 2019. www.fueleconomy.gov.

U.S. Department of Energy, 2019. "DOE Technical Targets for Hydrogen Production from Electrolysis."

APPENDIX 1

ST 1 Bicycle mode share

GHG Assumptions

	2030	2040	2045
Additional miles of bike lanes	22	45.2	45.2

Activity and GHG Reduction

	2030	2040	2045
Travel savings (VMT)	300,960	704,120	751,370
Emissions reduction (MTCO ₂ e)	80	170	180

Performance Indicators

	2030	2040	2045
Total miles of bike lanes	78	101	101

GHG Method

The project team identified projected increase in bike lanes from implementation of the Bicycle Master Plan. Based on the proposed additional miles of bike lanes in San Mateo, the team followed the recommendations of the California Air Pollution Control Officer's Association to estimate the projected decrease in VMT as a result. The team then applied the appropriate emissions factors to calculate the GHG reduction.

GHG Sources

California Air Pollution Control Officers Association. 2021. "Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity."

City of San Mateo. 2019. *City of San Mateo Bicycle Master Plan*. <https://www.cityofsanmateo.org/3944/Bicycle-Master-Plan-Update>.

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

ST 2 Pedestrian mode share

GHG Assumptions

It is assumed that all new development occurs in infill areas (areas with existing development)

Activity and GHG Reduction

	2030	2040	2045
Travel savings (VMT)	436,590	497,160	530,520
Emissions reduction (MTCO ₂ e)	110	120	130

Performance Indicators

There are no performance indicators associated with this measure.

GHG Method

Using the Pedestrian Master Plan, the project team identified the existing and planned miles of sidewalks and pedestrian pathways in San Mateo. The team applied a method recommended by the California Air Pollution Control Officers Association to determine the VMT reduction, and then applied the appropriate emissions factor to calculate GHG reductions.

GHG Sources

California Air Pollution Control Officers Association. 2021. "Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity."

City of San Mateo. 2012. "Citywide Pedestrian Master Plan." <https://www.cityofsanmateo.org/2218/Pedestrian-Master-Plan>

APPENDIX 1

ST 3 Micromobility and shared mobility

GHG assumptions, activity and GHG reductions, and performance indicators.

This is a supportive measure, due to the lack of sufficient data or a feasible method of quantification that would avoid double-counting reductions with other measures. As a result, there are no assumptions, activity or GHG reductions, and performance indicators associated with this measure.

GHG Method

Supportive measures do not produce direct, measurable GHG reductions, so no calculations were made.

GHG Sources

Supportive measures do not produce direct, measurable GHG reductions. There are no sources for GHG reduction calculations for supportive measures.

ST 4 Public transit service

GHG Assumptions

	2030	2040	2045
Bus coverage	15%	20%	20%
Percent increase in Caltrain service	25%	40%	50%

Activity and GHG Reduction

	2030	2040	2045
Electricity savings (kWh)	-10,253,31	-23,468,340	-31,189,470
Travel savings (VMT)	13,770,100	23,451,790	29,098,510
Emissions reduction (MTCO ₂ e)	3,610	5,660	6,910

Performance Indicators

	2030	2040	2045
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TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

Bus commute share	15%	20%	20%
Average Caltrain daily ridership in San Mateo	8,070	12,900	15,720

GHG Method

For increases in the bus coverage network, the project team made an assumption regarding the percentage increase in bus network miles. Using methods from the California Air Pollution Control District, the project team determined the VMT reduction that would occur given this increase in network coverage, and then applied the appropriate GHG emissions factor. For an increase in Caltrain service frequency, the project team reviewed Caltrain's existing business plan and projected increases in service under the "Moderate Growth" scenario, then applied this increase to San Mateo. Using factors from the inventory and existing/planned activity calculations, the team determined the VMT reduction from increased Caltrain service as well as the increase in electricity use due to Caltrain becoming a mostly electric system. The team applied the appropriate emissions factors to the difference in VMT to calculate a reduction in emissions.

GHG Sources

California Air Pollution Control Officers Association. 2021. "Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity."

Caltrain. 2020. *Caltrain Business Plan Summary Report*.
<https://www.caltrain.com/media/24042/download?inline>.

Caltrain. 2019. *Caltrain Business Plan: Developing a Long-Range Vision for Caltrain*. https://caltrain2040.org/wp-content/uploads/CBP_CIA_R2_Booklet_SanMateo-2.pdf.

U.S. Census Bureau. 2023. 2014 – 2019 American Community Survey 5-Year Estimates, B08006: Sex of Workers by Means of Transportation to Work [data table].

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ST 5 Commuter programs

GHG Assumptions

	2030	2040	2045
Percent of existing employers (pre-2006) participating in TDM	5%	20%	30%
Average trip reduction from voluntary TDM participation, beyond other CAP measures	8%	30%	40%

Activity and GHG Reduction

	2030	2040	2045
Travel savings (VMT)	15,290	278,640	669,000
Emissions reduction (MTCO ₂ e)	Less than 10	70	160

Performance Indicators

	2030	2040	2045
Existing (pre-2006) businesses participating in TDM efforts	130	540	810

GHG Method

The project team identified the amount of commute-related VMT from personal vehicles associated with existing businesses and applied the projected metrics from voluntary participation in Transportation Demand Management (TDM) programs to determine the total VMT reduction from implementation of this measure. The team then used the appropriate emissions factors to calculate GHG reductions. It is assumed that these TDM standards would go beyond trip reductions associated with other measures in the CAP, as the goal of TDM efforts is to reduce trip generation below the level that would otherwise occur if the TDM requirement was not in place.

GHG Sources

California Air Pollution Control Officers Association. 2021. "Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity."

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

ST 6 Transportation Demand Management

GHG Assumptions

	2030	2040	2045
Percent of new developments subject to TDM rules	90%	90%	90%
Average trip reduction from new development subject to TDM rules, beyond other CAP measures	10%	15%	20%

Activity and GHG Reduction

	2030	2040	2045
Travel savings (VMT)	7,646,580	32,944,170	56,484,350
Emissions reduction (MTCO ₂ e)	2,010	7,950	13,410

Performance Indicators

	2030	2040	2045
Service population in new development (2018 and later) subject to the TDM ordinance	29,940	65,680	86,010

GHG Method

The project team determined the number of new people and jobs in developments that would be subject to TDM rules, excluding those already identified through the existing and planned activities assessment. Using projections of future TDM standards, the project team determined the amount of VMT that would be reduced by future TDM requirements, then converted this reduction to a decrease in GHG emissions. It is assumed that these TDM standards would go beyond trip reductions associated with other measures in the CAP, as the goal of TDM efforts is to reduce trip generation below the level that would otherwise occur if the TDM requirement was not in place.

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GHG Sources

California Air Pollution Control Officers Association. 2021. "Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity."

ST 7 Transit-oriented development

GHG Assumptions

	2030	2040	2045
Percent of new units in areas supporting transit-oriented development	95%	95%	95%
Percent of new nonresidential square footage in areas supporting transit-oriented development	90%	90%	90%

Activity and GHG Reduction

	2030	2040	2045
Travel savings (VMT)	38,865,630	78,398,130	99,833,910
Emissions reduction (MTCO ₂ e)	10,200	18,920	23,700

Performance Indicators

	2030	2040	2045
New development in TOD zones	9,610 households and 7,350 employees	20,330 households and 14,880 employees	26,520 households and 18,970 employees

GHG Method

The project team identified the anticipated development in areas that support transit-oriented development and used geospatial analysis to obtain a reasonable estimate of the new growth potential in these areas. The team then used resources from the California Air Pollution Control Officers Association to determine the VMT reduction associated with transit-oriented development in these areas, then applied the appropriate emissions factors to calculate GHG reductions.

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

GHG Sources

California Air Pollution Control Officers Association. 2021. "Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity."

City of San Mateo. 2018. Area plans [GIS file].

City of San Mateo. 2018. SMRoadCenterline [GIS file].

Metropolitan Transportation Commission. 2017. Major_Transit_Stops_2017 [GIS file].

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SW 1 Composting program

GHG Assumptions

	2030	2040	2045
Residential composting participation rate	90%	93%	95%
Nonresidential composting participation rate	85%	88%	90%

Activity and GHG Reduction

	2030	2040	2045
Waste savings (tons)	2,350	3,900	4,220
Emissions reduction (MTCO ₂ e)	1,030	1,710	1,850

Performance Indicators

	2030	2040	2045
Composting participation levels	47,270 households and 3,890 businesses	59,020 households and 4,510 businesses	66,800 households and 4,880 businesses

GHG Method

The project team reviewed the number of future projected residences and nonresidential buildings participating in the community's composting program, removing the currently participating customers to only focus on growth in the composting program. The team used results of a statewide waste characterization study to estimate the total amount of organic waste generated by the participants and combined this information with technical factors for waste decomposition by materials to identify the total reduction in GHG emissions.

GHG Sources

California Air Resources Board. 2010. *Local Government Operations Protocol for the Quantification and Reporting of Greenhouse Gas Emissions Inventories* version 1.1. https://ww3.arb.ca.gov/cc/protocols/localgov/pubs/lgo_protocol_v1_1_2010-05-03.pdf

California Air Resources Board. 2011. *Landfill Emissions Tool* version 1.3. <https://ww3.arb.ca.gov/cc/landfills/landfills.htm>

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

California Department of Resources Recycling and Recovery. 2020. *2018 Disposal-Facility-Based Characterization of Solid Waste in California*. <https://www2.calrecycle.ca.gov/Publications/Details/1546>.

City of San Mateo. 2022. *2022 Climate Action Plan Annual Progress Report*. <https://www.cityofsanmateo.org/3962/CAP-Progress-Updates>

SW 2 Expanded recycling service

GHG Assumptions

	2030	2040	2045
Target diversion rate	85%	88%	90%

Activity and GHG Reduction

	2030	2040	2045
Waste savings (tons)	9,860	12,570	14,330
Emissions reduction (MTCO ₂ e)	6,070	7,730	8,820

Performance Indicators

	2030	2040	2045
Total tons of recyclables recovered (curbside bins only)	22,450	27,420	30,480

GHG Method

The project team looked at projections of how San Mateo's diversion rate from curbside recycling may increase in future years and used statewide waste characterization studies to identify the amounts of various material types that could be recovered from this increase. The team then applied the results of technical studies about waste decomposition to determine the total GHG reductions that would result from increased waste collection.

GHG Sources

California Air Resources Board. 2010. *Local Government Operations Protocol for the Quantification and Reporting of Greenhouse Gas Emissions Inventories* version 1.1. https://www3.arb.ca.gov/cc/protocols/localgov/pubs/lgo_protocol_v1_1_2010-05-03.pdf

APPENDIX 1

California Air Resources Board. 2011. Landfill Emissions Tool version 1.3. <https://ww3.arb.ca.gov/cc/landfills/landfills.htm>

California Department of Resources Recycling and Recovery. 2020. *2018 Disposal-Facility-Based Characterization of Solid Waste in California*. <https://www2.calrecycle.ca.gov/Publications/Details/1666>.

Chow, A. 2023. City of San Mateo. Personal communication to E. Krispi, PlaceWorks. April 24.

SW 3 Waste awareness and source reduction

GHG Assumptions

	2030	2040	2045
Decrease in non-organic and non-recyclable waste tonnage	5%	20%	50%

Activity and GHG Reduction

	2030	2040	2045
Waste savings (tons)	15,420	30,110	41,510
Emissions reduction (MTCO ₂ e)	2,080	4,050	5,590

Performance Indicators

	2030	2040	2045
Decrease in non-organic and non-recyclable waste tonnage sent to landfills	15,420	30,110	41,510

GHG Method

The project team looked at statewide waste characterization studies to determine the amount of materials being produced in San Mateo that could not be recycled or composted (including construction and demolition wastes) and used technical studies about waste characterization to determine the GHG emissions associated with a ton of this waste material. The project team then examined projections about waste awareness potential to identify how much of this waste could be reduced in future years and combined these two outcomes to determine the total GHG savings.

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

GHG Sources

California Air Resources Board. 2010. *Local Government Operations Protocol for the Quantification and Reporting of Greenhouse Gas Emissions Inventories* version 1.1. https://ww3.arb.ca.gov/cc/protocols/localgov/pubs/lgo_protocol_v1_1_2010-05-03.pdf

California Air Resources Board. 2011. *Landfill Emissions Tool* version 1.3. <https://ww3.arb.ca.gov/cc/landfills/landfills.htm>

California Department of Resources Recycling and Recovery. 2020. *2018 Disposal-Facility-Based Characterization of Solid Waste in California*. <https://www2.calrecycle.ca.gov/Publications/Details/1666>.

WW 1 Water-efficiency retrofits for existing buildings

GHG Assumptions

	2030	2040	2045
Percent of existing homes retrofitting water fixtures	50%	70%	80%
Percent of existing businesses retrofitting water fixtures	40%	70%	80%
Percent of existing homes with greywater systems	5%	15%	20%
Percent of existing businesses with greywater systems	3%	10%	15%

Activity and GHG Reduction

	2030	2040	2045
Electricity savings (kWh)	411,310	777,100	914,320
Water savings (millions of gallons)	160	280	340
Emissions reduction (MTCO ₂ e)	170	300	360

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Performance Indicators

	2030	2040	2045
Number of water efficiency retrofits	19,890 existing homes and 1,610 existing businesses with water efficiency retrofits.	27,840 existing homes and 2,820 existing businesses with water efficiency retrofits.	31,820 existing homes and 3,230 existing businesses with water efficiency retrofits.
Number of greywater system installations as part of retrofit activities	2,120 homes and 120 businesses with greywater systems installed.	6,360 homes and 400 businesses with greywater systems installed.	8,480 homes and 610 businesses with greywater systems installed.

GHG Method

Working on the assumption that half of greywater systems are laundry-to-landscaping, and that the other half uses greywater from additional sources such as wash basins and showers, the project team identified the water savings resulting from greywater systems for an individual home or business. The project team then used the water savings to determine the decrease in electricity use and direct process emissions associated with this effort per building, and then applied the projections of greywater installations at existing San Mateo buildings as part of retrofit activities to identify the total water, electricity, and direct process emissions. The team applied the appropriate electricity emissions coefficients to identify the additional GHG savings.

GHG Sources

Alliance for Water Efficiency. 2009. *Making Every Drop Work: Increasing Water Efficiency in California's Commercial, Industrial, and Institutional (CII) Sector*.

<https://www.allianceforwaterefficiency.org/resources/publications/making-every-drop-work-increasing-water-efficiency-california%E2%80%99s-commercial>.

California Department of Water Resources. 2013. *California Water Plan 2013 Update, Volume 3, Chapter 3: Water Use Efficiency*.

[http://toolbox.calwep.org/wiki/California_Water_Plan_2013_Update_\(selections\)#tab=Vol_3_Ch_3_-_Water_Use_Efficiency](http://toolbox.calwep.org/wiki/California_Water_Plan_2013_Update_(selections)#tab=Vol_3_Ch_3_-_Water_Use_Efficiency).

California Department of Water Resources. 2017. *Making Water Conservation a California Way of Life: Implementing Executive Order B-37-16*. <https://water.ca.gov/-/media/DWR-Website/Web->

TECHNICAL APPENDIX: METHODS AND ASSUMPTIONS

[Pages/Programs/Water-Use-And-Efficiency/Make-Water-Conservation-A-California-Way-of-Life/County-Drought-Planning/Files/Making-Water-Conservation-a-CA-Way-of-Life-EO-B-37-16.pdf](#).

WW 2 Water-efficient landscaping

GHG Assumptions

	2030	2040	2045
Reduction in total outdoor water use	10%	20%	25%

Activity and GHG Reduction

	2030	2040	2045
Electricity savings (kWh)	374,760	827,380	1,086,620
Water savings (millions of gallons)	260	570	750
Emissions reduction (MTCO ₂ e)	Less than 10	10	0

GHG Method

The team estimated the total water use that occurs outdoors in San Mateo and determined the amount that would be reduced based on assumed participation levels. The project team then used the water savings to determine the decrease in electricity use associated with this effort and applied the appropriate electricity emissions coefficients to identify the GHG savings.

GHG Sources

There are no sources for this measure beyond the inventory and forecast.

WW 3 Water efficiency in new construction

GHG Assumptions

	2030	2040	2045
Percent of new homes installing greywater systems	8%	20%	25%
Percent of new businesses installing greywater systems	5%	15%	20%

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Activity and GHG Reduction

	2030	2040	2045
Electricity savings (kWh)	7,620	40,580	66,320
Water savings (millions of gallons)	10	30	50
Emissions reduction (MTCO ₂ e)	Less than 10	10	10

Performance Indicators

	2030	2040	2045
Number of new homes with greywater systems	810	4,280	6,980
Number of new businesses with greywater systems	30	160	280

GHG Method

Working on the assumption that half of greywater systems are laundry-to-landscaping, and that the other half uses greywater from additional sources such as wash basins and showers, the project team identified the water savings resulting from greywater systems for an individual home or business. The project team then used the water savings to determine the decrease in electricity use and direct process emissions associated with this effort per building, and then applied the projections of greywater installations at new San Mateo buildings to identify the total water, electricity, and direct process emissions. The team applied the appropriate electricity emissions coefficients to identify the additional GHG savings.

GHG Sources

Alliance for Water Efficiency. 2009. *Making Every Drop Work: Increasing Water Efficiency in California's Commercial, Industrial, and Institutional (CII) Sector*.
<https://www.allianceforwaterefficiency.org/resources/publications/making-every-drop-work-increasing-water-efficiency-california%E2%80%99s-commercial>.

California Department of Water Resources. 2013. *California Water Plan 2013 Update, Volume 3, Chapter 3: Water Use Efficiency*.
[http://toolbox.calwep.org/wiki/California Water Plan 2013 Update \(selections\)#tab=Vol 3 Ch 3 - Water Use Efficiency](http://toolbox.calwep.org/wiki/California%20Water%20Plan%202013%20Update%20(selections)#tab=Vol_3_Ch_3_-_Water_Use_Efficiency).

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California Department of Water Resources. 2017. *Making Water Conservation a California Way of Life: Implementing Executive Order B-37-16*. <https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Water-Use-And-Efficiency/Make-Water-Conservation-A-California-Way-of-Life/County-Drought-Planning/Files/Making-Water-Conservation-a-CA-Way-of-Life-EO-B-37-16.pdf>.

OR 1 Alternative fuel off-road equipment

GHG Assumptions

	2030	2040	2045
Percent of landscaping equipment that uses electricity	20%	45%	60%
Percent of other off-road equipment that uses electricity	15%	25%	30%

Activity and GHG Reduction

	2030	2040	2045
Electricity savings (kWh)	-2,201,600	-4,633,000	-6,091,990
Emissions reduction (MTCO ₂ e)	3,660	7,130	9,890

GHG Method

The team used data from the California Air Resources Board and the inventory to identify the reduction in direct emissions per percent of landscaping equipment and non-landscaping off-road equipment converted to electricity traded in. The team then estimated the decrease in gasoline and diesel fuel resulting from this effort and used information about energy density to determine the increase in electricity needs. The team estimated the GHG increase from greater electricity needs and subtracted this from the emission reduction from decreased fuel use to determine the net GHG reduction.

GHG Sources

Alternative Fuels Data Center. 2014. *Alternative Fuels Data Center – Fuel Properties Comparison*. https://afdc.energy.gov/fuels/fuel_comparison_chart.pdf/

California Air Resources Board. 2022. "EMFAC2021 Web Database."

APPENDIX 1

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Appendix 2:

CAP Measure Key Metrics

This appendix summarizes the items that the City will use to track implementation of the CAP. As part of San Mateo's ongoing CAP monitoring and implementation efforts, the City will track progress on the implementation of individual measures. The City will collect specific pieces of data, known as key metrics, for each measure, including the planned actions. These key metrics will be used to identify the implementation status of each measure. City staff, utility companies, and state and regional agencies collect the key metrics to track CAP implementation. Some data may be collected through the Development Checklist in **Appendix 3**. Specific information about the sources of each key metric is given in the monitoring tool. The key metrics are shown in **Table 2-1**.



APPENDIX 2

Table 2-1: CAP Measure Key Metrics

Measure		Time Frame	Lead Department	Key Metric
BE 1	All-electric new construction	Near-term	City Manager's Office, Community Development	<ul style="list-style-type: none"> - Number of all-electric new construction residential housing units. - Square feet of all-electric new construction non-residential buildings.
BE 2	All-electric existing buildings	Near-term	City Manager's Office, Community Development	<ul style="list-style-type: none"> - Number of existing homes with gas to electric HVAC conversions. - Square feet of existing office buildings with gas to electric HVAC conversions. - Number of parking spaces at existing office buildings with EV charging.
RE 1	Peninsula Clean Energy	Immediate	City Manager's Office	<ul style="list-style-type: none"> - PCE opt-out rate. - kWh supplied by ECO 100
RE 2	Renewable energy systems for new and existing residences	Immediate	City Manager's Office, Community Development	<ul style="list-style-type: none"> - Number of homes built before 2018 with solar panels. - Number of total homes (existing and new) with battery energy systems.
RE 3	Renewable energy systems for new and existing nonresidential buildings	Immediate	City Manager's Office, Community Development	<ul style="list-style-type: none"> - Number of businesses built before 2018 with solar panels. - Number of existing businesses with battery energy systems.
EE 1	Residential energy efficiency retrofits	Near-term	City Manager's Office, Community Development	<ul style="list-style-type: none"> - Number of homes retrofitted.
EE 2	Nonresidential energy efficiency retrofits	Near-term	City Manager's Office, Community Development	<ul style="list-style-type: none"> - Number of businesses retrofitted.

CAP MEASURE KEY METRICS

	Measure	Time Frame	Lead Department	Key Metric
EE 3	Residential tree plantings	Mid-term	City Manager's Office, Parks and Recreation	- Number of households with shade trees.
ME 1	Energy efficiency for new municipal buildings	Mid-term	City Manager's Office, Public Works	None – supportive measure.
ME 2	Energy efficiency at existing municipal buildings	Near-term	City Manager's Office, Public Works	- Square footage of retrofitted municipal buildings.
ME 3	All-electric municipal buildings	Long-term	City Manager's Office, Public Works	- Square feet of existing municipal buildings electrified. - Square feet of new municipal buildings electrified.
CF 1	Electric vehicle charging infrastructure	Immediate	City Manager's Office, Community Development, Public Works	- Number of parking spaces at new nonresidential buildings with EV charging. - Number of parking spaces at existing nonresidential buildings (not including offices) with EV charging. - Number of parking spaces at existing multifamily units with EV charging.
CF 2	Electric vehicle education and outreach	Immediate	City Manager's Office, Community Development	- Estimated number of TNCs operating in San Mateo that are EVs. - Number of residents contacted with EV marketing materials.
CF 3	Clean City fleet	Near-term	Public Works	- Fleet EV VMT. - Fleet biomethane VMT.
CF 4	Clean fuel	Long-term	City Manager's Office, Community Development, Public Works	- Number of hydrogen vehicles registered.

APPENDIX 2

	Measure	Time Frame	Lead Department	Key Metric
ST 1	Bicycle mode share	Mid-term	Community Development, Public Works	- Total miles of bike lanes.
ST 2	Pedestrian mode share	Near-term	Community Development, Public Works	- Percent increase in pedestrian sidewalks and pathways.
ST 3	Micromobility and shared mobility	Near-term	City Manager's Office, Public Works	None – supportive measure.
ST 4	Public transit services	Near-term	City Manager's Office, Public Works	- Bus network coverage. - Caltrain service frequency.
ST 5	Commuter programs	Mid-term	City Manager's Office, Community Development, Public Works	- Pre-2006 businesses participating in TDM efforts.
ST 6	Transportation Demand Management	Immediate	Community Development, Public Works	- Service population in new development subject to the TDM ordinance.
ST 7	Transit-oriented development	Near-term	Community Development	- New development in TOD zones.
SW 1	Composting program	Immediate	Public Works	- Composting participation levels.
SW 2	Expanded recycling service	Near-term	Public Works	- Total tons of recyclables recovered.
SW 3	Waste awareness and source reduction	Near-term	City Manager's Office, Public Works	- Decrease in non-organic and non-recyclable waste tonnage sent to landfills.
WW 1	Water efficiency retrofits for existing buildings	Mid-term	Public Works	- Number of water efficiency retrofits. - Number of greywater system installations in existing buildings.
WW 2	Water-efficient landscaping	Near-term	City Manager's Office, Parks and Recreation	- Estimated outdoor water use

CAP MEASURE KEY METRICS

Measure		Time Frame	Lead Department	Key Metric
WW 3	Water efficiency in new construction	Mid-term	Community Development	<ul style="list-style-type: none"> - Number of new homes with greywater systems. - Number of new businesses with greywater systems.
OR 1	Alternative fuel lawn and garden equipment	Mid-term	City Manager's Office, Parks and Recreation	<ul style="list-style-type: none"> - Estimated percent of landscaping equipment that uses electricity. - Estimated percent of non-landscaping equipment that uses electricity.



City of San Mateo Climate Action Plan



Appendix 3: CAP Consistency Checklist

The following checklist assists project applicants and City staff to determine whether a proposed project complies with the City of San Mateo CAP. The CAP is an implementation tool of the General Plan, demonstrating the City's strategy to reduce greenhouse gas (GHG) emissions consistent with Section 15183.5 of the California Environmental Quality Act (CEQA) Guidelines. New projects deemed consistent with the CAP are eligible for streamlining the analysis of GHG emissions. Projects inconsistent with the CAP may refer to this checklist for informational purposes but may have to submit a separate GHG analysis for the project. Examples of projects inconsistent with the City's forecast include:

- Stationary source emissions regulated by the Bay Area Air Quality Management District.
- General Plan amendments.
- New specific plans, amendments to specific plans, or new development agreements that would increase the population and nonresidential land use expectations beyond those anticipated in the General Plan buildout scenario.



APPENDIX 3

Development Checklist

Project Description Characteristics

Please identify the applicable land uses included in the proposed project and provide a brief description of the proposed project (or the project description to be used for the associated environmental document).

1) What is the size of the project (in acres)?

2) Identify the applicable land uses:

- Residential
- Commercial
- Industrial
- Manufacturing
- Other

3) If there is a residential component to the project, how many units are being proposed?

Single-family residences:	:	
Multi-family residences:	:	

4) Please provide a brief project description, including the square footage of conditioned space by land use:

5) Does the project require any amendments to the General Plan or specific plans?

Yes No

If yes, please explain:

CAP CONSISTENCY CHECKLIST

6) Is the project located in a specific plan area?

Yes No

If so, which one? _____

7) Please complete the following table to identify project compliance with any applicable CAP measures.

Standards for CAP Consistency – New Development

Reduction Measure and Applicable Standard	Does the Project Comply?	Notes & Comments
BE 1. All new development: The project does not have natural gas connections, and does not have any natural gas appliances or other equipment installed	Yes No N/A	Additional notes:
RE 2. All new developments with residential units: The project includes an on-site renewable energy system that meets or exceeds the minimum requirements of the California State Building Code	Yes No N/A	If yes, what is the kW potential of the renewable energy system? Additional notes:
RE 2. All new developments with residential units: The project includes an on-site energy storage system, such as a battery.	Yes No N/A	If yes, how much electricity does the system store? Additional notes:
RE 3. All new developments with nonresidential space: The project includes an on-site renewable energy system that meets or exceeds the minimum requirements of the California State Building Code	Yes No N/A	If yes, what is the kW potential of the renewable energy system? Additional notes:

APPENDIX 3

Reduction Measure and Applicable Standard	Does the Project Comply?	Notes & Comments
RE 3. All new developments with nonresidential space: The project includes an on-site energy storage system, such as a battery.	Yes No N/A	If yes, how much electricity does the system store? Additional notes:
EE 3. All new developments with residential units: The project includes trees that provide shade to residences.	Yes No N/A	If yes, how many residences are shaded by newly planted trees? Additional notes:
CF 1. All new development with dedicated off-street parking: The project includes parking spaces with installed EV chargers or are pre-wired for EV chargers, consistent with state and any local regulations.	Yes No N/A	If yes, how many spaces include installed EV chargers? If yes, how many spaces are pre-wired for EV chargers? Additional notes:
CF 1. All new development with dedicated off-street parking: The project includes parking spaces with installed EV chargers that are accessible by members of the public beyond those who live and/or work at the project.	Yes No N/A	If yes, how many spaces with installed EV chargers are accessible by members of the public? If yes, how many Level 3 chargers installed as part of this project are publicly accessible? Additional notes:

CAP CONSISTENCY CHECKLIST

Reduction Measure and Applicable Standard	Does the Project Comply?	Notes & Comments
ST 6. New developments of at least six multi-family units and/or 10,000 square feet of nonresidential space: Implement TDM strategies to comply with the appropriate trip reduction target identified in applicable area plans and San Mateo Citywide TDM Plan.	Yes No N/A	If yes, what is the trip reduction target for the project? % short-term commute trip reduction % long-term commute trip reduction What strategies will the project use to achieve these trip reduction targets? Additional notes:
ST 6. Projects of at least 20 multi-family units and/or 50,000 square feet of nonresidential space undergoing additions or alterations (as defined in San Mateo Municipal Code Section 23.06.012): Implement TDM strategies consistent with the targets in relevant area plans and the San Mateo Citywide TDM Plan.	Yes No N/A	If yes, what is the trip reduction target for the project? % short-term commute trip reduction % long-term commute trip reduction What strategies will the project use to achieve these trip reduction targets? Additional notes:
ST 7. All new development: Be located along El Camino Real, within one-half mile of any Caltrain station, or in the Rail Corridor Transit Oriented Development or Hillsdale Station Area Plan areas.	Yes No N/A	Additional notes:

APPENDIX 3

Reduction Measure and Applicable Standard	Does the Project Comply?	Notes & Comments
SW 1. All developments with multifamily units or nonresidential space: Provide an area of sufficient space to store and allow access to a compost bin.	Yes No N/A	Does the project participate in any composting programs? Does the project compost on-site? Additional notes:
WW 3. All new development: Include a greywater system.	Yes No N/A	If yes, is the greywater system "laundry-to-landscape" or another type of system? Additional notes:



Appendix 4:

Summary of Community Workshop

The City, with support from the PlaceWorks and DNV GL consultant team, hosted a community meeting for the Climate Action Plan (CAP) update on Thursday, June 6, 2019, from 6:00 to 8:00 pm at the San Mateo Public Library.

The purpose of this workshop was to provide community members with an overview of the 2015 CAP and the CAP update process, the results of the new and updated GHG inventory, and the new and revised GHG mitigation measures that will be included in the updated CAP. This workshop offered an opportunity to receive feedback on the measures and suggest additional reduction measures for the CAP.

City staff and members of the consultant team facilitated the workshop. Approximately 50 community members attended and participated. The workshop included a presentation about the CAP update and a summary of work-to-date, a question-and-answer period, and an open house that allowed participants to review draft GHG reduction measures, provide input, and engage with staff, consultants, and other community members. Community members reviewed the proposed measures by placing colored dots next to each measure: green for measures they supported, yellow for measures they supported with some reservations or concerns, and red for measures they did not support.



APPENDIX 4

The following results are organized by poster topic and present the number and type of dots for each measure (green, yellow, or red) and any open comments received on sticky notes and easel pads. No comment cards were submitted during the meeting, although some additional comments were submitted later via email.

BOARD 1: RENEWABLE ENERGY

Measure	Greens	Yellows	Reds
Measure 1: Continue to support Peninsula Clean Energy (PCE) and encourage residents and businesses not already participating in PCE, especially large energy users, to join.	17	1	0
Measure 2: Continue promoting renewable energy systems for new homes and businesses with education and incentives.	12	2	0
Measure 3: Continue to encourage property owners to install renewable energy systems on existing homes and businesses.	12	2	0
Measure 4: Renew San Mateo's requirement for new buildings to include solar panels, going beyond state requirements.	11	2	1
Measure 5: Promote battery storage systems as a part of renewable energy installations.	8	6	0
Measure 6: Set up microgrid demonstration projects.	5	5	1

Renewable Energy Open Comments

Measure 4: We need a way to store power from PV to use at night, check out Sandford's [sic] Central Energy Facility's thermal storage/heat recovery.

Measure 4: More infill to reduce VMT.

Measure 6: There are a lot of bigger things we can do.

Measure 5: Batteries – What level of support will this provide? For whom? How rapidly will today's batteries become obsolete if the technology is evolving rapidly?

Will microgrid demonstration have a significant impact?

SUMMARY OF COMMUNITY WORKSHOP

On/Off grid solar installs - reduce fees if install option to supply power when PCE down to house/buildings.

APPENDIX 4

BOARD 2: ENERGY EFFICIENCY AND CONSERVATION

Measure	Greens	Yellows	Reds
Measure 1: Continue to provide education about energy efficiency retrofits to residents and businesses, including information about financing.	9	2	1
Measure 2: Provide incentives for energy efficiency retrofits.	11	1	0
Measure 3: Establish a program to require home energy assessments at the time of sale.	12	2	0
Measure 4: Provide incentives for all-electric new construction.	7	1	0
Measure 5: Encourage upgrades to existing buildings to support all-electric operations.	9	0	0
Measure 6: New municipal buildings and facilities will be all-electric or will use alternative fuels.	9	1	0
Measure 7: Establish a commercial and multi-family energy conservation benchmarking program and offer low- or no-cost energy audits to rental properties and business.	11	0	0
Measure 8: Continue to conduct energy efficiency retrofits for existing municipal buildings.	7	0	0

Energy Efficiency and Conservation Open Comments

Require Net Zero on existing homes.

Cut energy use everywhere else in the US that is hotter and/or colder than San Mateo: urban infill.

Urge people to wear sweaters etc.

Incentivize cleaner emission leaf blowers (continuing the work sustainability commission started in 2018 then halted).

Make a contest, who can reduce their emissions? Or compare vs. an average.

Require by law, plus shift housing to the public sector.

SUMMARY OF COMMUNITY WORKSHOP

Prioritize PCE 100 – how does it compare to home retrofits?

Ban military recruiters so our citizens don't participate in the world's worst institutional emitter: the US military.

Incentivize won't save us. If we want to stop Armageddon, we must require sustainable to its fullest extent, right now!

BOARD 3: ALTERNATIVE TRANSPORTATION

Measure	Greens	Yellows	Reds
Measure 1: Expand the public shuttle system in San Mateo, including using microtransit to provide first-mile and last-mile connections.	23	0	0
Measure 2: Continue to support reduction of commuter-related vehicle trips through the City's Transportation Demand Management program and other employer-focused programs.	11	1	0
Measure 3: Expand carpool options for San Mateo residents and commuters.	3	4	1
Measure 4: Implement the Bicycle Master Plan and continue to support additional shared mobility options.	22	0	1
Measure 5: Continue to make walking a safe and easy way to get around San Mateo.	27	0	0
Measure 6: Increase transit-oriented developments along El Camino Real and near Caltrain stations.	22	3	0
Measure 7: Support new rapid bus transit routes.	14	1	0
Measure 8: Improve the frequency of Caltrain services, particularly to the Hayward Park station.	17	1	0

Alternative Transportation Open Comments

Increase penalty for stealing bicycles.

Encourage mixed-use development to reduce SOV.

APPENDIX 4

Close B Street to car traffic and institute shuttle to encourage less driving in City core.

Help change mindset of Peninsula re: BART/Bus Service.

Spend more on GHG Reduction than road maintenance and more truck free roads (weight and potholes) and more car free walking streets.

Eliminate traffic deaths for pedestrians and bicyclists with Vision Zero. New York City is good example.

Sierra Club recommends dividend account parking.

San Mateo needs to be much more bike friendly. 1) more dedicated lanes, 2) lights triggered by bike, 3) Require businesses like Safeway to have bike racks. (1 green)

Citywide mobility targets: Portland does it with target mode share (1 green)

Increase buses and vans use. Incentivize use, increases status of transit use.

More east-west transit opportunities shuttles, scooter, etc.!

Increase bike boulevards and bike infrastructure.

Work from home!!

Need bus-only lanes and transit signal priority. (2 greens)

Bike Streets work North/South (Claremont, Edinburg, Flores).

Create bus routes that allow access to natural public spaces like Laurelwood park and Purisima Creek. This will create love for nature and drive action.

Ridesharing kills public transit, congest streets, and abuses workers. The City must impose a heavy cap on Uber & Lyft vehicles to save our streets.

Light intersections that are triggered by bikes.

Educate residents and visitors on their impacts while driving.

What can the City do to reduce people idling in their cars? (1 green)

SUMMARY OF COMMUNITY WORKSHOP

Affordable housing = reduced GHGs (2 greens)

Fewer cars, more public transit! Increased frequency in bus service, other non-car modes.

Affordable housing for workers = fewer trip = lower GHG where is housing in the CAP?

Change the topic/sector name – alternative to what?

BOARD 4: ALTERNATIVE FUELS

Measure	Greens	Yellows	Reds
Measure 1: Require all new buildings to have EV charging infrastructure.	15	5	0
Measure 2: Continue to encourage EV charging infrastructure in existing homes and businesses.	8	0	1
Measure 3: Continue to install EV charging infrastructure in public parking lots and garages.	17	0	1
Measure 4: Transition San Mateo's municipal fleet to electric and other clean-energy vehicles.	15	1	0
Measure 5: Continue to educate community members about the availability of hybrid and clean-fuel landscaping equipment.	13	4	4
Measure 6: Buy hybrid and clean-fuel landscaping equipment for municipal use as options are available.	11	0	0

Alternative Fuels Open Comments

Measure 3: Battery Ready

Measure 5: Very low hanging fruit compared to something as important as diet, which is not even mentioned so far. Topic 4, Measure 5

Measure 5: Start with large properties like churches, help them through issues like extension cord length limits (if they exist).

APPENDIX 4

Measure 5: Go beyond education. Need a competitive “green yard” program for homeowners. Need to incentivize or network commercial properties and churches to transition them ASAP. The landowners already have equipment for Menlo Park and Atherton!

Measure 5: Ordinance to restrict gas landscape equipment.

EVs are great but often not affordable could there be financial incentives and subsidy?

More community charging stations are needed. Will Measure 1 create charging stations that can be shared by the public? Even by registering them with the building or something?

Measure 2: Provide incentives!!

Measure 5: This will work as well as abstinence-only sex ED

Biodiesel incentives? Can reduce net carbon emissions and use waste oil.

You always mention EI. Cars = No!!! Go hydrogen!

Change the topic/sector name – alternative to what?

BOARD 5: SOLID WASTE

Measure	Greens	Yellows	Reds
Measure 1: Continue to expand San Mateo’s composting program to businesses and multi-family homes.	25	0	0
Measure 2: Accept new types of materials in recycling bins as economics allow.	8	5	0
Measure 3: Create a materials reuse program and educate community members about ways to make unwanted items available for reuse.	11	2	1
Measure 4: Explore a ban on single-use plastics.	22	6 (Do it! Just do it!)	0
Measure 5: Work with waste haulers to reduce contamination of recyclables.	12	1	0

SUMMARY OF COMMUNITY WORKSHOP

Solid Waste Open Comments

Multi-family composting opportunities are a must!! You can also put the collection points in parks and around the community!

If composting in multi-family units is problematic, at least offer compost drop off points through the City!

Recycling info keeps changing. We need way better educations.

Create a mass distribution program for reusable bottle, paid for through business tax hikes.

My condo association will be charged if we get composting so we don't compost.

Solid waste = 3% of the GHG. These programs are good but please do not use a lot of \$\$.

More guidance is needed about good vs. poor recycling habits. (what plastics are good)

Be able to recycle black plastic or don't allow it to be used. (1 green)

I wish we could get more compost delivered to our houses.

Biweekly recycling and garbage pickup instead of weekly? Other cities have tried this. Since San Francisco/Recology has one of the best recycling/zero waste programs in the USA, why not excel at it here in San Mateo! If pickups were fewer, folks might be motivated (or forced) to decrease their waste. Fewer pickups also means less fuel/energy wasted by the trucks.

Tax consumers for clamshells in packaging – like plastic bags.

Measure 4: reusable bags require more energy to produce... causing more production.

Stop selling chemicals – pass an ordinance.

People are either uneducated or lazy/noncompliant RE putting items in the correct bins. Adding different/more bins won't work because of this. (2 greens)

Work with Trader Joes, Safeway, etc. to reduce clamshell packaging.

New accurate recycle bin labels for everyone.

APPENDIX 4

Offer better rates for very low trash creation. Smaller waste cans? Alternate week collection?

Reduce uses at the source, require take back of packaging (3 greens)

Be able to recycle plastic bags that have the recycle symbol.

Encourage reduce purchases consumption. (1 green)

Encourage stores like Costco to put (business + social) pressure on their vendors to use recyclable packaging (not plastics). When vendors figure out recyclable packaging, they should let their customers know about the efforts they have made to solve a problem that affects everyone. Make it a win-win-win situation.

SUMMARY OF COMMUNITY WORKSHOP

BOARD 6: WATER AND WASTEWATER

Measure	Greens	Yellows	Reds
Measure 1: Continue to work with water providers and regional agencies to encourage water-efficient retrofits of existing buildings.	21	2	0
Measure 2: Require new developments to meet higher water efficiency standards.	19	1	0

Water and Wastewater Open Comments

The current CAP should be renamed "Greenhouse Gas Reduction Plan"

The CAP should include water and waste conservation, recycle, reduction mechanisms. (1 green)

Green lawn/yard competition among homeowners.

We need a water committee to implement best practices.

Is there local support for existing greywater systems?

I wish that there was information to have domestic greywater. (Help in putting it in) (5 greens)

Recycle water from treatment plant. (4 greens)

Can the City investigate rainwater collection for use by City and residents?

Are there incentives for lawn replacement/xeriscaping/use of native landscaping?

Lawns are a huge source of water use. They should be abolished!

Large lots and sprawl leads to wasted water for irrigation.

Ban green lawns. (1 green, 1 yellow)

Provide realistic incentives for homeowners to get rid of lawns. Too expensive right now. (1 green)

Can the wastewater treatment plant be run on a schedule that helps address duck curve?

APPENDIX 4

Educate people with sprinklers to not water the sidewalks!

Looks like real problem is behavior of individual's free will.

Follow best practices from more arid places (landscaping water, recycle water, flow meters on faucets, fix leaks)

Eliminate garbage disposals in new construction and retrofits.

Incentivize water reuse, especially in new development and public buildings (Use SFPUC model). (1 green).

Adopt better water demand management, including conservation, like SFPUC's programs. Reduce outdoor irrigation by 70%.

Aim for 5% reduced imported water by 2024.

BOARD 7: WHAT'S YOUR BIG IDEA?

Open comments

Plant more trees.

Plant trees and gardens, every \$1 in trees returns \$2.5 in value to the community. California Billion Tree Initiative. (10 greens)

Build housing here and plant trees elsewhere. (1 green)

Increase the urban tree canopy where possible. (2 greens)

Do not allow wood burnings in fireplaces or building FP in new buildings. (1 green)

Explore rainwater collection for use by city and residents.

To reduce traffic and auto emissions on Hillsdale Ave, employ The Boring Company to put a tunnel under Hillsdale Avenue (2 greens, 5 reds)

Local public free telecommuting centers, reduce VMTs from commuters, keep people and money in San Mateo.

Affordable housing reduced worker trips where is that in CAP? (1 green)

SUMMARY OF COMMUNITY WORKSHOP

More communication/educations on climate change and CO₂ emissions.

Allow for micro units and affordable housing.

Don't let people cut and trim existing trees and shrubs for view.

Require more from residents (instead of "encourage"). (2 greens)

Bring back recycling stations at Safeway.

The US Military is one of the largest institutional GHG emitters worldwide. Ban military recruiters from San Mateo and stop the rolling war machine in our City.

Include a program for carbon sequestration and offsets.

Ban leaf blowers and gas-powered landscape equipment. (3 greens, 1 red)

- Need a way to transition this would hurt all the gardeners.

No Amazon infrastructure in San Mateo.

Annual reporting of GHG: Mountain View does this and allocates \$10k/year. Sectors can be adjusted for compliance.

Promote the local "I heart rakes and brooms" campaign.

Send a link to all San Mateo residents that helps them calculate their carbon footprint.

Encourage competition among homeowners to use electric lawn equipment to "lose your lawn", to practice permaculture/plant native plants/use IPM methods. Create a City competition!

Determine San Mateo's "earth overshoot" day to raise awareness.

Public housing for all! (With solar panels) (1 green)

City government should fund clothing and farming co-ops in our community to reduce reliance on global trade.

Encourage cooperative businesses (worker owned). Expansion isn't profit seeking drive our crisis and must stop.

Please design new housing near transit centers to have at most car space. Maybe happening already.

APPENDIX 4

Count on per capita basis and not a total basis.

To avoid 2 degree C temperature rise, there must be a robust system of carbon capture by 2030! (1 green)

Raise the height limit on buildings. (5 greens)

Take advantage of our volunteer hours needed by master composter participants – 40 hours each.

Urban infill: UC Berkeley rates urban infill in the City of San Mateo #1 among all rated measures visit: coolclimate.berkeley.edu/ca-scenarios/index.html. (2 greens)

When we add jobs but not housing, we should count 100% of those commute emissions.

Make GHG's info public => competitions in neighborhoods to retrofit/reduce fossil energy use? Smart Meters?

Charge new businesses setting up shop in San Mateo a "sustainability" tax to fund all these projects. (1 green)

Pedestrian overpass at Hillsdale/Highway 101. (3 greens)

More density causes miserable traffic. (1 red)

San Mateo to provide water barrels at cost and volunteer installers too much water is lost.

According to many studies, reaching greenhouse reduction goals without the world adapting a plant-based diet is impossible. Many people in San Mateo are not aware that they can contribute greatly to GHG lowering by modifying their diet. San Mateo should encourage diet change. (3 greens, 1 red)

Increased densities in SFH and transit-oriented areas. Infill housing helps to reduce VMTs. (3 greens)

Implement UN Agenda 21.

Please ban leaf blowers!! Exhaust + PM in the air! (1 green)

Encourage infill development instead of greenfield development.

Figure how to encourage plant-based diet education? (w/ groceries, schools, etc.) Taxes on meat? Don't' just say we have no control over that. (2 greens)

Meatless Monday or eating 1x per day instead of twice. Could this be worked into schools or civic buildings?

SUMMARY OF COMMUNITY WORKSHOP

Composting toilets save water, reduce methane, turn waste into resources. Make legal, they don't stink!

To reduce commutes and traffic, subsidize ADUs in neighborhoods w/ larger lots, houses, and parking available.
(1 green)

Way more outreach to non-English speakers. (1 green)

Make sure to do outreach to non-English speakers and people not on City email lists.

MISCELLANEOUS COMMENTS

Clarifications on process of accounting GHGs, timeline, state vs local actions.

Solar panels – why need in light of PCE? What about city buildings.

Cement emissions- embedded emissions of development.

Data – on implementation measures for example – cool climate Berkeley .edu – consumption based calcs – concerns on highest impact including embedded emissions (infill as example).

APPENDIX 4



STRIVE SAN MATEO

General Plan 2040 and Climate Plan Update Final EIR

SCH: 2022010160 | January 18, 2024







STRIVE SAN MATEO

General Plan 2040 and Climate Plan Update Final EIR

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Forget Me Not History
Kittelson & Associates, Inc.**

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Appendix G: Comments Received on the Draft EIR

Appendix H: Mitigation Monitoring and Reporting Program

Appendices A, C, D, E, and F are located within the Draft EIR

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1. Executive Summary

This Final Environmental Impact Report (EIR) has been prepared to provide an assessment of the potential environmental consequences of approving and implementing the proposed Strive San Mateo General Plan 2040 (General Plan 2040 or proposed General Plan) and proposed Climate Action Plan (CAP) update, hereinafter referred to together as “proposed project.” This EIR has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA; California Public Resources Code, Division 13, Section 21000, et seq.) and the CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.) to determine if approval of the identified discretionary actions and related subsequent development could have a significant impact on the environment. This executive summary includes the conclusions of the environmental analysis contained in the Draft EIR and presents a summary of impacts and mitigation measures identified. The remainder of this Final EIR contains corrections and clarifications to the text and analysis of the Draft EIR, where warranted, along with a response to comments matrix and a list of commenters. For a complete description of the proposed project, see Chapter 3, *Project Description*, of the Draft EIR. For a complete discussion of alternatives to the proposed project, see Chapter 5, *Alternatives*, of the Draft EIR.

1.1 REPORT ORGANIZATION

This Final EIR is organized into the following chapters:

- **Chapter 1: Executive Summary.** Summarizes environmental consequences that would result from implementation of the project, recommended mitigation measures, and the level of significance of environmental impacts before and after mitigation. Underline text in Table 1-1, *Summary of Significant Impacts and Mitigation Measures*, represents language that has been added to the impacts and mitigation measures in the EIR; text in ~~strikethrough~~ has been deleted from the EIR.
- **Chapter 2: Introduction.** Provides an overview describing the use and organization of this Final EIR.
- **Chapter 3: Revisions to the Draft EIR.** Contains corrections to the text and graphics of the Draft EIR. Underline text represents language that has been added to the EIR; text in ~~strikethrough~~ has been deleted from the EIR.
- **Chapter 4: List of Commenters.** Lists the names of agencies, organizations, and individuals who commented on the Draft EIR.
- **Chapter 5: Comments and Responses.** Presents comments received from agencies and the public on the Draft EIR alongside responses to each comment. Also contains “master responses” that provide comprehensive responses to key issues raised by several comments.
- **Appendix:** The appendix for this Final EIR contains the following:
 - Appendix B: *REVISED Projects Included in Buildout Projections*
 - Appendix G: *Comments Received on the Draft EIR*

EXECUTIVE SUMMARY

- Appendix H: *Mitigation Monitoring and Reporting Program*

Appendices A, C, D, E, and F are located within the Draft EIR and have not been revised. All appendices are available on the City's webpage for the proposed project.

The Draft EIR is available online and incorporated here by reference. It constitutes part of the Final EIR.

1.2 SUMMARY OF THE PROPOSED PROJECT

The proposed project includes replacing the City's existing General Plan 2030, which has a buildout horizon to 2030, with an updated General Plan 2040. The proposed project would build off the existing General Plan 2030 to provide a framework for land use, transportation, and conservation decisions through the horizon year of 2040. The proposed project would also update the buildout projections used in the City's Climate Action Plan (CAP) to be consistent with the updated General Plan 2040. Development within the city would largely be focused within the ten General Plan Land Use Study Areas. The Study Areas include areas near transit; areas where current buildings are aging, vacant, or not maintained; or areas where property owners have expressed interest in considering redevelopment of the property. Refer to Figure 3-3, *Study Area Boundaries*, in Chapter 3, *Project Description*, of the Draft EIR for the proposed project's ten General Plan Land Use Study Areas.

The proposed CAP update does not include any substantive updates to the strategies in the existing CAP.

1.3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

As determined in the Draft EIR, the proposed project has the potential to generate significant environmental impacts in a number of areas. Pursuant to Section 15126.2(b) of the CEQA Guidelines, an EIR must describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. As shown in Table 1-1, *Summary of Significant Impacts and Mitigation Measures*, all significant impacts would remain significant and unavoidable, even with adoption and implementation of the mitigation measures identified in the Draft EIR. As described in detail in Chapter 6, *CEQA-Mandated Sections*, of the Draft EIR, the proposed project would have no significant impact on agricultural or mineral resources, due to existing conditions in the project area. Accordingly, these topics were not analyzed further in the Draft EIR.

Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft EIR and presents a summary of the significant impacts and mitigation measures identified. It is organized to correspond with the environmental issues discussed in Chapters 4.1 through 4.18. The table is arranged in four columns: (1) significant environmental impacts, (2) significance without mitigation, (3) mitigation measures, and (4) significance with mitigation. For a complete description of the proposed project's potential impacts, please refer to the specific discussions in Chapters 4.1 through 4.18.

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
AESTHETICS			
<i>No significant impacts</i>			
AIR QUALITY			
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.	S	<p>AQ-2: Prior to discretionary approval by the City for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), future project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with Bay Area Air Quality Management District (BAAQMD) methodology for assessing air quality impacts identified in BAAQMD's <i>CEQA Air Quality Guidelines</i>. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD-adopted thresholds of significance, the City shall require feasible mitigation measures to reduce air quality emissions. Measures shall require implementation of the BAAQMD Best Management Practices for construction-related fugitive dust emissions; <u>including, examples of best management practices include:</u></p> <ul style="list-style-type: none"> ▪ Water all exposed surfaces (e.g., parking areas, staging areas, soil piles, grading areas, and unpaved access roads) at least twice daily or as often as needed to control dust emissions. ▪ All haul trucks transporting soil, sand, or other loose material off-site shall be covered. ▪ All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. ▪ All vehicle speeds on unpaved roads shall be limited to 15 mph. ▪ All roadways, driveways, sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seedling or soil binders are used. ▪ All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph. ▪ All trucks and equipment, including their tires, shall be washed off prior to leaving the site. 	SU

S = Significant; SU = Significant and Unavoidable

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
		<ul style="list-style-type: none"> Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compact layer of wood chips, mulch, or gravel. Prior to the commencement of construction activities, individual project proponents shall post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to ensure compliance with applicable regulations. 	
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).	S	<p>Measures shall be incorporated into appropriate construction documents (e.g., construction management plans) and shall be verified by the City.</p> <p>AQ-3: Prior to discretionary approval by the City for development projects subject to California Environmental Quality Act (CEQA) review (i.e., nonexempt projects), future project applicants shall prepare and submit a technical assessment evaluating potential project operational air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with Bay Area Air Quality Management District (BAAQMD) methodology in assessing air quality impacts identified in BAAQMD's current <i>CEQA Air Quality Guidelines</i> at the time that the project is considered.</p> <p>If operation-related air pollutants are determined to have the potential to exceed the BAAQMD-adopted thresholds of significance, the City shall require the project applicant(s) to incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval or a mitigation monitoring and reporting plan adopted for the project as part of the project CEQA review. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:</p> <ul style="list-style-type: none"> Implementing commute trip reduction programs. Unbundling residential parking costs from property costs. Expanding bikeway networks. Expanding transit network coverage or hours. Using cleaner-fueled vehicles. Exceeding the current Title 24 Building Envelope Energy Efficiency Standards. 	SU

S = Significant; SU = Significant and Unavoidable

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
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.	S	<ul style="list-style-type: none"> Establishing on-site renewable energy generation systems. Requiring all-electric buildings. Replacing gas-powered landscaping equipment with zero-emission alternatives. Implementing organics diversion programs. Expanding urban tree planting. <p>AQ-4: Prior to discretionary approval by the City, project applicants for new industrial or warehousing development projects that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes) or Overburdened Community (<u>as defined by the Bay Area Air Quality Management District [BAAQMD] Community Air Risk Evaluation Program</u>), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City for review and approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District (BAAQMD). If the HRA shows that the cumulative and project-level incremental cancer risk, noncancer hazard index, and/or PM_{2.5} exceeds the respective threshold, as established by BAAQMD (all areas of the City and Sphere of Influence) and project-level risk of 6.0 in Equity Priority Communities (<u>as defined in the City of San Mateo General Plan</u>) at the time a project is considered, the project applicant will be required to identify best available control technologies for toxics (TBACTs) and appropriate enforcement mechanisms, and demonstrate that they are capable of reducing potential cancer, noncancer risks, and PM_{2.5} to an acceptable level. T-BACTs may include but are not limited to:</p> <ul style="list-style-type: none"> Restricting idling on-site beyond Air Toxic Control Measures idling restrictions Electrifying warehousing docks Requiring use of newer equipment Requiring near-zero or zero-emission trucks for a portion of the vehicle fleet based on opening year. Truck Electric Vehicle (EV) Capable trailer spaces. Restricting off-site truck travel through the creation of truck routes. 	SU

S = Significant; SU = Significant and Unavoidable

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
<p>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 designations and health risk in the San Francisco Bay Area Air Basin.</p> <p>BIOLOGICAL RESOURCES <i>No significant impacts</i></p> <p>CULTURAL RESOURCES <i>No significant impacts</i></p> <p>ENERGY <i>No significant impacts</i></p> <p>GEOLOGY AND SOILS <i>No significant impacts</i></p> <p>GREENHOUSE GAS EMISSIONS <i>No significant impacts</i></p> <p>HAZARDS AND HAZARDOUS MATERIALS <i>No significant impacts</i></p> <p>HYDROLOGY AND WATER QUALITY <i>No significant impacts</i></p> <p>LAND USE AND PLANNING <i>No significant impacts</i></p>	S	<p>T-BACTs identified in the HRA shall be included as part of the conditions of approval or a mitigation monitoring and reporting plan adopted for the project as part of the project CEQA review.</p> <p>AQ-6: Implement Mitigation Measures AQ-2, AQ-3, and AQ-4.</p>	SU

S = Significant; SU = Significant and Unavoidable

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
NOISE			
NOISE-1: Buildout under the proposed project is anticipated to result in unacceptable traffic noise with an increase of more than 5.0 dBA L_{dn} over existing conditions along one roadway segment (1 st Avenue west of B Street) within the EIR Study Area.	S	None available.	SU
NOISE-64: Buildout under the proposed project is anticipated to result in unacceptable cumulative traffic noise within the EIR Study Area.	S	None available.	SU
PARKS AND RECREATION			
<i>No significant impacts</i>			
POPULATION AND HOUSING			
<i>No significant impacts</i>			
PUBLIC SERVICES			
<i>No significant impacts</i>			
TRANSPORTATION			
<i>No significant impacts</i>			
TRIBAL CULTURAL RESOURCES			
<i>No significant impacts</i>			
UTILITIES AND SERVICE SYSTEMS			
<i>No significant impacts</i>			
WILDFIRE			
WILD-2: Development under the proposed project would increase population, buildings, and infrastructure in wildfire-prone areas, thereby exacerbating wildfire risks.	S	None available.	SU
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	S	None available.	SU

S = Significant; SU = Significant and Unavoidable

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
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.			

S = Significant; SU = Significant and Unavoidable

2. Introduction

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, Chapter 14 California Code of Regulations, Section 15378[a], the Strive San Mateo General Plan 2040 (General Plan 2040 or proposed General Plan) and proposed Climate Action Plan (CAP) update are considered a “project” subject to environmental review as its implementation is “an action [undertaken by a public agency] which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment.” The assessment in this Final Environmental Impact Report (EIR) is intended to inform the City’s decision-makers, other responsible agencies, and the public-at-large of the nature of the proposed project and its effect on the environment.

2.1 PROPOSED PROJECT

The proposed project includes replacing the City’s existing General Plan 2030, which has a buildout horizon to 2030, with an updated General Plan 2040. The proposed project would build off the existing General Plan 2030 to provide a framework for land use, transportation, and conservation decisions through the horizon year of 2040. The proposed project would also update the buildout projections used in the City’s Climate Action Plan (CAP) to be consistent with the updated General Plan 2040. Development within the city would largely be focused within the ten General Plan Land Use Study Areas. The Study Areas include areas near transit; areas where current buildings are aging, vacant, or not maintained; or areas where property owners have expressed interest in considering redevelopment of the property. Refer to Figure 3-3, *Study Area Boundaries*, in Chapter 3, *Project Description*, of the Draft EIR for the proposed project’s ten General Plan Land Use Study Areas.

The proposed CAP update does not include any substantive updates to the strategies in the existing CAP.

2.2 EIR SCOPE

This Final EIR identifies and analyzes program specific potential impacts of the project which were determined in the Draft EIR. The analysis of the Draft EIR discloses the specific short-term impacts (construction) and long-term impacts (operation) that would occur as a result of project approval and implementation.

INTRODUCTION

2.3 ENVIRONMENTAL REVIEW PROCESS

2.3.1 DRAFT EIR

Pursuant to Public Resources Code Section 21080(d)¹ and CEQA Guidelines Section 15063,² the City determined that the proposed project could result in potentially significant environmental impacts and that an EIR would be required. In compliance with CEQA Section 21080.4, the City circulated the Notice of Preparation (NOP) of a Draft EIR for the for the City of San Mateo General Plan Update to interested agencies and persons on January 12, 2022 for a 30-day review period. The scoping period for this Draft EIR was between January 12 and February 11, 2022, during which, interested agencies and the public could submit comments about the proposed project. The scope of the Draft EIR was established by the City of San Mateo through the EIR scoping process and includes an analysis of both the proposed project's impacts and cumulative impacts in the following issue areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- CEQA-Mandated Assessment Conclusions:
 - Impacts Found Not to Be Significant
 - Significant Unavoidable Impacts
 - Significant and Irreversible Changes
 - Growth Inducement

The Draft EIR was available for review by the public and interested parties, agencies, and organizations for a 45-day comment period starting on August 11, 2023, and ending on September 25, 2023. During the comment period, the public was invited to submit written comments on the Draft EIR via mail or e-mail to the City of San Mateo Community Development Department.

2.3.2 FINAL EIR

Upon completion of the 45-day review period for the Draft EIR, the City reviewed all comments received and prepared written responses for each comment. These letters are included in Appendix G, *Comments Received on the Draft EIR*, of this Final EIR. This Final EIR includes written responses for each comment received during the public review period. This Final EIR consists of the Draft EIR, the comments received on the Draft EIR, and the responses to those comments, and describes any changes to the Draft EIR that have resulted from the comments received.

¹ The CEQA Statute is found at California Public Resources Code, Division 13, Sections 21000 to 21177.

² The CEQA Guidelines are found at California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000 to 15387.

INTRODUCTION

Upon recommendations by the Planning Commission at a public hearing, the City Council will review the Final EIR as the decision-making body for the proposed project. A City Council public hearing will be scheduled to concurrently consider certification of the Final EIR and a decision on the project. If the City Council determines that the project may be approved, the City Council will adopt and incorporate into the project all feasible mitigation measures identified in the EIR and may also require changes to the proposed project.

In some cases, the City Council may find that certain mitigation measures are outside the jurisdiction of the City to implement, or that there are no feasible mitigation measures for a given significant impact. In that case, the City Council would have to adopt a statement of overriding considerations that determines that economic, legal, social, technological, or other benefits of the proposed project outweigh the unavoidable, significant effects on the environment.

The City Council may also find that the project does not satisfy the required findings for approval and decide to reject the project on that basis. Community input is encouraged at all Planning Commission and City Council public hearings.

2.3.3 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that the lead agency adopt a monitoring or reporting program for any project for which it has made mitigation findings pursuant to Public Resources Code 21081. Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR. The Mitigation Monitoring and Reporting Program for the proposed project will be completed and available to the public prior to certification of this EIR.

INTRODUCTION

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3. Revisions to the Draft EIR

This chapter presents changes to the Draft Environmental Impact Report (EIR) that resulted from preparation of responses to comments, or from staff-directed changes, including corrections and clarifications. In each case, the page and location on the page in the Draft EIR is presented, followed by the text or graphic revision. Underlined text represents language that has been added to the EIR; text with ~~striketrough~~ has been deleted from the EIR. The revisions in this chapter do not require recirculation of the Draft EIR because they do not constitute “significant new information” under Section 15088.5 of the California Environmental Quality Act (CEQA) Guidelines. All changes to Draft EIR Table 1-1, *Summary of Impacts and Mitigation Measures*, are included in Chapter 1, *Executive Summary*, of this Final EIR.

CHAPTER 4.1 AESTHETICS

The following General Plan policies and action referenced in impact discussion AES-1 on pages 4.1-12 to 4.1-14 of the Draft EIR are hereby amended 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.
- **Policy CD ~~6.107.6~~: Nighttime Lighting.** Require nighttime lighting to be energy efficient, be and designed to minimize light pollution and light spillage ~~to~~ on adjacent properties, while protecting public safety.
- **Action CD 7.67: Objective Design Standards.** ~~Develop and adopt~~ Implement the City’s objective design standards to ensure that clearly outline the City’s design expectations for new single-family and multifamily and mixed-use projects with a residential component meet required standards and streamline the development review process.

The following General Plan policy and action referenced in impact discussion AES-3 on pages 4.1-15 to 4.1-16 of the Draft EIR are hereby amended as follows:

- **Policy CD 8.3: Respect Existing Scale and Rhythm.** ~~Encourage n~~New mixed-use and commercial development should have context sensitive design that incorporates 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.
- **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 context appropriate architectural styles and pedestrian-friendly design.

REVISIONS TO THE DRAFT EIR

The following General Plan policy referenced in impact discussion AES-4 on pages 4.1-16 to 4.1-18 of the Draft EIR is hereby amended as follows:

- **Policy CD 6-107.6: Nighttime Lighting.** Require nighttime lighting to be energy efficient, be and designed to minimize light pollution and light spillage to on adjacent properties, while protecting public safety.

CHAPTER 4.2 AIR QUALITY

The following General Plan goal and policies referenced in Section 4.2-3, Impact Discussion, under the “Methodology” subheading on pages 4.2-35 to 4.2-38 of the Draft EIR are hereby amended as follows:

- **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.
- **Policy COS 4.3: BAAQMD Planning for Healthy Places.** Require new development to adhere to BAAQMD’s Planning for Healthy Places guidance when warranted by local conditions ~~warrant~~.
- **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 in both indoor and outdoor spaces.

The following General Plan actions referenced in impact discussion AQ-1 on pages 4.2-38 to 4.2-53 of the Draft EIR are hereby amended as follows:

- **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 the health disparities and inequities that exist in San Mateo.
- **Action LU 8.4: City Investment.** Use funds ~~collected by~~ from the park impact fee and other sources 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.
- **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~~ that address health disparities in equity priority communities in the annual Capital Improvement Program.
- **Action LU 8.12: Neighborhood Beautification.** Support and promote neighborhood clean-up and beautification initiatives in equity priority communities, including street tree planting and maintenance, through ~~in~~ partnerships with neighborhood organizations.

REVISIONS TO THE DRAFT EIR

Mitigation Measure AQ-2 on page 4.2-55, continuing onto page 4.2-56, of the Draft EIR is hereby amended as follows:

Mitigation Measure AQ-2: Prior to discretionary approval by the City for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), future project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with Bay Area Air Quality Management District (BAAQMD) methodology for assessing air quality impacts identified in BAAQMD's *CEQA Air Quality Guidelines*. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD-adopted thresholds of significance, the City shall require feasible mitigation measures to reduce air quality emissions. Measures shall require implementation of the BAAQMD Best Management Practices for construction-related fugitive dust emissions, including; examples of best management practices include:

- Water all exposed surfaces (e.g., parking areas, staging areas, soil piles, grading areas, and unpaved access roads) at least twice daily or as often as needed to control dust emissions.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seedling or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compact layer of wood chips, mulch, or gravel.
- Prior to the commencement of construction activities, individual project proponents shall post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to ensure compliance with applicable regulations.

Measures shall be incorporated into appropriate construction documents (e.g., construction management plans) and shall be verified by the City.

The following General Plan policy and actions referenced in impact discussion AQ-3 on pages 4.2-56 to 4.2-63 of the Draft EIR are hereby amended as follows:

- **Policy C 1.1: 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.

REVISIONS TO THE DRAFT EIR

- **Action C 1.1415: 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 to improve access to and from the Caltrain Stations.
- **Action C 2.7: New Development Shuttle Services.** Encourage new developments to provide shuttle services and shuttle partnerships as an option to fulfill TDM requirements. Shuttles should serve activity centers, such as the College of San Mateo, Caltrain stations, ~~d~~Downtown, the Hillsdale Shopping Center, or other areas and should accommodate the needs and schedules of all riders, including service workers.

Mitigation Measure AQ-3 on page 4.2-61 of the Draft EIR is hereby amended as follows:

Mitigation Measure AQ-3: Prior to discretionary approval by the City for development projects subject to California Environmental Quality Act (CEQA) review (i.e., nonexempt projects), future project applicants shall prepare and submit a technical assessment evaluating potential project operational air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with Bay Area Air Quality Management District (BAAQMD) methodology in assessing air quality impacts identified in BAAQMD's current *CEQA Air Quality Guidelines* at the time that the project is considered.

If operation-related air pollutants are determined to have the potential to exceed the BAAQMD-adopted thresholds of significance, the City shall require the project applicant(s) to incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval or a mitigation monitoring and reporting plan adopted for the project as part of the project CEQA review. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- Implementing commute trip reduction programs.
- Unbundling residential parking costs from property costs.
- Expanding bikeway networks.
- Expanding transit network coverage or hours.
- Using cleaner-fueled vehicles.
- Exceeding the current Title 24 Building Envelope Energy Efficiency Standards.
- Establishing on-site renewable energy generation systems.
- Requiring all-electric buildings.
- Replacing gas-powered landscaping equipment with zero-emission alternatives.
- Implementing organics diversion programs.
- Expanding urban tree planting.

Mitigation Measure AQ-4 on page 4.2-67 of the Draft EIR is hereby amended as follows:

Mitigation Measure AQ-4: Prior to discretionary approval by the City, project applicants for new industrial or warehousing development projects that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes) or Overburdened Community (as defined by the Bay Area Air Quality

REVISIONS TO THE DRAFT EIR

Management District [BAAQMD] Community Air Risk Evaluation Program), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City for review and approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the ~~Bay Area Air Quality Management District (BAAQMD)~~. If the HRA shows that the cumulative and project-level incremental cancer risk, noncancer hazard index, and/or PM_{2.5} exceeds the respective threshold, as established by BAAQMD (all areas of the City and Sphere of Influence) and project-level risk of 6.0 in Equity Priority Communities (as defined in the City of San Mateo General Plan) at the time a project is considered, the project applicant will be required to identify best available control technologies for toxics (T-BACTs) and appropriate enforcement mechanisms, and demonstrate that they are capable of reducing potential cancer, noncancer risks, and PM_{2.5} to an acceptable level. T-BACTs may include but are not limited to:

- Restricting idling on-site beyond Air Toxic Control Measures idling restrictions
- Electrifying warehousing docks
- Requiring use of newer equipment
- Requiring near-zero or zero-emission trucks for a portion of the vehicle fleet based on opening year.
- Truck Electric Vehicle (EV) Capable trailer spaces.
- Restricting off-site truck travel through the creation of truck routes.

T-BACTs identified in the HRA shall be included as part of the conditions of approval or a mitigation monitoring and reporting plan adopted for the project as part of the project CEQA review.

CHAPTER 4.3 BIOLOGICAL RESOURCES

The following General Plan policies referenced in impact discussion BIO-1 on pages 4.3-20 to 4.3-23 of the Draft EIR are hereby amended as follows:

- **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 1.4: Avoidance of Nesting Birds.** ~~Disturbance of active N~~native bird nests in active use should shall be avoided in ~~compliance with~~ when required by State and federal regulations. For new development sites where nesting native birds may be present, vegetation clearing and construction ~~should~~ must 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~~ shall 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~~ shall be conducted by a qualified biologist and occur prior to development-related vegetation removal or other habitat modifications.

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- **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~~ shall be conducted by a qualified wetland specialist and occur prior to development-related vegetation removal or other habitat modifications.
- **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.

CHAPTER 4.4 CULTURAL RESOURCES

The section under the “Historic Resources” subheading on pages 4.4-8 to 4.4-9 of the Draft EIR is hereby amended as follows:

The history of San Mateo is represented in the almost 200 recognized historic resources and two historic districts, as identified in the 1989 Historic Building Survey.¹³ Approximately 37 of these structures are individually eligible for the National Register. They range from historic buildings in the downtown area to single-family homes from the late nineteenth century. Within the EIR Study Area, six historic resources are listed in the National Register and six historic resources are listed in the California Register, as shown in Table 4.4-1, *Federal- and State-Recognized Historic Resources*. In addition, the Yoshiko Yamanouchi House—which includes the main residence, two additional buildings, three structures, and three gardens—was listed as a historic property in the National Register in late 2023 and was subsequently also listed on the California Register.¹⁴

TABLE 4.4-1 FEDERAL- AND STATE-RECOGNIZED HISTORIC RESOURCES

Historic Resource	Location	National Register of Historic Places	California Register of Historic Resources
Baywood Elementary School (1939)	600 Alameda de las Pulgas		X
Ernest Coxhead House	37 East Santa Inez Avenue	X	X
Eugene De Sabla J. Jr. Teahouse and Tea Garden	70 De Sabla Road	X	X
Hotel St. Matthew	215-229 Second Avenue	X	X
National Bank of San Mateo	164 South B Street	X	X
US Post Main Office – San Mateo	210 South Ellsworth Street	X	X
Vollers House	353 North Claremont Street	X	
<u>Yoshiko Yamanouchi House</u>	<u>1007 East 5th Avenue</u>	<u>X</u>	X

Source: National Park Service, 2023, National Register of Historic Places, <https://www.nps.gov/subjects/nationalregister/database-research.htm>; California State Parks, Office of Historic Preservation, 2023, California Historical Resources, <https://ohp.parks.ca.gov/ListedResources/?view=county&criteria=41>.

The 1989 Historic Building Survey also identified two National Register-eligible historic districts, the Downtown Historic District and the Glazenwood Historic District.¹⁴¹⁵ Contributing resources in the Downtown Historic District are primarily concentrated along B Street and Third Avenue and were largely

REVISIONS TO THE DRAFT EIR

constructed from the late nineteenth century to the late 1930s. The Glazenwood Historic District is a residential subdivision that includes a distinctive concentration of 1920s Spanish Colonial Revival homes.

The 1989 Historic Building Survey undertook preliminary documentation of several neighborhoods located on the east side of El Camino Real. These neighborhoods were subject to an intensive survey and include Central, East San Mateo, Hayward Park, San Mateo Heights, and North Central. Other than the Glazenwood Historic District, which is located within the Hayward Park neighborhood, the 1989 Historic Building Survey did not formally evaluate these neighborhoods as historic districts. The neighborhoods with high concentrations of older homes on the west side of El Camino Real, including Aragon, Baywood, Baywood Knolls, and San Mateo Park, were subject to a visual (windshield) survey. The 1989 Historic Building Survey recommended that future historic resources surveys be undertaken to comprehensively document and evaluate these neighborhoods as historic districts.

In October 2023, a privately prepared National Register nomination form for the Baywood Historic District was submitted to the California OHP. The draft nomination form states that the potential district includes 350 contributing buildings and six structures. The contributing buildings are single-family residences constructed from 1927 to 1949, primarily in revival styles of the 1920s and 1930s, including Spanish Colonial Revival, Tudor Revival, Colonial Revival, and Mediterranean Revival. The draft nomination form is currently under review by the California OHP.¹⁶

The remaining individual properties listed in the 1989 Historic Building Survey as eligible or potentially eligible for listing in the National Register or as locally significant are considered potential historic resources but are not formally listed or landmarked. In subsequent decades, many other properties in San Mateo have been determined to be eligible historic resources through the development of Historic Resource Evaluations as part of the environmental review process. Documentation on these properties is maintained by the city.

¹⁴ Denise Bradley and Ward Hill, Yoshiko Yamanouchi House National Register of Historic Places Registration Form, 1007 East 5th Avenue, San Mateo, California, prepared by Denise Bradley Cultural Landscapes, November 2022, Revised June 2023; California Office of Historic Preservation, October 30, 2023, California State Historical Resources Commission to Consider 14 Properties for Action at November 3 Meeting, <https://www.parks.ca.gov/NewsRelease/1223>, accessed October 31, 2023; California Office of Historic Preservation, 2023 Actions Taken, https://ohp.parks.ca.gov/?page_id=31364. State of California Department of Parks and Recreation, Office of Historic Preservation, January 4, 2024, letter to Mayor Amourance Lee Re: Yoshiko Yamanouchi House Listing in the National Register of Historic Places.

¹⁴¹⁵ San Mateo County Historical Association, September 1989, *City of San Mateo Historic Building Survey Final Report*.

¹⁶ Page & Turnbull, 2023, Draft Baywood Historic District National Register of Historic Places Registration Form, San Mateo, California, October 16, 2023.

The following General Plan policies and action referenced in impact discussion CULT-1 on pages 4.4-10 to 4.4-13 of the Draft EIR are hereby amended as follows:

- **Policy CD 5.1: 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 an appropriate balance between preservation with other important priorities, such as affordable housing production and supporting local businesses.
- **Policy CD 5.12: 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,

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as feasible, when they meet national, State, or local criteria. Historic resources, including individual properties, districts, and sites ~~to that~~ 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.~~
- **Action CD 5.108: 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 5.89: 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 5.910: 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 5.12: Historic Resources Design Standards.** Create objective design standards for alterations to historic resources and contributors to a designated historic district, 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.

CHAPTER 4.5 ENERGY

The following General Plan policies referenced in impact discussion ENE-1 on pages 4.5-19 to 4.4-27 of the Draft EIR are hereby amended as follows:

- **Policy C 1.1: 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.
- **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 ~~d~~Downtown, that allows vehicle access at the periphery and limits cut-through vehicles to create pedestrian-focused, car-light spaces.

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- **Policy C 4.87: 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.
- **Policy C 5.1: Increase Transit Ridership.** Support SamTrans and Caltrain in their efforts to increase transit ridership and frequency of transit services.
- **Policy LU 3.78: 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, cultural, 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.

CHAPTER 4.6 GEOLOGY AND SOILS

The text under the “Liquefaction” subheading on page 4.6-10 of the Draft EIR is hereby amended as follows:

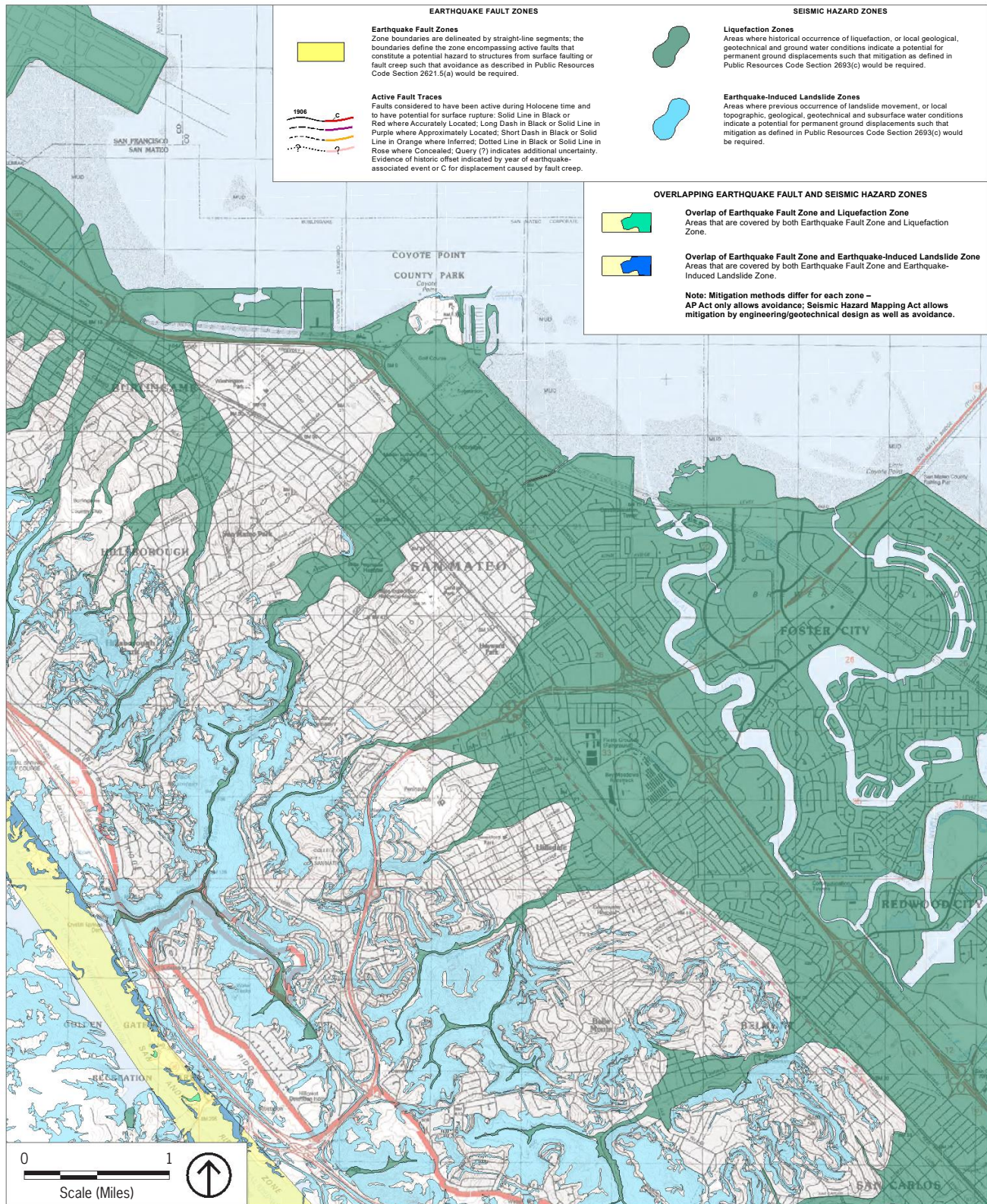
Liquefaction typically occurs in areas where moist, fine-grained, cohesionless sediment or fill materials are subjected to strong, seismically induced ground shaking. Under certain circumstances, the ground shaking can temporarily transform an otherwise solid material to a fluid state, which can result in the horizontal movement of soils on gentle slopes, called lateral spreading. Liquefaction is a serious hazard and may result in buildings that subside and suffer major structural damage. Liquefaction is most often triggered by seismic shaking, but it can also be caused by improper grading, landslides, or other factors. In dry soils, seismic shaking may cause soil to consolidate rather than flow, a process known as densification. Liquefaction in the EIR Study Area ranges from very low in the hillsides of the city to very high in the marshland and tidal marshes on the eastern side of the EIR Study Area, as shown on Figure 4.6-4, *Seismic Hazard Zones*. Additionally, as required by the Seismic Hazards Mapping Act, CGS provides maps of Earthquake Required Zones of Investigation. As depicted in Figure 4.6-5, *Earthquake Zones of Required Investigation*, San Mateo contains liquefaction zones and earthquake-induced landslide zones.

Figure 4.6-5, *Earthquake Zones of Required Investigation*, as shown on the following page, is hereby added after page 4.6-11 of the Draft EIR.

The text under the “Liquefaction” subheading on page 4.6-12 of the Draft EIR is hereby amended as follows:

The northeastern portion of the EIR Study Area located along the San Francisco Bay is predominantly unconsolidated soils, which consist of soft, unconsolidated, water-saturated, silty clay with shell fragments. These low-lying areas that front the Bay are particularly susceptible to liquefaction. In the western portions of the EIR Study Area, the soils consist of colluvium and bedrock, which have a low susceptibility to liquefaction. As shown on Figure 4.6-4 and Figure 4.6-5, the majority of the liquefaction susceptibility areas in the EIR Study Area are in urbanized, low-lying areas near creeks or the waterfront. Many of the open space areas and hillside neighborhoods are in low or very low liquefaction susceptibility areas.

GEOLOGY AND SOILS



Source: California Geological Survey, www.conservation.ca.gov/cgs. Shaded topographic relief derived from USGS 10 meter NED, 2013. Topographic base map from USGS 1956, photorevised, 1980. Street data from US Census Bureau TIGER/Line, 2017.

Figure 4.6-5
Earthquake Zones of Required Investigation

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The text under the “Liquefaction” subheading on page 4.6-12 of the Draft EIR is hereby amended as follows:

As shown in Figure 4.6-4 and Figure 4.6-5, landslides have the potential to occur in the EIR Study Area, most notably on the steeper slopes that lie on the western edge of the EIR Study Area. In these areas, landslides are commonly associated with slopes underlain with Franciscan sheared rock (mélange) and pre-existing landslide deposits, which indicate unstable underlying materials.

The text under the “Liquefaction” subheading of impact discussion GEO-1 on page 4.6-17 of the Draft EIR is hereby amended as follows:

The EIR Study Area contains a range of geological and soil profiles. Within the EIR Study Area, liquefaction susceptibility ranges from low in steeply sloped areas to moderate and very high in the marshland and tidal marshes on the eastern side of the EIR Study Area, as shown on Figure 4.6-4 and Figure 4.6-5. As discussed in Chapter 3, *Project Description*, of this Draft EIR, future development under the proposed project is expected to occur in existing urban areas and would be largely concentrated on a limited number of vacant parcels and in the form of infill/intensification on sites either already developed and/or underutilized, and/or in close proximity to existing residential and residential-serving development. These urban areas are generally located in portions of the EIR Study Area that have low liquefaction susceptibility. However, some existing urban areas in the EIR Study Area are built atop soil materials which have a high liquefaction susceptibility.

The text under the “Liquefaction” subheading of impact discussion GEO-1 on page 4.6-18 of the Draft EIR is hereby amended as follows:

In the event that future development is proposed on areas with potential liquefaction susceptibility, the development would be required to comply with existing regulations ~~in~~ of the Seismic Hazards Mapping Act and the CBC and undergo a geotechnical review in accordance with SMMC regulations. Compliance with the Seismic Hazards Mapping Act, CBC, SMMC, and proposed General Plan goals, policies, and actions would minimize the risk of loss, injury, or death involving liquefaction after a seismic-related ground failure, and impacts would be *less than significant*.

The text under the “Landslide” subheading of impact discussion GEO-1 on page 4.6-18 of the Draft EIR is hereby amended as follows:

Furthermore, new development or redevelopment in any of the portions of the EIR Study Area deemed to be within landslide-susceptible areas would be required to comply with grading, erosion, and sediment control regulations in the CBC and the provisions ~~in~~ of the Seismic Hazards Mapping Act and the SMMC for geotechnical investigations. Compliance with the Seismic Hazards Mapping Act, CBC and SMMC, as well as the proposed General Plan goals, policies, and actions discussed above, would minimize the risk of loss, injury, or death involving landslide after a seismic-related ground failure and ensure that impacts would be *less than significant*.

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CHAPTER 4.7 GREENHOUSE GAS EMISSIONS

The following General Plan policies and actions referenced in impact discussion GHG-1 on pages 4.7-25 to 4.7-29 of the Draft EIR are hereby amended as follows:

- **Policy C 1.1: 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.
- **Action C 1.1415: 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 to improve access to and from the Caltrain Stations.
- **Action C 2.7: New Development Shuttle Services.** Encourage new developments to provide shuttle services and shuttle partnerships as an option to fulfill TDM requirements. Shuttles should serve activity centers, such as the College of San Mateo, Caltrain stations, ~~d~~Downtown, the Hillsdale Shopping Center, or other areas and should accommodate the needs and schedules of all riders, including service workers.
- **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 ~~d~~Downtown, that allows vehicle access at the periphery and limits cut-through vehicles to create pedestrian-focused, car-light spaces.
- **Action C 3.7: Pedestrian Connectivity.** Incorporate design for pedestrian connectivity across intersections in transportation projects, including the El Camino Real corridor, 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.
- **Policy C 4.65: Bicycle Improvements.** Require new developments to construct or contribute to improvements that enhance the cyclist experience, including bicycle lanes and bicycle parking.
- **Policy LU 3.78: 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, cultural, 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.

CHAPTER 4.8 HAZARDS AND HAZARDOUS MATERIALS

The following General Plan goal, policies, and action referenced in impact discussion HAZ-1 on pages 4.8-17 to 4.8-19 of the Draft EIR are hereby amended as follows:

- **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

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Management Agency (FEMA) in 2021, along with any future updates or amendments, into this Safety Element in accordance with Government Code Section 65302.6.

- **Goal S-65:** Protect the community's health, safety, and welfare relating to the use, storage, transport, and disposal of hazardous materials.
 - **Policy S 65.1: 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 65.2: 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 65.3: Transportation Routes.** Restrict the transportation of hazardous materials and waste to designated truck routes and limit such transportation to non-commute hours.
 - **Policy S 65.4: Hazardous Waste Management Facilities Location.** Regulate the location and operation of new hazardous waste management facilities.
 - **Policy S 65.5: 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 65.6: 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.

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- **Policy S 65.7: 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 65.8: 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 S 65.9: 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.

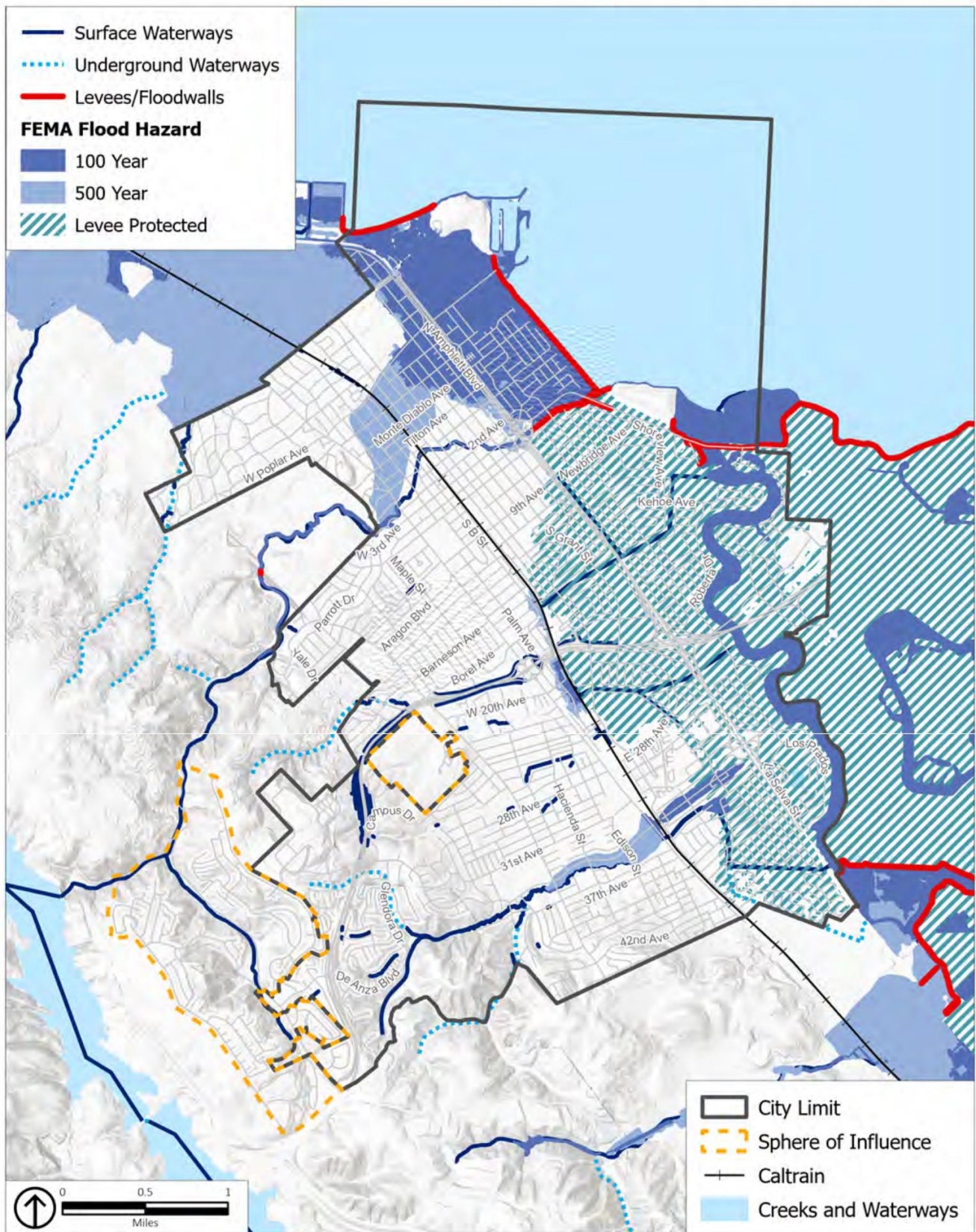
CHAPTER 4.9 HYDROLOGY AND WATER QUALITY

Figure 4.9-2, *Potential Flood Hazards*, on page 4.9-20 of the Draft EIR is hereby replaced with the revised figure on the following page.

The following General Plan policies and actions referenced in impact discussion HYD-1 on pages 4.9-33 to 4.9-38 of the Draft EIR are hereby amended as follows:

- **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 PSF 3.7: Water Quality Standards.** Manage City creeks, channels, and the Marina Lagoon to meet applicable State and federal water quality standards. Manage City creeks and channels for both flood protection and aquatic resources. ~~Protect and restore creeks to a level acceptable for healthy marine and bird habitat.~~
- **Policy PSF 3.9: ~~Low Impact Development~~ Green Infrastructure.** Minimize stormwater runoff and pollution by requiring new green infrastructure to treat and improve stormwater quality as part of public and private projects ~~encouraging low-impact design (LID) features, such as pervious parking surfaces, bioswales, and filter strips in new development.~~
- **Action PSF 3.1315: 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.

HYDROLOGY AND WATER QUALITY



Source: FEMA, 2022; PlaceWorks, 2023.

Figure 4.9-2
Potential Flood Hazards

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- **Action PSF 3.1416: Stormwater Treatment.** Continue to participate in the San Mateo Countywide Stormwater Pollution Prevention Program, “Flows to Bay,” to ensure compliance with the Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) permit, to prevent water pollution from point and non-point sources.
- **Action PSF 3.1617: 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 3.1718: 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.~~
- **Action PSF 3.1519: Green Infrastructure Plan.** 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 3.20: Stormwater Management Funding.** Establish a dedicated funding source for stormwater management.

The last sentence of the second to last paragraph under impact discussion HYD-2 on page 4.9-39 of the Draft EIR is hereby amended as follows:

Proposed Action PSF 3.135 would require the City to develop and coordinate studies and master plans to assess infrastructure and to develop a Capital Improvement Program for necessary improvements and incorporate groundwater changes in the planning process.

The following General Plan policies and actions referenced in impact discussion HYD-3 on pages 4.9-40 to 4.9-43 of the Draft EIR are hereby amended as follows:

- **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.
- **Action S 1.1617: 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 1.1718: 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 1.1819: Automatic and Mutual-Aid Agreements.** Participate in mutual-aid agreements with other local jurisdictions to provide coordinated regional responses, as necessary, to fire,

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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 1.2729: 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 (OneShoreline) on its early flood warning notification system.
- **Policy PSF 3.13: Marina Lagoon.** Continue to maintain the Marina Lagoon as flood control infrastructure that accounts for climate change risks and major flood events.

CHAPTER 4.10 LAND USE AND PLANNING

The text under the “Measure Y” subheading on page 4.10-4 of the Draft EIR is hereby amended as follows:

Approved in November 2020, this measure extended the expiration date of General Plan policies that limited building heights, densities, and intensities to December 2030. These limits were originally established by Measure H, ~~passed voter-approved~~ in 1991, and continued by Measure P, ~~passed voter-approved~~ in 2004. Overall, the Measure Y height limit is set up to 55 feet, the density limit allows up to 50 units per acre, and the FAR limit allows a maximum of up to 3.0. 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. On top of this date extension, Measure Y also broadened the inclusionary housing ordinance to apply to rental housing projects. This law requires developers of rental projects to either provide off-site construction of units or other alternative means of compliance with the inclusionary housing requirement. This measure does not permit the payment of in-lieu fees as an alternative means of compliance with the inclusionary housing requirement.⁶

The following text is hereby added to impact discussion LU-2 on page 4.10-18 of the Draft EIR before the “Non-Land Use Plans, Policies, and Regulations” subheading:

Measure Y

Measure Y is a ballot measure approved by voters in November 2020 that retained existing height and density limits on new development, originally adopted under earlier ballot measures (Measure P and Measure H). As discussed in the Land Use Element of the proposed General Plan 2040, some of the land use designations of the proposed project include building heights, densities and intensities that exceed the limits set by Measure Y. Any components in the proposed General Plan that are inconsistent with Measure Y would require voter approval before they can take effect. Proposed General Plan Policy LU 1-9, Voter-Approved Growth Limits, requires that 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

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default to the provisions specified in Measure Y. Accordingly, the proposed project would not conflict with or be inconsistent with Measure Y, and the impact would be *less than significant*.

The following General Plan policies and actions referenced in impact discussion LU-2 on pages 4.10-12 to 4.10-20 of the Draft EIR are hereby amended as follows:

- **Policy LU 1.2: General Plan 2040 Maximum Development.** Maintain the City's ability to rely on the General Plan EIR to approve future discretionary actions. When approved development within City Limits and unincorporated properties within the Sphere of Influence reaches the number of new residential units and net new nonresidential square feet below, require that environmental review conducted for any subsequent development project address growth impacts that would occur from further development:

- 19,764 new dwelling units
- 3,186,000 square feet of new nonresidential floor area

The General Plan Update Environmental Impact Report (EIR) assumes the following development projections for the year 2040:

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

When approved nonresidential development reaches half of the anticipated development, evaluate the citywide jobs-housing balance.^[1]

Footnote 1: The General Plan Update Draft EIR (August 2023) analyzed a buildout potential of 21,410 new dwelling units and 4,325,000 square feet of new nonresidential floor area. During the public review period for the Draft General Plan 2040 and Draft EIR, changes were incorporated into the final adopted General Plan that reduced the residential and nonresidential development capacity. This policy reflects the reduced amounts, as acknowledged in the General Plan Update Final EIR (January 2024).

~~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 3.78: 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, cultural, 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 4.1: Downtown Land Uses.** Allow and prioritize a wide range of residential, dining, cultural, 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.
- **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, entertainment, and community gathering district. The updated Downtown Area Plan shall align with the General

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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 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 connectivity to west of the station, and increases park and open space areas.
- **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.
- **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 that address health disparities in equity priority communities in the annual Capital Improvement Program.
- **Policy LU 14.1: Inter-Agency 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.

CHAPTER 4.11 NOISE

Table 4.11-8, *Proposed General Plan Noise-Sensitive Land Use Compatibility Guidelines*, on page 4.11-30 of the Draft EIR is hereby replaced with the table on the following page.

The following General Plan policy referenced in impact discussion NOISE-1 on pages 4.11-29 to 4.11-46 of the Draft EIR is hereby amended as follows:

- **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 [of the proposed General Plan]. 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.~~

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The impact statement in impact discussion NOISE-4 on page 4.11-51 of the Draft EIR is hereby amended as follows:

Impact NOISE-64: Buildout under the proposed project is anticipated to result in unacceptable cumulative traffic noise within the EIR Study Area.

TABLE 4.11-8 PROPOSED GENERAL PLAN NOISE-SENSITIVE 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.

Source: City of San Mateo, Proposed Strive General Plan 2040, Table N-1.

CHAPTER 4.12 PARKS AND RECREATION

The following General Plan policies and actions referenced in impact discussion REC-1 on pages 4.12-8 to 4.12-14 of the Draft EIR are hereby amended as follows:

- **Policy COS 2.3: Equitable Conservation.** Prioritize preservation, restoration, re_wilding, and enhancement of natural landscapes in or near underserved communities for their role in improving air quality and community health.
- **Action COS 6.67: 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 6.78: Privately Owned Public Spaces Inventory.** Develop and maintain a list of all publicly accessible private open space in the city.
- **Action COS 6.89: 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 6.910: 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 6.101: 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.
- **Policy COS 7.3: Walkable Parks and Amenities.** Provide accessible public parks 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 8.8: San Mateo City Parks and Recreation Foundation.** Continue to support the San Mateo City Parks and Recreation Foundation efforts to expand non-eCity resource opportunities, such as funding and volunteers, in support of park development, improvements, and maintenance.

CHAPTER 4.13 POPULATION AND HOUSING

The following General Plan policy and action referenced in impact discussion POP-1 on pages 4.13-8 to 4.13-10 of the Draft EIR are hereby amended as follows:

- **Policy LU 1.2: General Plan 2040 Maximum Development.** Maintain the City’s ability to rely on the General Plan EIR to approve future discretionary actions. When approved development

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within City Limits and unincorporated properties within the Sphere of Influence reaches the number of new residential units and net new nonresidential square feet below, require that environmental review conducted for any subsequent development project address growth impacts that would occur from further development:

- 19,764 new dwelling units
- 3,186,000 square feet of new nonresidential floor area

The General Plan Update Environmental Impact Report (EIR) assumes the following development projections for the year 2040:

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

When approved nonresidential development reaches half of the anticipated development, evaluate the citywide jobs-housing balance.^[1]

Footnote 1: The General Plan Update Draft EIR (August 2023) analyzed a buildout potential of 21,410 new dwelling units and 4,325,000 square feet of new nonresidential floor area. During the public review period for the Draft General Plan 2040 and Draft EIR, changes were incorporated into the final adopted General Plan that reduced the residential and nonresidential development capacity. This policy reflects the reduced amounts, as acknowledged in the General Plan Update Final EIR (January 2024).

~~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.~~

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

The following General Plan policy referenced in impact discussion POP-2 on pages 4.13-11 to 4.13-13 of the Draft EIR is hereby amended as follows:

- **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.
- The framework shall allow for nonresidential development (office and commercial) within ¼-mile of the Hayward Park and Hillsdale Caltrain stations to have heights up to eight-stories when commensurate community benefits are provided.

CHAPTER 4.14 PUBLIC SERVICES

The following General Plan policy and actions referenced in impact discussion PS-1 on pages 4.14-5 to 4.14-8 of the Draft EIR are hereby amended as follows:

- **Policy LU 14.1: Inter-Agency 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.
- **Action PSF 1.8: Police and Fire Cover Assessments.** Complete standard of cover assessments or staffing studies periodically for Police and Fire Services to ensure that appropriate response times, staffing and levels of service are available to meet community needs as the City's population grows.
- **Action S 1.189: 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 1.234: Community Training.** Collaborate with SMC Fire to provide emergency preparedness trainings to maintain and expand existing Community Emergency Response Teams (CERTs).
- **Action S 1.245: 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.

The following General Plan policy and action referenced in impact discussion PS-5 on pages 4.14-18 to 4.14-19 of the Draft EIR are hereby amended as follows:

- **Policy PSF 5.7: Incentives for Public Facilities.** Provide incentives to developers for projects that include needed ~~to encourage~~ space for public facilities in new development.
- **Action PSF 6.68: School District Coordination.** Maintain effective, collaborative relationships with all local school districts.

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CHAPTER 4.15 TRANSPORTATION

The text under “California Complete Streets Act of 2008 (Assembly Bill 1358)” subheading on pages 4.15-1 and 4.15-2 of the Draft EIR is hereby amended as follows:

California Complete Streets Act of 2008 (Assembly Bill 1358)

Originally passed in 2008, California’s Complete Streets Act took effect in 2011 and requires local jurisdictions to plan for land use transportation policies that reflect a “complete streets” approach to mobility. “Complete streets” comprises a suite of policies and street design guidelines which provide for the needs of all road users, including pedestrians, bicyclists, transit operators and riders, children, the elderly, and the disabled. From 2011 onward, any local jurisdiction—county or city—that undertakes a substantive update of the circulation element of its general plan must consider “complete streets” and incorporate corresponding policies and programs.

In December 2021, Directors Policy 37 was adopted which establishes an implementation structure to streamline complete street projects. This policy also stipulates that all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.¹ This policy supersedes Deputy Directive 64-R1, and carries forward its goals of creating a safe and reliable transportation network.

¹ California Department of Transportation, December 2021, Directors Policy Dp-37, <https://dot.ca.gov/-/media/dot-media/programs/esta/documents/dp-37-complete-streets-a11y.pdf> accessed on October 31, 2023.

The following text is hereby added under the “State Regulations” subheading on page 4.15-4 of the Draft EIR before the “Local Regulations” subheading:

Caltrans District 4 Bike Plan

The District 4 Bike Plan, adopted in 2018, identifies infrastructure improvements that can enhance bicycle safety and mobility while removing barriers to bicycling in the region.³ To do this, community outreach was done, existing conditions were surveyed, and needs were prioritized. District 4 encompasses the nine Bay Area counties, including San Mateo County. Identified infrastructure improvements for the City of San Mateo include new separated crossings, interchange reconstruction, and corridor improvements.

³ California Department of Transportation, 2018, Caltrans District 4 Bike Plan for the San Francisco Bay Area, https://dot.ca.gov/-/media/dot-media/district-4/documents/d4-bike-plan/caltransd4bikeplan_report_lowres-r6.pdf, accessed on October 31, 2023.

Caltrans District 4 Pedestrian Plan for the Bay Area

Adopted in 2021, the Caltrans District 4 Pedestrian Plan for the Bay Area identifies pedestrian needs on Caltrans roadways in District 4. This plan analyzes the frequency and quality of crossing opportunities, as well as sidewalk coverage and conditions. Needs were then prioritized and areas for improvement were

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identified. The next steps in the plan include leveraging local partnerships and identifying and initiating projects.

The text under the “Roadway System” subheading on pages 4.15-7 and 4.15-8 of the Draft EIR is hereby amended as follows:

The roadway system in the City of San Mateo is made up of freeways and expressways, principal arterials, minor arterials, major collectors, and local streets and alleyways. Each is described in detail below. The ~~proposed existing~~ classification ~~as part of the proposed project~~ as designated by Caltrans is shown on Figure 4.15-1, *Proposed Existing Street Classification*.

Freeways and Expressways

Freeways and expressways are roadways without intersections that allow users to reach destinations outside of the city, either by car or transit. There are two freeways in the City of San Mateo: US Highway 101 and State Route 92 (SR-92). Interstate 280 (I-280) also provides regional access to the community and is located just west of the City’s Sphere of Influence.

US Highway 101 is an 8- to 10-lane north-south freeway that traverses the easterly portion of the city. US Highway 101 extends northward through San Francisco and southward through San Jose and is a roadway of regional significance to the intercity circulation within the Bay Area. US Highway 101 provides access to the city via eight interchanges. One of the interchanges is a freeway-to-freeway interchange with SR-92. Two of the interchanges, at 3rd Avenue/4th Avenue and at Hillsdale Boulevard, are full-access interchanges. The remaining five interchanges are partial access interchanges. Within the City Limits, average daily traffic volumes on US Highway 101 range between 240,000 south of SR-92 and 270,000 north of SR-92. Managed toll lanes were recently added to Highway 101 connecting from Santa Clara County boundary to I-380 in San Mateo County.

SR-92 is a 4- to 6-lane east-west freeway extending from Half Moon Bay in west San Mateo County to Hayward in Alameda County. SR-92 traverses across the San Francisco Bay via a six-lane bridge (San Mateo Bridge), which is one of the seven bridges that cross the San Francisco Bay within the Bay Area. SR-92 provides access to the city via eight interchanges. One of the interchanges is a freeway-to-freeway interchange with US Highway 101. All remaining interchanges are full-access interchanges. Within City Limits, average daily traffic volumes on SR-92 range between 60,000 to 80,000 west of El Camino Real, approximately 100,000 between El Camino Real and US Highway 101, and over 150,000 east of US Highway 101.

Principal Arterials

~~Arterial~~ Principal arterial streets connect the regional roadway network with minor arterials and collectors. Most intersections along principal arterials are signalized, often with a coordinated and interconnected signal system. Compared to ~~collectors~~ minor arterials, principal arterials have higher capacity to accommodate traffic volumes, and they provide for longer, continuous movement throughout the city. ~~Arterials typically serve between 10,000 to 50,000 vehicles per day. Access to most freeway interchanges within the city are provided by arterials. Unlike a freeway, travelers can access destinations directly from the primary arterial through driveways and at-grade intersections with other~~

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roadways. The annual average daily traffic volume for principal arterials is generally between 7,000 to 27,000 trips. El Camino Real is the only principal arterial in San Mateo.

El Camino Real (SR-82) is owned by Caltrans and is a four- to six-lane north-south arterial within the city that is of regional significance. El Camino Real extends from Santa Clara County through San Mateo County. Within the City Limits, El Camino Real provides access to the Hillsdale Shopping Center, Downtown San Mateo, the Hillsdale Caltrain Station, and nearby residential neighborhoods. El Camino Real provides direct access to SR-92 via a full interchange.

Minor Arterials

Minor arterials are used for trips of moderate length, serve smaller geographic areas than principal arterials and offer connections between principal arterials and other roadways. The annual average daily traffic volume for minor arterials is 3,000 to 14,000 trips. Some of the minor arterials in the City include Hillsdale Boulevard, Alameda de las Pulgas, Poplar Avenue, and Delaware Street.

Major 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 typically serve between 1,000 and 10,000 vehicles per day. While access to freeway interchanges within the EIR Study Area is mostly provided by arterials, two collector roads (North Bayshore Boulevard, and Kehoe Avenue) provide access to two partial interchanges with US Highway 101. Major collectors gather traffic from local roads and funnel it to arterials. Compared to local roadways, major collectors are longer, have fewer driveways, and may have more than two travel lanes. The annual average daily traffic volume for major collectors is 1,100 to 6,300 trips. Some of the major collectors include Palm Avenue, B Street, Hacienda Street, and Grant Street.~~

~~Local Streets and Alleyways~~

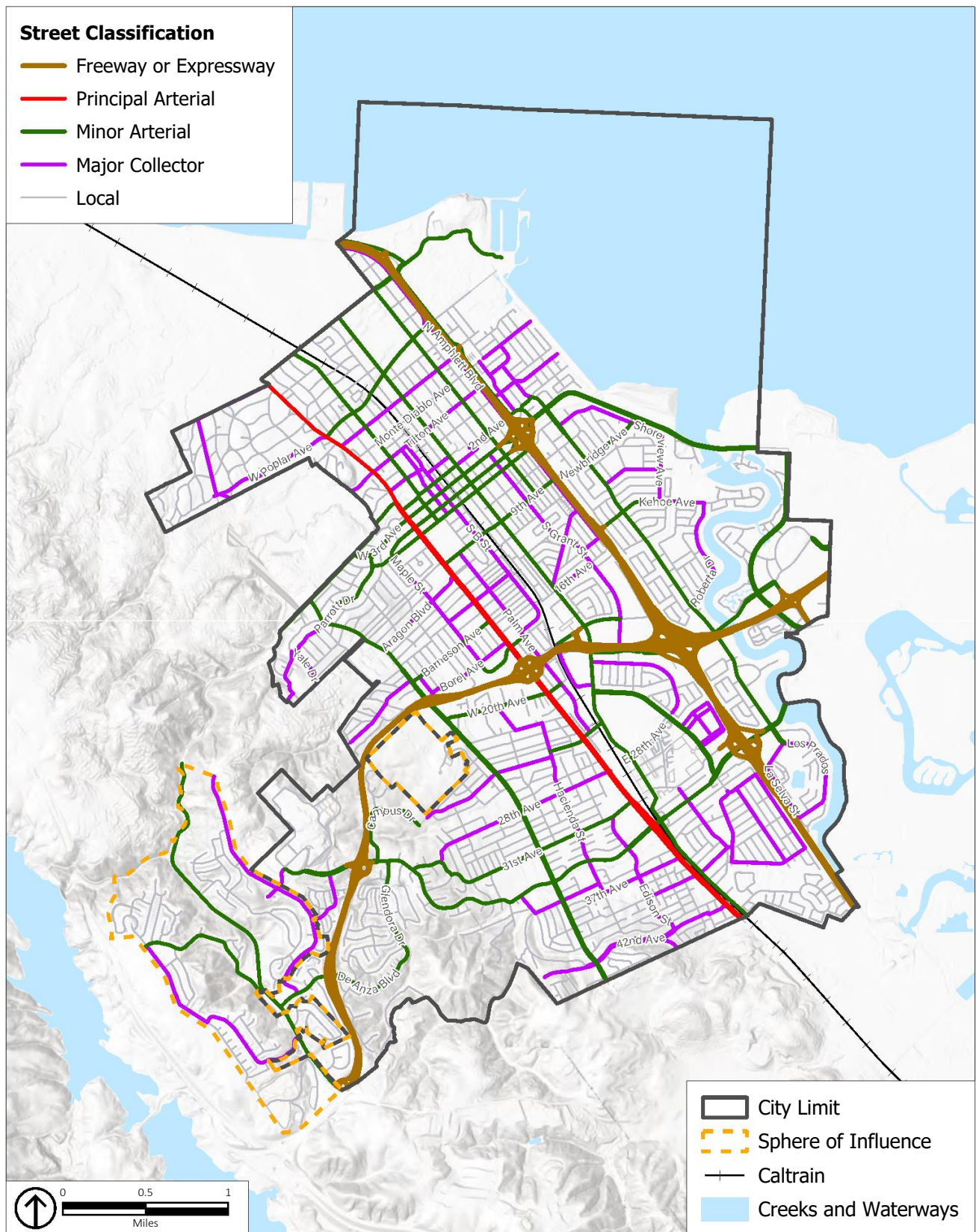
~~Local streets and alleyways make up the majority of the roadway system in San Mateo and typically have lower speeds and vehicular traffic volumes. These provide direct access to adjacent land uses. The annual average daily traffic volume for local roads is 80 to 700 trips.~~

Figure 4.15-1, *Proposed Street Classification*, on page 4.15-9 of the Draft EIR is hereby replaced with the revised figure on the following page.

The following General Plan policies and actions referenced in impact discussion TRAN-1 on pages 4.15-13 to 4.15-22 of the Draft EIR are hereby amended as follows:

- **Policy C 1.1: 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.
- **Action C 1.11: Complete Streets Plan.** Complete and implement the Complete Streets Plan, including pedestrian, bicycling, and transit infrastructure, to improve the City's circulation network to accommodate the needs of street users of all ages and abilities.

TRANSPORTATION



Source: Caltrans, 2022; PlaceWorks, 2023.

Figure 4.15-1
Existing Street Classification

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- **Action C 1.13: El Camino Real Improvements.** Collaborate with Caltrans, SamTrans, and other partners to support accommodating higher-capacity and higher-frequency travel along El Camino Real, Bus Rapid Transit, and other modes of alternative transportation.
- **Action C 1.145: 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 to improve access to and from the Caltrain Stations.
- **Policy C 5.1: Increase Transit Ridership.** Support SamTrans and Caltrain in their efforts to increase transit ridership and frequency of transit services.
- **Policy C 5.2: Caltrain and SamTrans.** Support Caltrain and SamTrans as a critical transit service providers in the city and Peninsula.
- **Policy C 5.6: Transit Safety.** Prioritize improvements that enhance pedestrian connectivity to transit and ~~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.
- **Action C 5.1011: Transit Experience Improvements.** Prioritize installing new transit shelters and benches or other seating and an energy-efficient street lighting program at transit stops using SamTrans standards in equity priority communities and areas that improve transit access, safety, and experience.
- **Action C 5.1112: 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.
- **Policy LU 4.1: Downtown Land Uses.** Allow and prioritize a wide range of residential, dining, cultural, 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.
- **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~~ connectivity to west of the station, and increases park and open space areas.
- **Action C 2.7: New Development Shuttle Services.** Encourage new developments to provide shuttle services and shuttle partnerships as an option to fulfill TDM requirements. Shuttles should serve activity centers, such as the College of San Mateo, Caltrain stations, ~~d~~Downtown, the Hillsdale Shopping Center, or other areas and should accommodate the needs and schedules of all riders, including service workers.
- **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.

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Require applicants to fund identified off-site improvements if warranted, as determined by the legally appropriate transportation analysis, and as approved by City staff.

- **Action C 6.910: 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 6.1011: 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 6.1112: 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.
- **Policy C 1.5: El Camino Real.** Facilitate efficient travel and pedestrian safety along El Camino Real by supporting improvements that enhance pedestrian connectivity, such as improved pedestrian crossings.
- **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 dDowntown, that allows vehicle access at the periphery and limits cut-through vehicles to create pedestrian-focused, car-light spaces.
- **Action C 3.7: Pedestrian Connectivity.** Incorporate design for pedestrian connectivity across intersections in transportation projects, including the El Camino Real corridor, 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.
- **Policy C 4.4: Bicycle and Shared Mobility-Related Technology.** Explore ways to use technology to improve bicycle and shared mobility safety and connectivity.
- **Policy C 4.65: Bicycle Improvements.** Require new developments to construct or contribute to improvements that enhance the cyclist experience, including bicycle lanes and bicycle parking.
- **Policy C 4.76: Coordination with Other City Projects.** Maximize opportunities to implement bicycle facilities through other City of San Mateo projects.
- **Policy C 4.87: 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.
- **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

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support services or childcare facilities, pedestrian and multimodal safety improvements, and/or off-site infrastructure improvements above minimum requirements.

- The framework shall allow for nonresidential development (office and commercial) within ¼-mile of the Hayward Park and Hillsdale Caltrain stations to have heights up to eight-stories when commensurate community benefits are provided.
- **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, entertainment, 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.

The following General Plan action referenced in impact discussion TRAN-3 on pages 4.15-24 to 4.15-25 of the Draft EIR is hereby amended as follows:

- **Action C 1.18: Safety Education.** Pursue Provide safety education to increase awareness of roadway safety practices for all street users.

The following General Plan policy and actions referenced in impact discussion TRAN-4 on pages 4.15-25 to 4.15-27 of the Draft EIR are hereby amended as follows:

- **Policy LU 14.1: Inter-Agency 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.
- **Action S 1.1617: Evacuation Routes.** Maintain adequate evacuation routes as identified by arterial streets shown in the Circulation Element, Figure C-3 [of the proposed General Plan]. 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 1.2223: 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 1.2425: 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 1.2627: 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.

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- **Action S 1.2729: 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 (OneShoreline) on its early flood warning notification system.

CHAPTER 4.17 UTILITIES AND SERVICE SYSTEM

The second bullet point on page 4.17-20 of the Draft EIR is hereby amended as follows:

- EMID will coordinate with the City of San Mateo, SFPUC, and BAWSCA to assess options for using recycled water in the future to offset new potable water demands.
- EMID ~~is in the process of developing~~ has developed a water neutral growth policy for new development.
- EMID has completed a Recycled Water Facilities Plan (2017) with the City of San Mateo that discusses ways to provide recycled water to both service areas and/or use recycled water produced at the San Mateo Wastewater Treatment Plant (WWTP) for regional potable reuse opportunities (e.g., installing a pipeline from the WWTP to SFPUC's Lower Crystal Springs Reservoir).

The following General Plan actions referenced in impact discussion UTIL-1 on pages 4.17-20 to 4.17-28 of the Draft EIR are hereby amended as follows:

- **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 plant to tertiary treatment standards.~~
- **Action PSF 2.1211: Water Usage.** Work with California Water Service to collect and track water use by land use type and make this information available to the community.

The following General Plan policies and action referenced in impact discussion UTIL-4 on pages 4.17-39 to 4.17-42 of the Draft EIR are hereby amended as follows:

- **Policy PSF 3.5: Inter-Agency Coordination for Wastewater Planning.** Coordinate future planning of the sewer collection and wastewater treatment plant with the other users of the systems, including the Estero Municipal Improvement District (City of Foster City), the Crystal Springs County Sanitation District, Town of Hillsborough, and City of Belmont.
- **Policy PSF 3.14: City Utility Programs Funding.** Maintain adequate, sustained, and dedicated revenue sources for City utility programs to support the sanitary sewer system, stormwater system, and refuse collection.

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- **Action PSF 3.1315: 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.

The following General Plan goal, policies, and action referenced in impact discussion UTIL-7 on pages 4.17-50 to 4.17-51 of the Draft EIR are hereby amended as follows:

- **Goal PSF-89:** Reduce the generation of solid waste and increase the diversion of waste from landfills.
 - **Policy PSF 89.1: Solid Waste Disposal.** Support waste reduction and diversion programs to reduce solid waste materials in landfill areas in accordance with State requirements.
 - **Policy PSF 89.2: Recycling.** Support programs to recycle solid waste and require provisions for on-site recycling in new development, in compliance with sState requirements.
 - **Policy PSF 89.3: Composting.** Maintain the curbside composting program and expand composting of organics in accordance with sState requirements.
 - **Action PSF 89.4: Waste Reduction.** Reduce waste sent to landfills by San Mateo's residents, businesses, and visitors, as required by sState 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.

The following General Plan policies and actions referenced in impact discussion UTIL-10 on pages 4.17-58 to 4.17-59 of the Draft EIR are hereby amended as follows:

- **Policy PSF 3.9: ~~Low Impact Development~~ Green Infrastructure.** Minimize stormwater runoff and pollution by requiring new green infrastructure to treat and improve stormwater quality as part of public and prove projects encouraging low-impact design (LID) features, such as pervious parking surfaces, bioswales, and filter strips in new development.
- **Policy PSF 3.14: City Utility Programs Funding.** Maintain adequate, sustained, and dedicated revenue sources for City utility programs to support the sanitary sewer system, stormwater system, and refuse collection.
- **Action PSF 3.1315: 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 3.1718: 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.~~

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- **Action PSF 3.1519: Green Infrastructure Plan.** 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 and increase infiltration, and create healthier environments (“green”).
- **Action PSF 3.20: Stormwater Management Funding.** Establish a dedicated funding source for stormwater management.

The following General Plan goal and policies referenced in impact discussion UTIL-12 on pages 4.17-68 to 4.17-71 of the Draft EIR are hereby amended as follows:

- **Goal PSF-4:** Promote the development of a clean energy supply, energy-efficient technology, and telecommunications facilities that benefit all members of the community.
 - **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 4.6: Renewable Energy Neighborhood Microgrids.** Encourage the establishment of renewable energy neighborhood microgrids to support resilience, especially within equity priority communities.
 - **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.

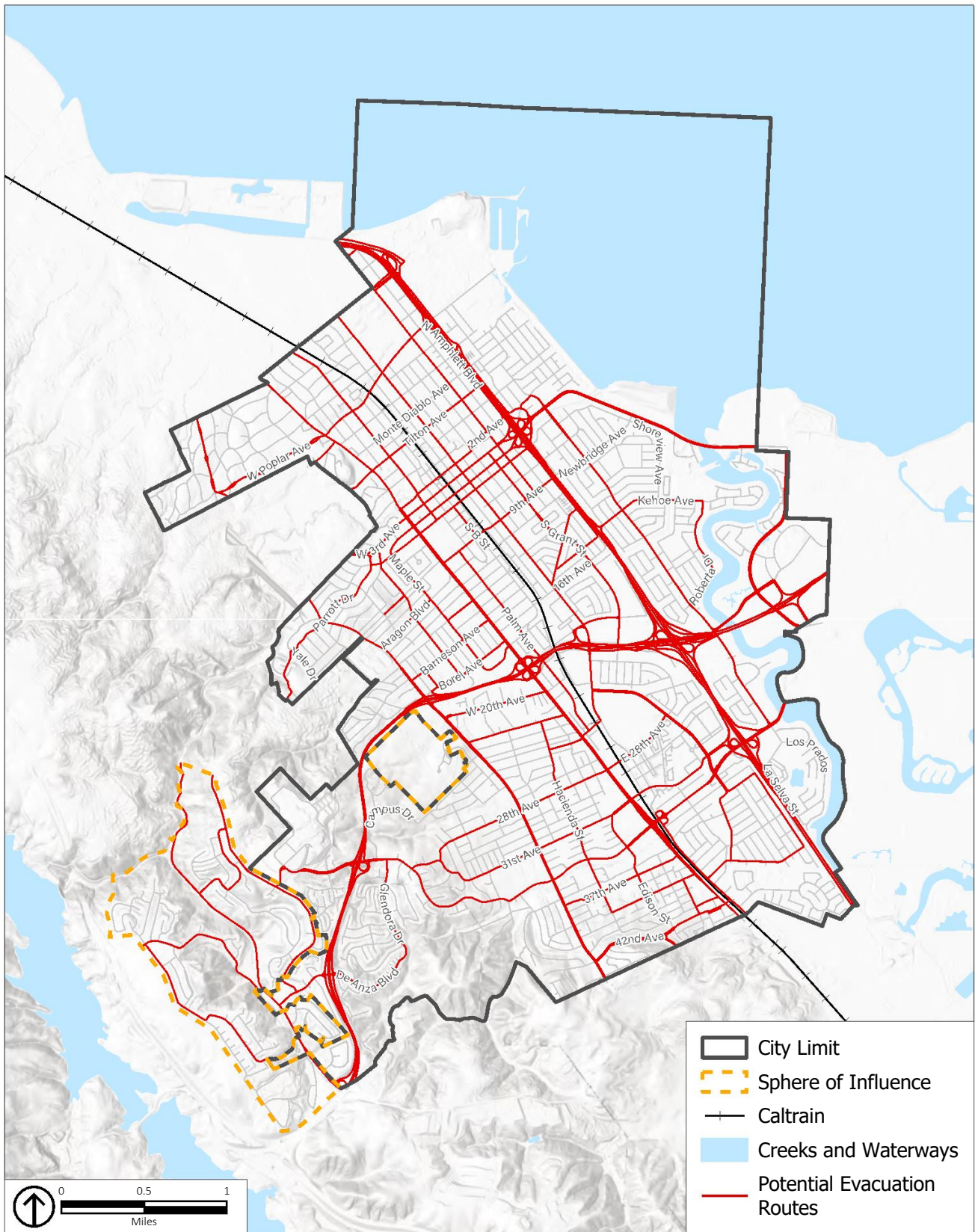
CHAPTER 4.18 WILDFIRE

Figure 4.18-5, *Potential Evacuation Routes*, on page 4.18-23 of the Draft EIR is hereby replaced with the revised figure on the following page.

The following General Plan goal, policies, and actions referenced in impact discussion WILD-1 on pages 4.18-25 to 4.18-28 of the Draft EIR are hereby amended as follows:

- **Policy S 1.15: Emergency Preparedness.** Coordinate with San Mateo County, neighboring cities, and non-governmental partners to effectively prepare for and respond to hazards and natural disasters.
- **Policy S 1.16: Evacuation Planning.** Cooperate with neighboring jurisdictions and public protection agencies to delineate evacuation routes and locations, identifying their capacity, safety, and viability under different hazard scenarios, as well as emergency vehicle routes for disaster response, and where possible, alternate routes where congestion or road failure could occur. Update as new information and technologies become available.

WILDFIRE



Source: PlaceWorks, 2023.

Figure 4.18-5
Potential Evacuation Routes

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- **Action S 1.1617: 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 1.1819: Automatic and Mutual-Aid Agreements.** Participate in mutual-aid agreements with other local jurisdictions to provide coordinated regional responses, as necessary, to fire, flood, earthquake, critical incidents and other hazard events in San Mateo and the surrounding area. Work with local jurisdictions to share resources and develop regional plans to implement disaster mitigation and resilience strategies such as government continuity, emergency operations centers, communications redundancies.
- **Action S 1.20: 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 1.2021: 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 1.22: 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 1.2223: 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. 2324: Community Training.** Collaborate with SMC Fire to provide emergency preparedness trainings to maintain and expand existing Community Emergency Response Teams (CERTs).
- **Action S 1.2425: Emergency Infrastructure and Equipment.** Establish systems in place to ensure that traffic lights at major intersections, communications and radio infrastructure, and other critical infrastructure continues to function in the event of a localized power outage. Repair any damaged sets of infrastructure or equipment as needed to continue City operations.
- **Action S 1.2627: 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 1.28: Future Emergency Needs.** Assess future emergency service needs during each update to the Safety Element.
- **Action S 1.2729: 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 and assist in their evacuation and other support activities. This

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includes coordination with the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline) on its early flood warning notification system.

- **Goal S-54:** Maintain adequate fire and life safety protection from wildland fires.
 - **Policy S 54.12: 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 S54.13: Emergency Access.** Require that roads, driveways, and other clearances around structures are located and designed to ensure emergency access.
 - **Policy S 54.14: 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.

The following General Plan goal, policies, and actions referenced in impact discussion WILD-2 on pages 4.18-28 to 4.18-31 of the Draft EIR are hereby amended as follows:

- **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.
- **Goal S-54:** Maintain adequate fire and life safety protection from wildland fires.
 - **Policy 54.1: 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~~ meet or exceed 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 54.2: 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 54.3: 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 54.9: Land Use Management for Fire Risks.** Maintain all City-owned public lands and work with private landowners and FIRE SAFE San Mateo County to reduce fuel loads, establish appropriately placed fire breaks/defensible space, require long-term maintenance of fire hazard

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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 54.11: 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.
- **Action S 54.15: 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 bBest mManagement pPractices (BMPs).
- **Action S 54.16: 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 54.18: 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 54.19: 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 54.20: 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.

The following General Plan goal and policy referenced in impact discussion WILD-3 on pages 4.18-32 to 4.18-33 of the Draft EIR are hereby amended as follows:

- **Goal S-54:** Maintain adequate fire and life safety protection from wildland fires.
 - **Policy S 54.7: 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.

The following General Plan goals, policies, and actions referenced in impact discussion WILD-4 on pages 4.18-33 to 4.18-35 of the Draft EIR are hereby amended as follows:

- **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.
- **Goal S-3:** Protect the community from unreasonable risk to life and property caused by flood hazards and sea level rise.

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- **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 ~~three feet~~ 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.
- **Action S 3.317: 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 3.49: Community Rating System.** ~~Undertake efforts that increase the~~ Explore establishment of a 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 3.510: Early Flood Warning.** ~~As feasible, Collaborate with OneShoreline to~~ provide early flood warning for flood-prone areas of the city through collaboration with regional partners such as OneShoreline’s stream monitoring station and notification system.
- **Goal S-54:** Maintain adequate fire and life safety protection from wildland fires.
 - **Policy S 54.4: Hillside Vegetation Stability.** Stabilize, and as feasible re-vegetate, burned slopes following a wildfire event to reduce landslide and debris flows risk.

The second bullet point in impact discussion WILD-3 on page 4.18-32 of the Draft EIR is hereby amended as follows:

- **Fuel Breaks.** As discussed in impact discussion WILD-2, the Safety (S) Element of the proposed General Plan includes Policies S 54.1 and S 54.9 which require development in and adjacent to designated wildland fire areas to provide defensible space and the City to establish appropriately placed fire breaks and defensible space on City-owned public lands.

CHAPTER 5 ALTERNATIVES

The second bullet point under the “Noise” subheading on page 5-3 of the Draft EIR is hereby amended as follows:

- **Impact NOISE-64:** Buildout under the proposed project is anticipated to result in unacceptable cumulative traffic noise within the EIR Study Area.

Section 5.4, *Overview of Project Alternatives*, beginning on page 5-3 of the Draft EIR is hereby amended as follows:

5.4 OVERVIEW OF PROJECT ALTERNATIVES

5.4.1 ALTERNATIVES CONSIDERED BUT REJECTED

Section 15126.6(c) of the State CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly

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explain the reasons underlying the lead agency's determination. CEQA Guidelines Section 15126.6(c) states that among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts. The following is a discussion of alternatives that were considered and rejected, along with the reasons they were not included in the analysis.

- **Lower Growth Alternative.** Chapter 3, *Project Description*, of the Draft EIR describes the planning process that led to the development of General Plan 2040, and explains that from 2019 to 2022, community members and the City Council developed and evaluated three scenarios for the General Plan. As stated on pages 3-7 to 3-8 of the Draft EIR, the Alternatives Evaluation Report published in January 2022 began the community engagement process to choose a preferred scenario for land use and circulation based on the relative benefits, trade-offs, potential impacts, and desired mix of growth and development of each alternative. This process led to the selection of the preferred scenario, which was created by mixing and matching different combinations of housing and commercial development in each Study Area for General Plan 2040. The resulting preferred scenario that was selected by the City is the proposed project evaluated in this EIR and its buildout projections and project objectives are described in Chapter 3, *Project Description*, of the Draft EIR.

Two lower growth scenarios (referred to as Alternatives A and B in the Alternatives Evaluation Report) were considered and evaluated as part of this planning process. Due to the lower residential densities considered in these lower growth alternatives, they would be less likely to meet the project objective of identifying sufficient residential land to accommodate both current and future housing needs for people at all income levels. In addition, the lower densities would result in less concentrated growth and fewer residents within close proximity to transit, which would increase the City's per-capita VMT (for both residents and workers) when compared to the proposed project.

These lower growth scenarios would reduce overall VMT, which could decrease the significant and unavoidable traffic noise impact identified for the proposed project; however, because these scenarios would increase VMT per capita, they would increase the project's transportation impact. In addition, the lower growth scenarios could prevent the City's ability to comply with future housing mandates, which would render these alternatives infeasible. Lastly, these scenarios were considered for their ability to reduce the proposed project's significant and unavoidable air quality impacts. The proposed project's air quality impacts are a result of the programmatic nature of the analysis in the EIR; the application of significance thresholds used by the Bay Area Air Quality Management District; and the magnitude of development due to the proposed project being a long-term, citywide plan. These impacts could not be avoided by a lower growth alternative that still allows enough development for the City to increase the amount and variety of housing to meet current and future needs. Therefore, lower growth alternatives were considered but rejected.

- **Wildfire Zone Development Prohibition Alternative.** The City considered an alternative that would prohibit development within the very high fire hazard severity zone (VHFHSZ), wildland-urban interface (WUI), and State Responsibility Area (SRA). As described on pages 4.18-31 and 4.18-36 of the Draft EIR, such a prohibition would be the only way to fully avoid Impact WILD-2 and Impact WILD-5, identified as significant and unavoidable for the proposed project. Page 4.8-31 of the Draft EIR states, "The majority of western San Mateo is in a VHFHSZ and/or the WUI. Prohibiting new development in this portion of San Mateo is not feasible or practical because the City has a responsibility to meet

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other, conflicting obligations, including increasing the number and type of housing available and allowing reconstruction of homes burned by wildfires.” Such a prohibition would disallow new development but would also disallow redevelopment and improvement projects on sites already developed in the VHFHSZ, WUI, and SRA. Such a prohibition would likely require the use of eminent domain. As described in the Draft EIR, such an alternative is infeasible and impractical; therefore, this alternative was rejected.

5.4.2 ALTERNATIVES ANALYZED

The heading for Section 5.4.1 on page 5-4 of the Draft EIR is hereby amended as follows:

5.4.13 ASSUMPTIONS AND METHODOLOGY

Footnote b in Table 5-1 on page 5-4 of the Draft EIR is hereby amended as follows:

b. Includes housing development required to achieve the City’s 2023-2031 Regional Housing Needs Allocation, plus a buffer. See Table 5-3, *2030 Development Projections Under the No Project Alternative*. 2040 buildout under the No Project Alternative ~~have~~ has not been calculated, as the City’s existing General Plan has a horizon year of 2030 that would have to be updated to extend the buildout horizon past 2030. Overall, development under the current General Plan, as considered in the No Project Alternative, would be expected to be lower than the buildout analyzed for the proposed General Plan 2040.

The heading for Section 5.4.2 on page 5-4 of the Draft EIR is hereby amended as follows:

5.4.24 SUMMARY OF ALTERNATIVES EVALUATION

The second paragraph under Section 5.6.1 on page 5-18 of the Draft EIR is hereby amended as follows:

As described in Chapter 4.11, *Noise*, buildout under the proposed project based on modeling conducted for this EIR shows an increase above acceptable levels over existing conditions along one roadway segment. The Reduced Traffic Noise Alternative would involve enhanced transportation demand management (TDM) measures to reduce vehicle travel to a greater extent than under the proposed project. Specifically, it is assumed that this alternative would involve a new TDM program applicable to new development as well as existing residences, employees, and businesses, and may require individual developers to participate in a City-established TDM program focused on reducing vehicle trips. ~~New TDM requirements may include a combination of the following, or similar, measures for employees and residents:~~

- ~~■ Transit passes and subsidies~~
- ~~■ E-bike subsidies~~
- ~~■ Ride-sharing subsidies~~
- ~~■ Free bicycles~~

CHAPTER 6 CEQA-REQUIRED ASSESSMENT CONCLUSIONS

The second bullet point under the “Noise” subheading on page 6-2 of the Draft EIR is hereby amended as follows:

- **Impact NOISE-64:** Buildout under the proposed project is anticipated to result in unacceptable cumulative traffic noise within the EIR Study Area.

APPENDICES

Appendix B, *Projects Included in Buildout Projections*, of the Draft EIR is hereby replaced with the version appended to this Final EIR titled Appendix B, *REVISED Projects Included in Buildout Projections*.

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4. List of Commenters

Comments on the Draft Environmental Impact Report (EIR) were received from the following agencies, organizations, and individuals. Letters are arranged by category, name, and date received. Each comment letter has been assigned a number, as indicated below. These letters are included in and responded to in Table 5-1, Responses to Comments Received on the Draft EIR, in Chapter 5, Response to Comments, of this Final EIR. Comments are presented in their original format in Appendix G, Comments Received on the Draft EIR, along with annotations that identify each individual comment number.

4.1 GOVERNMENTAL AGENCIES

- GOV1 California Geological Survey, Brian Olson, September 21, 2023
- GOV2 California Department of Transportation, Yunsheng Luo, September 25, 2023

4.2 NON-GOVERNMENTAL ORGANIZATIONS AND PRIVATE COMPANIES

- ORG1 San Mateo Heritage Alliance, September 25, 2023
- ORG2 Hillsdale Shopping Center, David Bohannon, September 25, 2023
- ORG3 San Mateo Heritage Alliance, Laurie Hietter, November 1, 2023

4.3 MEMBERS OF THE PUBLIC

- PUB1 Rowan Paul, August 17, 2023
- PUB2 Frances Souza, August 17, 2023
- PUB3 Jerry Davis, September 11, 2023
- PUB4 Francie Souza, September 11, 2023
- PUB5 David Light, September 12, 2023
- PUB6 Laurie Watanuki, September 12, 2023
- PUB7 Michael Weinbauer, September 12, 2023
- PUB8 Lisa Taner, September 18, 2023
- PUB9 Keith Weber, September 19, 2023
- PUB10 Lisa Maley, September 22, 2023
- PUB11 Erika Gomez, September 23, 2023
- PUB12 Rowan Paul, September 23, 2023
- PUB13 Evan Powell, September 23, 2023
- PUB14 Chris and Wayne Rango, September 24, 2023

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PUB15 Dave Santos, September 24, 2023
PUB16 Karen Herrel, September 25, 2023
PUB17 Maxine Turner, September 25, 2023
PUB18 Naomi Ture, September 25, 2023
PUB19 Naomi Ture, September 25, 2023
PUB20 Mavridis, October 1, 2023
PUB21 Meg Spicer, October 8, 2023
PUB22 No Name, October 9, 2023
PUB23 Lisa Maley, October 12, 2023

4.4 PUBLIC HEARING ORAL COMMENTS

PH1 Public Comments at San Mateo Planning Commission, September 12, 2023

5. Response to Comments

This chapter includes a reproduction of, and responses to, each comment letter received during the public review period on the Draft Environmental Impact Report (EIR). Comments are presented in their original format in Appendix G, *Comments Received on the Draft EIR*, along with annotations that identify each individual comment number.

Responses to comments are provided in this chapter alongside the text of each corresponding comment. Letters are categorized by:

- Governmental Agencies
- Organizations
- Members of the Public
- Public Hearing Oral Comments

Letters are arranged by category, date received, and name. Where the same comment has been made more than once, a response may direct the reader to another numbered comment and response, and/or to a master response (described in Section 5.1, Master Responses). Where a response requires revisions to the Draft EIR, these revisions are shown in Chapter 3, *Revisions to the Draft EIR*, of this Final EIR. Table 5-1, *Responses to Comments Received on the Draft EIR*, presents comments received on the Draft EIR and responses to each of those comments. Exhibits referenced in responses to comments are included in the commenter's original comment letter and are included in Appendix G, *Comments Received on the Draft EIR*, of this Final EIR.

All comments included in this document are formally acknowledged for the record and will be forwarded to the decision-making bodies as part of this Final EIR for their consideration in reviewing the project.

5.1 MASTER RESPONSES

Certain topics raised by commenters require a lengthy response, and certain topics addressed in this Final EIR require a detailed explanation. In addition, certain topics were raised repeatedly, albeit in slightly different forms, in comments on the Draft EIR. To minimize duplication in responses and to provide a more comprehensive discussion, "master responses" have been prepared for some of these issues. Responses to individual comments reference these master responses as appropriate. A particular master response may provide more information than requested by any individual comment. Conversely, the master response may not provide a complete response to a given comment, and additional information may be contained in the individual response to that comment. Master responses in this Final EIR address the following issues:

1. Standards for Responses to Comments
2. Roadway Classifications
3. Lower Growth Alternative

RESPONSE TO COMMENTS

MASTER RESPONSE 1: STANDARDS FOR RESPONSES TO COMMENTS

PROJECT MERITS

Often during review of an EIR, the public raises issues that relate to qualities of the project itself or the project's community consequences or benefits, personal wellbeing and quality of life, and economic or financial issues (referred to here as "project merits"), rather than the environmental analyses or impacts and mitigations raised in the EIR. However, consistent with the California Environmental Quality Act (CEQA) Guidelines Section 15131, *Economic and Social Effects*, the Draft EIR is not meant to address these project merits; rather, the purpose of CEQA and the Draft EIR is to fully analyze and mitigate the project's potentially significant physical impacts on the environment to the extent feasible.

In accordance with CEQA Guidelines Section 15088, *Evaluation of and Response to Comments*, and Section 15132, *Contents of Final Environmental Impact Report*, a Final EIR must include a response to comments on the Draft EIR pertaining to environmental issues analyzed under CEQA. Several of the comments provided in response to the Draft EIR express an opinion for or against the proposed project, but do not address the adequacy of the analysis or conclusions in the Draft EIR. Rather, these opinions relate to the merits of the project.

Lead agency review of environmental issues and project merits are both important in the decision of what action to take on a project, and both are considered in the decision-making process for a project. However, as part of the environmental review process, a lead agency is only required by CEQA to respond to environmental issues that are raised. The City will hold public hearings to consider action on the merits of the proposed project for adoption. The City will consider both the EIR and project merit issues that have been raised prior to any action to adopt the proposed project.

CEQA Guidelines Section 15204(a), *Focus of Review*, provides direction for parties reviewing and providing comment on a Draft EIR, as follows:

In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

Therefore, in accordance with CEQA Guidelines Section 15204(a), the City is not required to respond to comments that express an opinion about the project merits, but do not relate to environmental issues covered in the Draft EIR. Although such opinions and comments on the project merits received as part of the EIR process do not require responses in the EIR, as previously noted, they do provide important

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input to the process of reviewing the project overall. Therefore, merits and opinion-based comment letters are included in the EIR to be available for consideration by the City's decision makers at the merits stage of the project. City decision makers may consider these letters and issues as part of their deliberations on the merits of the project and whether to adopt, modify, or disapprove the project.

SPECULATION WITHOUT SUBSTANTIAL EVIDENCE

Some commenters assert or request that impacts should be considered significant but fail to provide substantial evidence in support of their assertion. Predicting the project's physical impacts on the environment without substantial evidence based on facts to support the analysis would require a level of speculation that is inappropriate for an EIR.

CEQA Section 21082.2(a), *Significant Effect on Environment; Determination; Environmental Impact Report Preparation*, requires that the lead agency "shall determine whether a project may have a significant effect on the environment based on substantial evidence in light of the whole record." CEQA Guidelines Section 15384(a), *Substantial Evidence*, clarifies that "'substantial evidence'... means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency. Argument, speculation, unsubstantiated opinion or narrative evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment, does not constitute substantial evidence." CEQA Guidelines Section 15384(b) goes on to state that "substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts." Where there are no facts available to substantiate a commenter's assertion that the physical environment could ultimately be significantly impacted as a result of the project, the City, acting as the lead agency, is not required to analyze that effect, nor to mitigate for that effect. Section 15204(c) of the CEQA Guidelines advises reviewers that comments should be accompanied by factual support:

Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

Under CEQA, the decision as to whether an environmental effect should be considered significant is reserved for the discretion of the lead agency based on substantial evidence in the record as a whole. The analysis of the Draft EIR is based on scientific and factual data, which has been reviewed by the lead agency and reflects its independent judgment and conclusions. CEQA permits disagreements of opinion with respect to environmental issues addressed in an EIR. As Section 15151, *Standards for Adequacy of an EIR*, of the CEQA Guidelines states, even "[d]isagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts."

CEQA Guidelines Section 15145, *Speculation*, provides that:

If, after thorough investigation, a lead agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact.

RESPONSE TO COMMENTS

ADDITIONAL ANALYSIS

During the review period for the Draft EIR, members of the public submitted comments that requested additional analysis, mitigation measures, or revisions that are not provided in this Final EIR for reasons more specifically addressed in the individual comments. As described previously, Section 15204(a) of the CEQA Guidelines provides that CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters.

Section 15003 of the CEQA Guidelines, *Policies*, also explains the emphasis of CEQA on good-faith efforts at full disclosure rather than technical perfection:

(i) CEQA does not require technical perfection in an EIR, but rather adequacy, completeness, and a good-faith effort at full disclosure. A court does not pass upon the correctness of an EIR's environmental conclusions, but only determines if the EIR is sufficient as an informational document. (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692).

(j) CEQA requires that decisions be informed and balanced. It must not be subverted into an instrument for the oppression and delay of social, economic, or recreational development or advancement. (*Laurel Heights Improvement Assoc. v. Regents of U.C.* (1993) 6 Cal.4th 1112 and *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553).

Sections 15204(a) and 15003 reflect judicial interpretation of CEQA. Under CEQA, lead agencies need only respond to significant environmental issues, and do not need to provide all information requested by reviewers, so long as a good-faith effort at full disclosure is made in the EIR.

MASTER RESPONSE 2: ROADWAY CLASSIFICATIONS

Multiple comments expressed concerns regarding roadway classifications, specifically regarding Figure 4.15-1, *Proposed Street Classification*, in Chapter 4.15, *Transportation*, of the Draft EIR, which shows 5th Avenue and 9th Avenue classified as arterials.

The City is not proposing any changes to roadway classifications as part of the General Plan Update, and the street classifications mapped in the figure are determined by Caltrans, not the City. Therefore, Figure 4.15-1 has been retitled as *Existing Street Classification*, as shown in Chapter 3, *Revisions to the Draft EIR*, of this Final EIR. Whereas the version of Figure 4.15-1 that appeared in the Draft EIR included four classifications (freeway, arterial, collector, and local), the revised map included in this Final EIR includes five classifications that currently exist within the city (freeway or expressway, principal arterial, minor arterial, major collector, and local). Chapter 3 of this Final EIR also provides revisions to Chapter 4.15 of the Draft EIR regarding the definitions and traffic volumes for these classifications. As shown on the revised version of Figure 4.15-1 in Chapter 3 of this Final EIR, 5th Avenue and 9th Avenue are mapped as minor arterials, which carry annual average daily traffic volumes between 3,000 and 14,000 trips.

Comments also expressed concerns regarding traffic calming and questioned whether roadway classifications conflict with desired traffic-calming improvements for certain roadways. Following the publication of the Draft EIR and Draft General Plan 2040, a new action has been added to the proposed General Plan to explore whether traffic calming should be provided on neighborhood streets designated as minor arterials and collectors:

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Action C 6.9 Neighborhood Traffic Management Program. Evaluate whether updates are needed to the City’s Neighborhood Traffic Management Program to determine if the program should be expanded to include collectors and minor arterials.

Further, an additional action has been added to the proposed General Plan based on the City’s intention for its Complete Streets Plan to be used for roadway classifications within the city:

Action C 6.13 Street Classification Update. Request that Caltrans and the Federal Highway Administration update their functional roadway classifications based on the roadway network framework that will be defined by the Complete Streets Plan.

MASTER RESPONSE 3: LOWER GROWTH ALTERNATIVE

Several comments expressed concerns regarding the buildout projections for the proposed project and requested that the EIR include an analysis of a lower growth or “moderate growth” alternative. Some comments also state that, without such an alternative, the EIR fails to evaluate a reasonable range of alternatives to the proposed project. Further, some comments state that lower growth alternatives would lessen the significant impacts of the proposed project. As described in detail below, lower growth alternatives (apart from the No Project Alternative) were considered by the City but were rejected from detailed consideration in the Draft EIR because they would not meet the project objectives and would not reduce the project’s significant impacts.

Section 15126.6(a) of the CEQA Guidelines states, “An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible.” Section 15126.6(c) of the CEQA Guidelines states, “The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency’s determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.” As shown in Chapter 3, *Revisions to the Draft EIR*, of this Final EIR, lower growth alternatives were considered by the City but rejected from detailed analysis.

The lower growth alternatives considered by the City were developed by the City as part of the planning process for the proposed project. Chapter 3, *Project Description*, of the Draft EIR describes the planning process that led to the development of General Plan 2040, and explains that from 2019 to 2022, community members and the City Council developed and evaluated three scenarios for the General Plan. As stated on pages 3-7 to 3-8 of the Draft EIR, the Alternatives Evaluation Report published in January 2022 began the community engagement process to choose a preferred scenario for land use and circulation based on the relative benefits, trade-offs, potential impacts, and desired mix of growth and development of each alternative. This process led to the selection of the preferred scenario, which was created by mixing and matching different combinations of housing and commercial development in

RESPONSE TO COMMENTS

each Study Area for General Plan 2040. The resulting preferred scenario, selected by the City Council, based on community input, is the proposed project evaluated in this EIR and its buildout projections and project objectives are described in Chapter 3, *Project Description*, of the Draft EIR. Two lower growth scenarios (referred to as Alternatives A and B in the Alternatives Evaluation Report) were considered and evaluated as part of this planning process. Alternative A allowed for the smallest increase in residential densities and the lowest amount of new residential development; the Alternatives Evaluation Report concluded that it was unlikely to meet future State housing requirements. Alternative B would most likely be able to fulfill future State-mandated housing targets, but would have a smaller housing buffer compared to Alternative C. Based on the conclusions of the Alternatives Evaluation Report, both Alternatives A and B would be less likely than the proposed project to meet the project objective of identifying sufficient residential land to meet both current and future housing needs for people at all income levels. In addition, the lower residential densities would result in less concentrated growth and fewer residents within close proximity to transit, which would increase the City's per-capita vehicle miles traveled (VMT) (for both residents and workers) when compared to the proposed project.

The lower growth scenarios would reduce overall VMT, which could decrease the significant and unavoidable traffic noise impact identified for the proposed project; however, because these scenarios would increase VMT per capita, they would increase the project's transportation impact. In addition, the lower growth scenarios could prevent the City's ability to meet future State housing requirements, which would render these alternatives infeasible. Lastly, these scenarios were considered for their ability to reduce the proposed project's significant and unavoidable air quality impacts. The proposed project's air quality impacts are a result of the programmatic nature of the analysis in the EIR; the application of significance thresholds used by the Bay Area Air Quality Management District (BAAQMD); and the magnitude of development due to the proposed project being a long-term, citywide plan. These impacts could not be avoided by a lower growth alternative that still allows enough development for the city to meet current and future housing needs. Therefore, the lower growth alternatives were considered but rejected.

However, the Draft EIR does analyze the No Project Alternative, under which the current General Plan 2030 would remain in place, which represents an alternative with a lower amount of growth than the proposed project. Some comments incorrectly indicate that the No Project Alternative represents a "no growth" alternative. Under the No Project Alternative, the City's existing General Plan would remain in place and future growth would be able to occur under existing land use designations and policies. Rather than representing a zero-growth scenario, as shown in Table 5-1, *Development Projections for the Proposed Project and Project Alternatives*, the No Project Alternative is expected to result in 53,704 total housing units by 2030, an increase of 9,934 units when compared to baseline conditions of 43,770 existing housing units, and 65,300 jobs by 2030, an increase of 2,900 jobs compared to baseline conditions of 62,400 jobs. As stated on page 5-4 of the Draft EIR, "2040 buildout under the No Project Alternative [has] not been calculated, as the City's existing General Plan has a horizon year of 2030 that would have to be updated to extend the buildout horizon past 2030. Overall, development under the current General Plan, as considered in the No Project Alternative, would be expected to be lower than the buildout analyzed for the proposed General Plan 2040." While buildout for 2040 under the existing General Plan has not been calculated, it can reasonably be expected to be between the 2030 levels described above and the 2040 buildout analyzed for the proposed project.

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During the public review period for Draft General Plan 2040 and the Draft EIR, the City Council directed changes to the proposed land use designations in the proposed General Plan, including removal of the proposed Residential High II and Mixed-Use High II land use designations, reducing the proposed height limits and intensities for the Office land use designations, and reducing the proposed heights and densities along some study area edges to support transitions between high and low density areas. These changes to the proposed land use map have the effect of reducing the total residential and commercial buildout potential allowed under the proposed General Plan when compared to the proposed project analyzed in this EIR. Buildout with these changes to the land use map is expected to result in approximately:

- 19,760 net new housing units by 2040, compared to 21,410 under the proposed project;
- 15,000 net new jobs by 2040, compared to 16,920 under the proposed project; and
- 3,186,000 square feet of net new non-residential floor area, compared to 4,325,000 square feet under the proposed project.

The reduction in residential and non-residential development capacity does not affect the impact conclusions in this EIR as it does not increase the severity of any impacts identified in the EIR, generate any new impacts, or create the need for any new mitigation measures or project alternatives. Therefore, the reduced buildout does not require recirculation of the Draft EIR because it does not constitute “significant new information” under Section 15088.5 of the CEQA Guidelines. The analysis in this EIR remains based on the buildout projections presented in Chapter 3, *Project Description*, of the Draft EIR. As such, this EIR sets a conservative maximum envelope analyzed for proposed General Plan 2040.

5.2 COMMENTS AND RESPONSES

Table 5-1 presents comments received on the Draft EIR and responses to each of those comments. Letters are arranged by date received. Where the same comment has been made more than once, a response may direct the reader to another numbered comment and response. Where a response requires revisions to the Draft EIR, these revisions are shown in Chapter 1, *Executive Summary*, and Chapter 3, *Revisions to the Draft EIR*, of this Final EIR.

Comments are presented in their original format in Appendix G, *Comments Received on the Draft EIR*, along with annotations that identify each individual comment number. Table 5-1 includes figures and tables included in the comment letters at a reduced image resolution. To view the images at full resolution, please refer to the original comment letters in Appendix G.

RESPONSE TO COMMENTS

TABLE 5-1 RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIR

Comment #	Comment	Response
Governmental Agencies		
GOV1	9/1/2023	Brian Olson, California Geological Survey
GOV1-1	Thank you for providing the City's Draft EIR for the 2040 General Plan for our review. This email conveys the following recommendations from CGS concerning geologic issues within the General Plan documents:	The comment serves as an introduction to the comments that follow. Please see Responses GOV1-2 through GOV1-8.
GOV1-2	1. Liquefaction and Landside Hazards The Draft EIR discusses liquefaction and landsliding as potential hazards and provides a map of "Liquefaction Potential" and "Slope Failure Potential" based on the ABAG Hazard Viewer Map (Figure 4.6-4). CGS notes the slope failure potential depicted in Figure 4.6-4 represents "rainfall induced" landsliding, not "earthquake-induced" landsliding, which is a related, but unique seismic hazard. The City should consider providing an additional discussion of this hazard.	The comment asserts that the liquefaction and slope failure potential map in the Draft EIR is based on the Association of Bay Area Governments (ABAG) Hazard Viewer Map and represents rainfall-induced landslides and not earthquake-induced landslides. The information represented in Figure 4.6-4, <i>Seismic Hazard Zones</i> , in Chapter 4.6, <i>Geology and Soils</i> , of the Draft EIR was provided by the City of San Mateo, not ABAG, and represents both rainfall- and earthquake-induced landslides.
GOV1-3	The City should supplement these sections with a discussion of official CGS Earthquake Zones of Required Investigation (EZRI) for both liquefaction and earthquake-induced landslides, and consider providing a map of these official zones, which are more extensive than those provided by ABAG	The comment requests supplemental information based on the official California Geological Survey (CGS) Earthquake Zones of Required Investigation for liquefaction and earthquake-induced landslides rather than ABAG. As shown in Chapter 3, <i>Revisions to the Draft EIR</i> , of this Final EIR, Chapter 4.6, <i>Geology and Soils</i> , of the Draft EIR has been revised to include a discussion on the Earthquake Zones of Required Investigation, as well as the new Figure 4.6-5, <i>Earthquake Zones of Required Investigation</i> .
GOV1-4	CGS maps and data are available here: https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-programliquefaction-zones-1/about https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-programlandslide-zones-doc-hosted/about	The comment provides sources for CGS maps and data. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no response is warranted.

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Comment #	Comment	Response
GOV1-5	<p>https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps https://maps.conservation.ca.gov/cgs/EQZApp/app/. Cities and counties affected by EZRI must regulate certain development projects within them. The Seismic Hazards Mapping Act (1990) also requires sellers of real property (and their agents) within a mapped hazard zone to disclose at the time of sale that the property lies within such a zone.</p>	<p>The comment provides information on the Seismic Hazards Mapping Act. The Seismic Hazards Mapping Act is described in Chapter 4.6, <i>Geology and Soils</i>, page 4.6-2, of the Draft EIR. Future development under the proposed project within seismic hazard zones would be required to comply with federal and state regulations, including the requirement for a geotechnical report defining and delineating any seismic hazard prior to project approval and disclosure at the time of sale that the property lies within such a zone. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>
GOV1-6	<p>2. Radon Hazards The Draft EIR does not address indoor radon gas hazards; however, part of the City is within an area mapped by CGS with "High Radon Potential".</p>	<p>CEQA requires the analysis of the impacts of the proposed project on the environment; therefore, the impact of existing radon potential to future development is not within the purview of the CEQA. Nevertheless, pursuant to the California Civil Code, sellers of real property containing up to four residential units are required to complete a disclosure form indicating the presence of all environmental hazards, including radon gas, formaldehyde, and mold, that are known to the seller. Potential future development under the proposed project would be required to comply with the National Indoor Radon Abatement Act and the California Health and Safety Code to meet the standard of less than 4 picocuries/liter (pCi/L) of radon in air.</p>
GOV1-7	<p>The City should provide a discussion of both the health hazards and geologic sources of radon gas, and consider including a map of CGS radon potential zones within the proposed project from CGS Special Report 226, entitled "Radon Potential in San Mateo County, California".</p>	<p>Please see Response GOV1-6 regarding radon hazards.</p>
GOV1-8	<p>CGS maps and data are available here: https://maps.conservation.ca.gov/cgs/radon/app/</p>	<p>The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>

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Comment #	Comment	Response
	https://gis.data.ca.gov/datasets/cadoc::cgs-mineral-hazards-indoor-radon-potential-zones/about https://www.conservation.ca.gov/cgs/minerals/mineral-hazards/radon	
GOV2	9/25/2023	Yunsheng Luo, California Department of Transportation (Caltrans)
GOV2-1	Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Strive San Mateo General Plan 2040 and Climate Plan Update. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the August 2023 DEIR.	The comment serves as an introduction to the comments that follow. Please see Responses GOV2-2 through GOV2-11.
GOV2-2	Project Understanding The proposed project would build off the existing General Plan 2030 to provide a framework for land use, transportation, conservation decisions through the horizon year of 2040. It would also update the buildout projects used in the City's Climate Action Plan to be consistent with the updated General Plan 2040.	The comment correctly summarizes the proposed project. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
GOV2-3	Travel Demand Analysis With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide (link).	The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
GOV2-4	The project's Vehicle Miles Traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory and the City's Transportation Impact	The comment endorses the methodology utilized in the Draft EIR for VMT analysis and supports the conclusions and adequacy of the analysis; therefore, no further response is warranted.

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Comment #	Comment	Response
GOV2-5	<p>Analysis guidelines. Per the VMT analysis in the DEIR, this project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.</p> <p>Page 4.15-16, "the proposed project is generally consistent with and would not obstruct the transit-related goals and policies in Plan Bay Area as it supports transit facilities and transit-oriented development". Please consider strengthening the language as the General Plan Update could be reinforced with stronger language to advance the stated transportation goals of Plan Bay Area and the State.</p>	<p>The comment requests strengthening the General Plan language to advance the stated transportation goals of Plan Bay Area and the State. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>
GOV2-6	<p>Caltrans encourages policies and programs related to land use and circulation that increase density, improve regional accessibility, and reduce VMT. The City may also consider the following strategies to reduce VMT, in addition to the priority strategies identified in Table 4.7-3:</p> <ul style="list-style-type: none"> - Real-time transit information system - Transit subsidies - Unbundled parking requirement from housing developments <p>For additional TDM options, please refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference, Chapter 8 (link).</p>	<p>The recommended strategies are noted and are implemented by some projects as TDM measures. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>
GOV2-7	<p>Multimodal Transportation Planning</p> <p>Please review and include the reference to the Caltrans District 4 Pedestrian Plan (2021) and the Caltrans District 4 Bike Plan (2018) in the DEIR. These two plans studied existing conditions for walking and biking along and across the State Transportation Network (STN) in the nine-county Bay Area and developed a list of location-based and prioritized needs.</p>	<p>As shown in Chapter 3, <i>Revisions to the Draft EIR</i>, of this Final EIR, Chapter 4.15, <i>Transportation</i>, of the Draft EIR has been revised to include discussion on the Caltrans District 4 Pedestrian and Bike Plans.</p>
GOV2-8	<p>Please note that any Complete Streets reference should be updated to reflect Caltrans Director's Policy 37 (link) that highlights the importance of addressing the needs of non-</p>	<p>As shown in Chapter 3, <i>Revisions to the Draft EIR</i>, of this Final EIR, Chapter 4.15, <i>Transportation</i>, of the Draft EIR has been revised to reflect the updated Caltrans Director's Policy 37.</p>

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Comment #	Comment	Response
GOV2-9	<p>motorists and prioritizing space-efficient forms of mobility, while also facilitating goods movement in a manner with the least environmental and social impacts. This supersedes Deputy Directive 64-R1, and further builds upon its goals of focusing on the movement of people and goods.</p> <p>Integrated Transportation and Land Use Planning Please review and include the reference to the current California Transportation Plan (CTP) in the DEIR.</p>	<p>As shown in Chapter 3, <i>Revisions to the Draft EIR</i>, of this Final EIR, Chapter 4.15, <i>Transportation</i>, of the Draft EIR has been revised to include discussion on the California Transportation Plan.</p>
GOV2-10	<p>CTP 2050 envisions that the majority of new housing located near existing housing, jobs, and transit, and in close proximity to one another will reduce vehicle travel and greenhouse gas emissions, and be accessible and affordable for all Californians, including disadvantaged and low-income communities. The location, density, and affordability of future housing will dictate much of our future travel patterns, and our ability to achieve the vision outlined in CTP 2050. Caltrans encourages the City to consider and explore the potential of excess state-owned property for affordable housing development, per Executive Order N-06-19.</p> <p>Equitable Access If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.</p>	<p>The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>
GOV2-11	<p>Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Marley Mathews, Transportation Planner, via LDR-D4@dot.ca.gov.</p> <p>For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.</p>	<p>The comment serves as a conclusion to the preceding comments. Please see Responses GOV2-2 through GOV2-10.</p>

RESPONSE TO COMMENTS

Comment #	Comment	Response
Organizations		
ORG1	9/5/2023	San Mateo Heritage Alliance
ORG1-1	<p>Congratulations on completing the Draft EIR for the San Mateo Draft 2040 General Plan. It is a well written, visually appealing document.</p> <p>The San Mateo Heritage Alliance appreciates that you have incorporated many of our comments on the General Plan policies to identify historic resources more broadly in San Mateo and use more appropriate terminology for the definition of historic resources.</p> <p>The Draft EIR Cultural Resources section, however, is incomplete. The section is therefore inadequate and must be revised and recirculated for public comment for these substantial reasons:</p>	<p>The comment serves as an introduction to the comments that follow. Please see Responses ORG1-2 through ORG1-20.</p>
ORG1-2	<p>1. 4.4.1.2, Existing Conditions section is missing a description of at least two National Register of Historic Places eligible historic districts—Baywood and Yoshiko Yamanouchi House.</p>	<p>As shown in Chapter 3, <i>Revisions to the Draft EIR</i>, of this Final EIR, Chapter 4.4, <i>Cultural Resources</i>, of the Draft EIR has been revised to discuss the status of the requests to list the Baywood District and Yoshiko Yamanouchi House in the National Register with the State Office of Historic Preservation (OHP). As shown in Chapter 3 of this Final EIR, in late 2023 the Yoshika Yamanouchi House was added to the National and California Registers.</p>
ORG1-3	<p>2. The impact discussion is missing an analysis of the project effects on historic districts.</p>	<p>The proposed project's impact on historic resources is discussed in impact discussion CULT-1, in Chapter 4.4, <i>Cultural Resources</i>, of the Draft EIR, which concludes that the proposed project would not cause substantial adverse change in the significance of a historical resource. As detailed in Chapter 4.4, page 4.4-10, of the Draft EIR, the types of cultural resources that meet the definition of historical resources under CEQA Guidelines Section 15064.5 generally consist of districts, sites, buildings, structures, and objects that are significant for their traditional, cultural, and/or historical associations.</p>

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Comment #	Comment	Response
ORG1-4	3. The impact conclusion is not supported by the impact analysis.	The comment is noted. The commenter does not explain why, in the opinion of the commenter, the impact conclusion of the Draft EIR is not supported by the impact analysis. Therefore, a more detailed response cannot be provided.
ORG1-5	4. General Plan policies are not reliable mitigation measures to avoid or reduce the significant adverse impacts that may be caused by the project. The City of San Mateo has failed to comply with its General Plan policies regarding historic resources for the past 25+ years.	The comment is noted. The commenter does not explain why, in the opinion of the commenter, the City has a history of noncompliance with General Plan policies. Regarding the commenter's statement that General Plan policies are not reliable mitigation measures, pursuant to CEQA Guidelines Section 15097(b), General Plan policies can be considered mitigation measures and the annual report on general plan status, required pursuant to the Government Code, is considered a reporting program for adoption of a general plan.
ORG1-6	5. CEQA is not a reliable mitigation measure for the significant adverse impacts that may be caused by the project. The City of San Mateo's compliance with CEQA has been selective, and most often used to justify demolition and not protection of historic resources.	The opinion of the commenter is noted. Pursuant to CEQA Section 21080(d) and CEQA Guidelines Section 15063, the City determined that the proposed project could result in potentially significant environmental impacts and that a program EIR would be required. Once the program EIR has been certified, subsequent activities within the program must be evaluated to determine whether additional CEQA review is needed. Pursuant to CEQA Guidelines Section 15168(c) and CEQA streamlining provisions, when a program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the program EIR into the subsequent activities. CEQA Section 21081.6 requires that the lead agency adopt a Mitigation Monitoring and Reporting Program (MMRP) for any project for which it has made findings pursuant to CEQA Section 21081. Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR. The MMRP for the proposed project is included as Appendix H, <i>Mitigation Monitoring and Reporting Program</i> , of this Final EIR.

RESPONSE TO COMMENTS

Comment #	Comment	Response
ORG1-7	<p>We offer the following comments on the Draft EIR.</p> <p>4.4 Cultural Resources 4.4.1.2 Existing Conditions p. 4.4-9, para. 2: The existing conditions section is not complete because it does not include two documented historic districts:</p> <ol style="list-style-type: none"> 1. The Baywood Historic District is bounded by Alameda de las Pulgas, Crystal Springs Road, Eaton Road, Virginia Avenue, Edinburgh Street, and Notre Dame. 2. The Yoshiko Yamanouchi House Historic District is at 1007 East 5th Avenue. <p>The City received the Baywood Historic Asset Analysis (Brandi 2022) in April 2022. This report identifies the historic context of the Baywood neighborhood, the boundary of the Baywood Historic District, and the criteria under which the Historic District is eligible for the National Register of Historic Places. This report should be referenced in the EIR.</p>	<p>Furthermore, the proposed project includes General Plan policies and actions that would serve to protect historic resources. Proposed General Plan Policy CD 5.2, <i>Historic Preservation</i>, encourages the identification and preservation of historic resources. Proposed Policy CD 5.7, <i>Demolition Alternatives</i>, would require an applicant to submit alternatives to preserve a historic resource as part of any planning application that proposed full demolition. Proposed Action CD 5.8, <i>Historic Preservation Ordinance</i>, requires an update to the City's Historic Preservation Ordinance and proposed Action CD 5.12, <i>Historic Resources Design Standards</i>, would create objective design standards for alterations to historic resources and contributors to a designated historic district, and new development adjacent to historic resources within historic districts.</p> <p>Please see Response ORG1-2 regarding the added discussion of the status of the requests to list the Baywood District and Yoshiko Yamanouchi House in the National Register with the California OHP to the Draft EIR.</p>

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Comment #	Comment	Response
	<p>In addition, San Mateo Heritage Alliance is submitting an additional report on the Baywood Historic District that identifies the district boundaries, provides information on each property in the district, and identifies the contributors to the district and the properties that are not contributors.</p>	
ORG1-8	<p>The Yoshiko Yamanouchi House Historic District has 9 resources on the property including 3 buildings, 3 sites, and 3 structures. This information should be included in the Draft EIR and the effects on the districts from increased adjacent traffic should be analyzed. The effects on the Yoshiko Yamanouchi House Historic District is potentially significant due to the increased levels of traffic and pollution.</p> <p>4.4.4.1 Regulatory Framework</p> <p>The discussions of cultural resource regulations does not include the regulatory framework for historic districts. The treatment of historic districts may be different than the treatment of individual historic properties. It is important to understand the regulatory framework for districts because the City has four historic districts; two identified as part of the 1989 Historic Building Survey, the Baywood Historic District, and the Yoshiko Yamanouchi House Historic District.</p>	<p>Chapter 4.4, <i>Cultural Resources</i>, page 4.4-6, of the Draft EIR, discusses the preservation and maintenance of the city's historic structures and the Downtown Historic District, as required by San Mateo Municipal Code (SMMC) Chapter 27.66, <i>Historic Preservation</i>. Local standards and ordinances are not yet established for other districts and individual development projects within those districts are reviewed for environmental impacts during the planning process.</p>
ORG1-9	<p>CULT 1:</p> <p>Thank you for acknowledging the potential impact of incompatible new buildings adjacent to historic buildings or districts. The City's practice has been to only address the direct effects of the project on historic resources. The impact of new development on the Downtown Historic District has not been analyzed or mitigated (e.g., Prometheus building at the former Trag's site).</p>	<p>Please see Response ORG1-3 regarding what is considered a historic resource under CEQA. Furthermore, as stated in Chapter 4.4, <i>Cultural Resources</i>, page 4.4-13, of the Draft EIR, CEQA would require that future potential projects permitted under the proposed project with the potential to significantly impact historical resources be subject to project-level CEQA review wherein the future project's potential to affect the significance of a surrounding historical resource would be evaluated and mitigated to the extent feasible.</p>
ORG1-10	<p>p. 4.4-11, para. 2 states:</p>	<p>Please see Response ORG1-2 regarding the added discussion of the status of the requests to list the Baywood District and</p>

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Comment #	Comment	Response
ORG1-11	<p>“properties in the EIR Study Area that are listed in or determined to be eligible for listing in the National and California Registers would be categorized as historic resources even if they are not formally landmarked by the City.”</p>	<p>Yoshiko Yamanouchi House in the National Register with OHP to the Draft EIR, and Response ORG1-9 regarding what is considered a historic resource under CEQA and requires further CEQA review.</p>
	<p>This statement cannot be relied upon because the City has not followed these procedures. The City did not include the Baywood or Yamanouchi districts in this EIR. The City disregarded the Baywood historic district report (Brandi 2022) that outlined the boundaries of the district and identified Baywood as an eligible historic district, as well as a memo that indicated the property was a contributor to the district. The City did not treat the property as a historic resource and permitted demolition of the property without conducting the appropriate CEQA review.</p>	
	<p>p. 4.4-11: 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.</p>	<p>The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>
	<p>The City currently treats contributors to the Downtown Historic District as historic resources. This definition of historic resources only include districts. The City Historic Resources Code, which only applies to the Downtown Historic District currently states:</p> <p>27.66.040 CONFORMANCE WITH STANDARDS AND GUIDELINES. (a) City-wide. All exterior modifications of individually eligible and contributor buildings (e.g., exterior building</p>	

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Comment #	Comment	Response
ORG1-12	additions and alterations) shall conform with the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures, 1990 Edition.	
	This code implies contributors are treated as historic resources. Will contributors in new districts be required to follow the Secretary of Interior's guidelines for exterior modifications?	
	Please add "contributors to eligible historic districts" to the definition of historic resources in Policy CD 5.3, to be consistent with how Downtown historic resources are treated. Contributors to historic districts must be protected in order to protect the integrity of the district.	
	Please provide a reference or more information about the requirements of a historic resources report.	
	<p>Impacts to Historic Districts</p> <p>The impact analysis should address the potential for direct and indirect significant effects on eligible historic districts and their contexts, especially for areas that have not yet been fully surveyed. The Yoshiko Yamanouchi House Historic District could be adversely affected by the proposed project, including increased traffic and the reconstruction of the 3rd/4th Avenue Interchange. Please revise the analysis to include an analysis of the impacts on the historic district.</p> <p>The Aragon and San Mateo Park neighborhoods border El Camino Real development areas. Hayward Park borders the railroad development corridor and El Camino Real development corridor. The analysis is incomplete because it does not consider the potential for direct and indirect impacts on unsurveyed potential historic districts identified in the 1989 Historic Building Survey. The impact analysis should be revised to address this new impact.</p>	<p>Please see Response ORG1-2 regarding the added discussion of the status of the requests to list the Baywood District and Yoshiko Yamanouchi House in the National Register with OHP to the Draft EIR, and Response ORG1-9 regarding what is considered a historic resource under CEQA and requires further CEQA review. Furthermore, proposed General Plan Policy CD 5.2, <i>Historic Preservation</i>, requires the City to actively identify and preserve concentrations of historic resources.</p>

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Comment #	Comment	Response
ORG1-13	<p>General Plan policies are not a reliable means of mitigating potential significant adverse impacts to historic resources because the City fails to comply with its own policies.</p> <ul style="list-style-type: none"> ♦ The City of San Mateo has for 13 years disregarded its adopted General Plan policies regarding historic resources. ♦ The City has failed to comply with current General Plan policy C/OS 8.2 Historic Districts. <p>The policy requires the City to “Consider the protections of concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity, after additional study.” and “In consideration of future historic districts, specific regulations to maintain historic character shall be developed.” The City continues to disregard this policy by refusing to acknowledge identified eligible historic districts and permitting demolition of historic resources to occur unabated and unaffected by its General Plan policies.</p> <ul style="list-style-type: none"> ♦ The City has failed to comply with current General Plan policy C/OS 8.4 Inventory Maintenance. This policy directs the City to “Establish and maintain an inventory architecturally, culturally and historically significant structures and sites.” It also warns that “without maintenance, the inventory becomes unreliable and unusable.” For 34 years the City has failed to maintain or update the 1989 Historic Building Survey resulting in the continual and unabated loss of historic resources. 	<p>Please see Response PUB7-4 regarding the City's intent to implement proposed General Plan goals, policies, and actions. The City evaluates discretionary projects for General Plan consistency, including with existing General Plan Policy C/OS 8.2. The statements made by the commenter are their opinion, but are not supported by substantial evidence.</p> <p>The City implements existing General Plan Policy C/OS 8.4 by maintaining an inventory of historic resources through historic resource evaluations prepared in consultation with a qualified architectural historian. These actions are required during the entitlement process for projects of structures 50 years or older that were not previously surveyed.</p> <p>Please also see Response ORG1-5 regarding General Plan policies as mitigation measures.</p>
ORG1-14	<p>Policy CD 5.7: Demolition Alternatives</p> <p>Please add the requirement to identify demolition alternatives for contributors to a historic district.</p>	<p>The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>
ORG1-15	<p>Action CD 5.8: Historic Resources Context Statements, Action CD 5.9: Historic Resources Survey, and Action CD 5.10: Historic Preservation Ordinance</p> <p>These actions imply they will be conducted sequentially (Prepare neighborhood-specific historic context statements</p>	<p>The comment references proposed General Plan Action CD 5.8, <i>Historic Preservation Ordinance</i>, Action CD 5.9, <i>Historic Resources Context Statements</i>, and Action CD 5.10, <i>Historic Resources Survey</i>, and requests updates to the Historic Preservation Ordinance prior to historic context statements.</p>

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Comment #	Comment	Response
ORG1-16	<p>prior to updating the historic resources survey.) Please update the Historic Preservation Ordinance first to address the two new eligible historic districts (the Yoshiko Yamanouchi House Historic District and Baywood Historic District).</p> <p>p. 4.4-13 Significance without mitigation: Less than significant Conclusion.</p> <p>The conclusion that the proposed project would not cause a substantial adverse impact on historical resources is contrary to the discussion of the many ways the proposed project could have significant adverse impacts on historical resources:</p> <ul style="list-style-type: none"> ♦ “Implementation of the proposed project could have the potential to directly impact cultural resources by altering land use regulations that govern these properties or surrounding sites.” ♦ “Potential impacts from future development on, or adjacent to, historical resources could lead to demolition...inappropriate modification...inappropriate new construction... incompatible new buildings.” ♦ “Development activities under the proposed project therefore have the potential to be incompatible with historical resources, which could be a significant impact.” ♦ “If new development were to directly impact existing resources, impacts on historical resources could be significant.” <p>Based on the above statements from the impact discussion, the conclusion should be amended to read “the proposed project has the potential to cause a substantial adverse change to historical resources.”</p>	<p>The comment is noted, and the order of the actions has been updated to be considered for implementation earlier in the planning period. However, the comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p> <p>Chapter 4.4, <i>Cultural Resources</i>, page 4.4-13, of the Draft EIR, provides a discussion of how these potential impacts would be mitigated. This includes required compliance with existing federal, State, and local laws, as well as conformance with the identified proposed General Plan goals, policies, and actions, including Policy CD 5.7, <i>Demolition Alternatives</i>, Action CD 5.8, <i>Historic Preservation Ordinance</i>, and Action CD 5.12, <i>Historic Resources Design Standards</i>. While conformance with the Secretary of Interior's Standards for the Treatment of Historic Properties would normally mitigate impacts to a less-than-significant level under CEQA, the proposed project is a program-level document, and specifics related to future individual projects are not known, so the proposed project assumes conformance with these Standards. CEQA requires further project-level environmental review to evaluate and mitigate the impact of future projects on historical resources. Therefore, the conclusion that the proposed project would have a less-than-significant impact on historical resources is accurate.</p>
ORG1-17	<p>The California Environmental Quality Act (CEQA) is not a reliable means of mitigating potential significant adverse impacts to historic resources.</p> <p>CEQA does not prevent demolition of historic resources. The</p>	<p>Please see Response ORG1-6 and Response ORG1-16 regarding further CEQA review and implementation of mitigation measures.</p>

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Comment #	Comment	Response
	<p>City can make overriding considerations that housing is more important than historic resources. The impact analysis does not support the conclusion of no significant impact with no mitigation. The Draft EIR (p. 4.4-13) states:</p> <p>“Under CEQA, conformance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties would normally mitigate impacts to a less-than-significant level. Because the proposed General Plan is a program level document, it is not possible to determine whether individual projects under the proposed project would be able to conform with the Secretary of Interior’s Standards. ... The requirement for subsequent CEQA review, pursuant to state law, would minimize the potential for new development to indirectly affect the significance of existing historical resources to the maximum extent practicable.”</p> <p>This statement suggests that some significant impacts may not be mitigated through compliance with the Secretary of Interior’s Standards or through CEQA review. If no additional mitigation is imposed the project could result in significant unavoidable adverse effects. Additional mitigation measures should be presented.</p>	
ORG1-18	<p>Recirculation is Necessary</p> <p>The Draft EIR should be recirculated in accordance with CEQA Guidelines 15088.5. Recirculation of an EIR Prior to Certification because the impact analysis is incomplete and new mitigation measures are necessary. The lack of the impact analysis and mitigation measures deprives the public of a meaningful opportunity to comment.</p>	<p>The comment asserts that the Draft EIR needs to be recirculated because the impact analysis is incomplete and new mitigation measures are required. Please see Responses ORG1-2 through ORG 1-17 above regarding the Draft EIR's impact analysis of historical resources and required mitigations and further CEQA review. Pursuant to CEQA Guidelines Section 15088.5, "significant new information" requiring recirculation can include: a new significant environmental impact that would result from the project or from new mitigation measure proposed to be implemented; substantial increase of the severity of an environmental impact that would result unless mitigation measures are</p>

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Comment #	Comment	Response
ORG1-19	<p>CULT-4</p> <p>The proposed project would not, in combination with past, present, and reasonably foreseeable projects, result in cumulative cultural resources impacts in the area. The discussion under this impact does not describe the specific or even a general discussion of the number of historic resources lost through development to date. It is not possible to credibly assess cumulative impacts with no discussion of impacts to date.</p> <p>The Downtown Historic District has been eroded on all sides:</p> <ul style="list-style-type: none"> ♦ The entrance at Third Avenue and El Camino Real ♦ Prometheus building on Baldwin ♦ Redevelopment of Donut Delite and Talbots ♦ The 6-7 story buildings on 3rd and 4th east of the railroad. <p>Please provide the number of downtown historic buildings and contributors modified or demolished to date. What is the cumulative impact threshold for losses of historic buildings in the historic districts, especially the Downtown Historic District? Mitigation is necessary for the potentially significant cumulative effects.</p>	<p>adopted that reduce the impact to a level of insignificance; a feasible project alternative or mitigation measure considerably different from others previously analyzed that would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; or the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. Because the revisions shown in Chapter 3, <i>Revisions to the Draft EIR</i>, of this Final EIR do not constitute as "significant new information," recirculation is not required.</p> <p>The comment asserts that the cumulative cultural resources impact analysis is lacking discussion of historic resources lost through development to date. The comment refers to events that have occurred in the past and are part of the baseline condition, rather than effects of the proposed project or cumulative projects. Pursuant to CEQA Guidelines Section 15130, an EIR should not discuss impacts which do not result in part from the proposed project. therefore, discussion of historic buildings and contributors modified or demolished to date is not required.</p>
ORG1-20	<p>I look forward to reviewing the revised Draft EIR with the missing analyses and mitigation measures.</p>	<p>The comment serves as a conclusion to the preceding comments. Please see Responses ORG1-2 through ORG1-19.</p>

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Comment #	Comment	Response
ORG2	9/25/2023	David Bohannon, Hillsdale Shopping Center
ORG2-1	<p>On behalf of HSC Property Owner LLC, the owners of the Hillsdale Shopping Center and surrounding properties (Owners), we appreciate the opportunity to submit comments on the Strive San Mateo General Plan Update (GPU) and Draft Environmental Impact Report (DEIR).</p> <p>As you may know, the Owners have embarked on a process to collect community input to reimagine the Hillsdale Shopping Center for its next evolution - from a shopping center into a great neighborhood with retail, homes, supporting commercial development and more. As part of this process, our team has reviewed the GPU and DEIR and supports the City's goals and efforts in the GPU. In the spirit of collaboration, the Owners wish to submit the following comments for consideration on both the GPU and DEIR. Further, we request that these comments are considered in the implementation of the GPU, i.e., through zoning amendments or otherwise.</p>	<p>The comment serves as an introduction to the comments that follow. Please see Responses ORG2-2 through ORG2-5.</p>
ORG2-2	<p>GPU</p> <p><u>1. Land Use Policy 6.2 [Hillsdale Shopping Center]</u> - This policy allows redevelopment of the Hillsdale Shopping Center for a "mix of uses, including commercial, retail, office, hotel, and residential uses." Given the market demand for research and development (R&D) uses, and the fact that R&D uses can provide important job generating uses that have the added benefit of "in office" employment that energizes mixed use areas, we request that this policy explicitly identifies that R&D uses are permitted. We also request that R&D is explicitly allowed in the Mixed Use designations.</p> <p><u>2. Land Use Table LU-1 [Land Use Designations]</u> - We note that the new designations identify height limitations by stories rather than building height. We request discussion of</p>	<p>The comment requests various updates to the proposed General Plan 2040 and its policies and actions. The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>

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Comment #	Comment	Response
	<p>how these story limitations will be implemented in the implementing zoning. We'd like to ensure that if/when height is codified in feet, that it does not cause any surprises. We note that the actual height can vary depending on preferred ceiling heights for varying uses.</p> <p><u>3. Circulation (new policy/action suggestion)</u> - Consistent with efforts to reduce vehicle miles traveled (VMT) articulated in the GPU (for example, 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" and Policy C 6.7 [Capital Improvement Program]: "Prioritize improvements that increase person throughput in project prioritization to reduce VMT"), we request the City take action to incorporate multi-modal improvements into the Capital Improvement Program so that developer-funded transit, bicycle and pedestrian infrastructure improvements will earn Transportation Impact Fee (TIF) credits based on Multimodal Level of Service criteria. We note that this is consistent with Zoning Code Section 27.13.090 which grants credits for improvements that are identified in the Transportation Improvement Fee Technical Report. This is an important step in implementing the transition from automobile focused improvements to multi-modal improvements.</p> <p><u>4. Circulation (new policy/action suggestion)</u> - We recommend that the General Plan reflects and expands policies in transit oriented plans, including the Rail Corridor Plan, that require applicants for new developments within one half mile of a major transit station prepare a parking demand study, rather than impose a specific parking ratio, in recognition of access to mass transit. We recommend that this policy is reflected in the GPU to ensure consistent implementation in transit oriented plans. We also note that</p>	

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	<p>this action would be consistent with the intent behind AB 2097, which largely eliminates parking requirements for projects in proximity to major transit.</p> <p><u>5. Conservation Open Space Policy 7.2 (Acreage Standards)</u> - This policy is to "[a]quire or accept for dedication two acres of neighborhood and community parks per 1,000 residents." We note that this standard is highly land consumptive and places a heavy burden on development. If implemented conservatively, it can result in the loss of residential units, which are sorely needed to meet RHNA targets. We have a number of suggestions to make this policy feasible.</p> <p>a. We request that a broad scope of open space is accepted, including plazas, paseos, parklets, trails, courtyards and amenity terraces. We understand that this is consistent with past practice.</p> <p>b. We request that developer funded park improvements that are included in the Parks Master Plan continue to receive credits from park fees.</p> <p>c. Finally, we recommend that this policy is implemented in consideration of park spaces provided in the same service area. For example, if ample parks have been provided in excess of the intended ratio in one service area, that should be considered in relation to other projects in the same service area.</p> <p>6. Public Safety Facilities 4.3 [Building Electrification] -This policy is to "[r]equire electrification for new building stock and reduce fossil fuel usage for existing building stock at the time of building alteration." We suggest that a feasibility standard is considered and that exceptions are allowed for affordable housing, commercial kitchens and R&D uses. An electrification requirement imposed on alterations to existing buildings could inhibit the ability and interest in altering existing uses. We anticipate that the alteration and</p>	

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Comment #	Comment	Response
	<p>preservation of existing uses, particularly affordable housing, would be encouraged and suggest that feasibility is considered in relation to an existing building alteration project We understand that the San Mateo Sustainability and Infrastructure Commission is currently meeting to discuss and collect and discuss stakeholder input on the "Electrify San Mateo - Building for the Future: City of San Mateo Sustainable Buildings Strategy." In particular, we understand the Commission is seeking input on the impacts of new requirements on existing buildings. Accordingly, we suggest that policy leaves room for stakeholder input and implementation flexibility.</p> <p>With respect to new uses, a natural gas prohibition on some uses, particularly R&D and commercial kitchens, would pose real limitations on the ability to develop and market such uses. We note that other Bay Area cities have provided for exemptions. For example, Santa Clara exempts 11L" occupancies (which includes laboratories}, hotel laundries, commercial kitchens as well as other uses where there is "not an all-electric prescriptive compliance pathway".¹ We recommend similar considerations in adopting electrification requirements.</p> <p>7. Policy N 2.1 [Noise Regulation] - This policy is to "[r]egulate noise in San Mateo to prohibit noise that is annoying or injurious to community members." We would like to ensure that there will still be an opportunity to request construction noise exceptions, pursuant to a City process, for limited periods of time.</p> <p>8. Policy N 2.2: (Minimize Noise Impacts) - This policy is to "(i)ncorporate necessary mitigation measures into new development design to minimize short-term noise impacts. Determine whether new development has the potential to</p>	

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Comment #	Comment	Response
	<p>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 [above 5 dBA, with certain other additional requirements]." We suggest that existing ambient noise levels are considered in the implementation of exterior noise standards. For example, in one such example, 2 in the event the ambient noise level exceeds the otherwise specified noise standards, an "adjusted ambient noise level" is applied as the noise standard. In cases where the noise standard is adjusted due to a high ambient noise level, the noise standard shall not exceed the "adjusted ambient noise level," or 70 dB(A), whichever is less. In cases where the ambient noise level is already greater than 70 dB(A), the ambient noise level is applied as the noise standard. We request a similar consideration and adjustments based on existing ambient noise levels.</p> <p>9. Policy N 2.4: (Traffic Noise] - This policy is to "[r]ecognize 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} [of the proposed General Plan] are adversely impacted by excessive noise levels (60 dBA [Ldn] or above)." We suggest that feasibility is considered when implementing this policy. There may be some instances when it is not feasible to install noise barriers given right-of-way or property ownership constraints and, therefore, suggest that this policy is implemented to the extent feasible.</p>	

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Comment #	Comment	Response
ORG2-3	<p>DEIR</p> <p>1. Project Description and Appendix B [Projects Included in Buildout Projections] -</p> <p>We note that Table 3-1 [Proposed General Plan 2040 Buildout Projections] identifies the "total net change" in development from existing conditions. We request clarification on whether the site capacities assumed in the Buildout Projections reflect total capacity or net new capacity. It is well established under CEQA that using "net new" square footage reflects the true change in conditions from existing/prior uses to the ultimate/future use conditions (14 Cal. Code Regs., § 15125, subd. (a)); <i>Fat v County of Sacramento</i> (2002) 97 CA4th 1270).</p>	<p>As discussed in Chapter 3, <i>Project Description</i>, on pages 3-19 and 3-20, of the Draft EIR, the buildout projections are not based on capacity, but rather the City's estimation of "reasonably foreseeable" development that could occur over the buildout horizon. The projections do not presume that every parcel is developed to the maximum level allowed under the General Plan. Table 3-1, <i>Proposed General Plan 2040 Buildout Projections in the EIR Study Area</i>, in Chapter 3 of the Draft EIR shows the projected net change for each category (i.e., households, housing units, population, and jobs) by area, as well as the total net change for the EIR Study Area and projected buildout in 2040.</p>
ORG2-4	<p>2. Wildfire - For the sake of accuracy, we note that Figure 4.18-5, "Potential Evacuation Routes," does not appear to show that 31st Avenue and 28th Avenue now connect under the Caltrain Tracks as a result of a recent grade separation project. These new road connections may provide additional Potential Evacuation Routes east of the Caltrain tracks.</p>	<p>As shown in Chapter 3, <i>Revisions to the Draft EIR</i>, of this Final EIR, Figure 4.18-5, <i>Potential Evacuation Routes</i>, in Chapter 4.18, <i>Wildfire</i>, of the Draft EIR has been revised to include 31st Avenue and 28th Avenue as additional evacuation routes.</p>
ORG2-5	<p>We thank you for your time and your consideration and your efforts on the GPU and DEIR.</p>	<p>The comment serves as a conclusion to the preceding comments. Please see Responses ORG2-2 through ORG2-4.</p>
ORG3	11/1/2023	Laurie Hietter, San Mateo Heritage Alliance
ORG3-1	<p>Dear City Council Members:</p> <p>In previous submittals and meetings, the San Mateo Heritage Alliance has stressed the importance of continuing to treat buildings that contribute to historic districts (contributors) as historic resources. The current General Plan and Historic Resources Code includes contributors in the definition of historic resources.</p> <p>We are concerned that subtle words changes in the 2040 General Plan are significantly changing City policy:</p>	<p>The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>

RESPONSE TO COMMENTS

Comment #	Comment	Response
	<ol style="list-style-type: none"> 1. Changing the definition of historic resources to remove contributors to historic districts. 2. The word contributor in Chapter 10 Glossary has no bearing on policy 3. Changing preservation of historic districts from protecting concentrations of important buildings to protecting concentrations of historic buildings (meaning those buildings already evaluated and designated historic) 	
	<p>We request that the Council revisit the policies in the Community Design and Historic Resources Element and make the following changes:</p> <p>Policy CD 5.1: Historic Preservation. Actively identify and preserve historic resources and concentrations of historic resources and concentrations of buildings 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.</p> <p>Policy CD 5-3: Historic Resources Definition. Define historic resources as buildings, structures, sites, and districts, and contributors to 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.</p> <p>These changes will ensure continued protection of historic districts and the buildings that make the districts special. Additional discussion is included in the attachment. Thank you for your consideration.</p>	

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Comment #	Comment	Response
ORG3-2	<p>ADDITIONAL DISCUSSION OF HISTORIC RESOURCES POLICIES Definition of Historic Resources Should Include Contributors to Historic Districts One of the goals of the San Mateo Heritage Alliance is to preserve and protect historic resources and the contributor buildings in historic districts. The City of Redwood City, San Francisco, Portland, and many other cities protect contributors in historic districts. The City's current policies support protection of contributors in the Downtown and Glazenwood Historic Districts. The General Plan should be clear on this policy.</p> <p>Only the historic district is the historic resource subject to CEQA. Contributors do not qualify as historic resources or the consideration provided historic resources. The City has latitude to designate any important properties as historic resources. The City's policies in the current General Plan and the Historic Resources Preservation Code currently support the protection of contributors as historic resources, as do many cities.</p> <p>The wording changes in the combined Policy CD 5.1 restrict the definition of historic resources and protection to only those resources that are individually eligible for listing on the State or National Register, which is a very high bar to achieve protection. There is no protection at all (even the minimal consideration of a CEQA analysis) for contributor buildings in a district until the point where so many buildings in the district are altered that the historic integrity is lost.</p> <p>The current 2030 General Plan defines historic resources as: C/OS 8.1: Historic Preservation. Preserve, where feasible, historic buildings as follows: d. Historic building shall mean buildings which are on or individually eligible for the National Register of Historic</p>	<p>Chapter 4.4, <i>Cultural Resources</i>, of the Draft EIR concluded that implementation of the proposed project, including the proposed General Plan goals, policies, and actions, would not result in significant impacts to historical resources. District contributors are included by default in the City's two designated historic districts (Downtown and Glazenwood) because the districts are considered a historic resource. Please see Response ORG1-9 regarding further CEQA review. Please also see Response ORG1-18 regarding recirculation. Comments related to how contributors in historic districts should be addressed in the General Plan pertain to a policy decision, and do not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>

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Comment #	Comment	Response
ORG3-3	Places, California Register of Historical Resources, or Downtown Historic District contributor buildings as designated in the 1989 Historic Building Survey Report, or as determined to be eligible through documentation contained in a historic resources report.	
	The 2040 General Plan revised the definition of historic resources to remove the word “contributor:”	
	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.	
	Deciding to treat contributors as historic resources is a policy decision. The language changes in the 2040 General Plan change the level of protection of buildings in historic districts, which is a significant impact not addressed in the Draft EIR. A new significant impact is cause for recirculation of the Draft EIR.	
	The goal to protect contributors to historic districts is consistent with the 2030 General Plan policy O/S 8.2: C/OS 8.2: Historic Districts. Consider the protection of concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity, after additional study.	
	Definition of Historic District Changes The Draft 2040 General Plan revised the policy to remove the word “districts,” and substituted “concentrations of historic resources” for “concentrations of buildings.” The policy now has a totally different meaning. The 2030	The comment is noted. Comments related to policy and action language in the proposed General Plan pertain to a policy decision, and do not address the adequacy of the analysis in the Draft EIR. The proposed project is a program-level document, and specifics related to future individual projects

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Comment #	Comment	Response
	<p>General Plan policy is to protect a group of important buildings. The new language in Policy CD 5.1/2 only protects groups of buildings that meet the definition of historic resources: those that are on or individually eligible for listing on the State or National Register.</p> <p>2030 C/OS 8.1: Historic Preservation. Preserve, where feasible, historic buildings as follows:</p> <p>d. Historic building shall mean buildings which are on or individually eligible for the National Register of Historic Places, California Register of Historical Resources, or Downtown Historic District contributor buildings as designated in the 1989 Historic Building Survey Report, or as determined to be eligible through documentation contained in a historic resources report.</p> <p>2040 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.</p> <p>The definition of Historic Resources in the 2040 General Plan Chapter 10 includes contributors only in Downtown and Glazenwood, and is a narrow definition of historic resources. As stated by Joanna Jansen (Placeworks) at the October 30 City Council meeting, the definitions in the Glossary do not represent the policies.</p> <p>2040 Chapter 10 Glossary: Historic Resource. A historic resource is a building, structure, site, or district that has one or more of the following characteristics:</p> <ul style="list-style-type: none"> ▪ 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. 	<p>are not known, so the proposed project assumes conformance with applicable regulations, policies, and standards. CEQA requires further project-level environmental review to evaluate and mitigate the impact of future projects on historical resources. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>

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Comment #	Comment	Response
	<ul style="list-style-type: none"> 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. <p>Zoning Code includes Contributors The City of San Mateo Zoning Code sections 27.66.020 Applicability, 27.66.040 Conformance with Standards and Guidelines and 27.66.060 Demolition all treat contributors as historic resources and in the same way as individually eligible properties.</p> <p>27.66.020 APPLICABILITY.</p> <p>(a) Historic Buildings and Downtown Historic District. The provisions of this chapter shall apply to all individually eligible buildings in the City, all individually eligible and contributor buildings within the Downtown Specific Plan area, and all structures located in the Downtown Historic District, as adopted by resolution of the City Council.</p> <p>(b) The City Council by resolution may add to the provisions of this chapter any building which it finds meets the criteria of contributing to the historic importance of downtown and the City. Such an action shall be based on National Register of Historic Places and California Register of Historical Resources criteria and documented in a form consistent with the City of San Mateo Historic Building Survey.</p> <p>(c) Individually Eligible and Contributor Buildings. For the purposes of this chapter, the terms "individually eligible building" shall mean those buildings as identified in the City of San Mateo General Plan. "Contributor building" shall mean those buildings identified as such and located within the Downtown Historic District as adopted by resolution of the City Council and identified in the City of San Mateo General Plan.</p>	

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Comment #	Comment	Response
	<p>(d) For the purposes of this chapter, the terms "individually eligible building" and "contributor building" and "Downtown Historic District" shall mean those buildings and district identified as such by resolution of the City Council or identified in the City of San Mateo Downtown Specific Plan.</p> <p>Discussion at 10/2 City Council Meeting At the City Council Meeting on 10/2 the Council members expressed a lack of understanding about what contributors meant. It was stated that it does not matter if it is in the General Plan or in the implementation language to be addressed later in the ordinance. I strongly disagree. The City currently has a policy to treat contributors as historic resources. The new General Plan dilutes and changes the policy (see above).</p> <p>We were disappointed staff did not describe what contributors mean and that they have no protection under the current language. That discussion would have allowed the City Council to make an informed decision at the time. We request the City Council revisit these policies.</p> <p>Updating the Historic Preservation Ordinance I understand that the City will be updating the Historic Preservation Ordinance next year but I believe the conversation of historic preservation policy in the General Plan 2040 is very relevant right now and should not be delayed to the implementation phase. The General Plan is the place to define policies.</p> <p>Updating the City Website Regarding Historic Districts We understand staff will be updating the City Website with more information about what a historic district contributor is and the ramifications of a property being designated. That is</p>	

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Comment #	Comment	Response
	<p>good news for the Baywood community. Many people are looking to the City for clarification of what it means to be in a Historic District. Why can't the City tell us now? Either contributors are protected or they are not. The current plan protects them. The slight changes in the wording in the 2040 General Plan removes the protection.</p> <p>Demolition Policies</p> <p>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.</p> <p>What is the definition of demolition for this policy? Leaving one wall is near total demolition. Requiring an alternatives analysis is a good idea. The staff should be empowered to value the alternatives provided by the applicant for veracity, feasibility, and adequacy. There should also be a requirement for mitigation measures. The language should be clarified to add contributors to the definition of historic resources.</p>	

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Comment #	Comment	Response
Members of the Public		
PUB1	8/17/2023	Rowan Paul
PUB1-1	<p>Dear City of San Mateo,</p> <p>I am very concerned about the changed building height limits for new construction.</p> <p>Already for our East 5th avenue house. We have lost sunlight due to the new affordable housing building that came up with more floors than was in the original design that was approved. This is very concerning for the town if this continues.</p>	<p>The comment expresses concerns about the increasing building heights. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>
PUB1-2	<p>For the 4th Street building that is coming up and others in the future, I am very concerned about the increased density resulting increased traffic. Increased crime increase noise, decrease sunlight for neighborhoods, and generally a lack of correspondingly increasing infrastructure such as parking, policing, file education, electricity, plumbing, etc. That typically does not keep up with the density increase.</p>	<p>The comment expresses concerns regarding increased density but does not address the adequacy of the analysis in the Draft EIR. As discussed in Chapter 4.15, <i>Transportation</i>, of the Draft EIR, the proposed project would support programs to reduce overall vehicle usage and impacts would be less than significant. Chapter 4.11, <i>Noise</i>, of the Draft EIR concludes that impacts of the proposed project on the surrounding area would only be significant and unavoidable for traffic noise along 1st Avenue west of B Street. Chapter 4.14, <i>Public Services</i>, and Chapter 4.17, <i>Utilities and Services Systems</i>, of the Draft EIR found that the proposed project would have less-than-significant impacts related to public services and utilities and service systems.</p>
PUB1-3	<p>San Mateo is not San Francisco or San Jose. I do not want it to turn into Redwood City which has turned into a personality deficient overcrowded downtown with significantly more crime than San Mateo.</p> <p>Please keep the buildings below five floors, preferably one to three floors.</p>	<p>The comment serves as a conclusion to the preceding comments. Please see Responses PUB1-1 through PUB1-2.</p>

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	I am welcome to discussion. Thank you	
PUB2	8/17/2023	Frances Souza
PUB2-1	As a resident of Central San Mateo, I am requesting "RESIDENTIAL LOW I" be used on the south side of E. 4th Avenue, both sides of E. 5th Avenue from S. Delaware to S. Amphlett and on the West side of S. Delaware from E. 5th - 9th Avenue. This is more compatible with our current neighborhood and will help protect and preserve our neighborhood and reduce demolition of our single family homes and small duplexes. This will also support the General Plan's vision to "Enhance San Mateo's Neighborhood Fabric and Quality of Life." It will also address the Plan's goal of preservation of historic areas, as these streets are predominantly beautiful pre-war homes and duplexes which include Craftsmen, Spanish Revival, Tudor Revival and Victorian styles of architecture.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB3	9/11/2023	Jerry Davis
PUB3-1	There are 10,210 vehicles a day on 5th Avenue that's just too much traffic. Whatsmore, [sic] the Nelson Nygaard Central Neighborhood Long Term Strategy January 2006, recommended traffic circles on 5th and 9th Avenues. 5th Avenue is currently a narrow Local street and 9th Avenue is a Collector. We need to keep 5th Avenue as a local street from S Delaware to S Amphlett and keep 9th Avenue as a Collector from S Delaware to S Amphlett. It would also be a good idea to reclassify S Humboldt as a local street from 4th Avenue to 9th Avenue. 5th Avenue is a proposed Bike route which conflicts with the new reclassification. It is currently impossible for me to find parking on my own	Please see Master Response 2, Roadway Classifications.

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	<p>street South Eldorado. I mostly need to park on 5th Ave. Traffic has already been generated, especially along 4th and 5th Avenues due to the new development in downtown San Mateo. Traffic and trucks west of the Railroad should be route through El Camino Real, 92 and 101 the State Highways, not through 4th, 5th, and 9th Avenues. Residential parking is already a nightmare. We have requested traffic calming since 1991. How can 5th Avenue, a proposed bicycle route exist without traffic calming from S Delaware to S Amphlett? This new classification to Arterial is simply a conflict to the General Plan.</p>	
PUB4	9/11/2023	Francie Souza
PUB4-1	I am a resident of San Mateo and have additional comments on the General Plan, as outlined below:	The comment serves as an introduction to the comments that follow. Please see Responses PUB4-2 through PUB2-3.
PUB4-2	<p>4.14 PUBLIC SERVICES</p> <p>My comments relate to POLICE under Public Services in the General Plan.</p> <p>It was noted that the SMPD staffing ratios of 1.07 sworn officers to 1,000 residents is below the national staffing average of 2.0 sworn personnel per 1,000 residents and expansion of SMPD facilities may be needed to accommodate increases in staffing to maintain response times. It was noted that the “proposed project” would increase demand on police protection services, but growth would occur incrementally, therefore minimizing the impact.</p> <p>The EIR states...Payment of police protection impact fees and special taxes, consistency with the proposed General Plan goals, policies, and actions and compliance with the</p>	<p>Staffing levels are not within the scope of the EIR, as CEQA only considers physical environmental impacts created through the provision of new or physically altered public services facilities. As stated in Chapter 4.14, <i>Public Services</i>, page 4.14-13, of the Draft EIR, any future construction of new or renovated police stations would be subject to separate project-level environmental review pursuant to CEQA, as required, to identify potential environmental impacts and mitigation measures as needed to reduce potential environmental impacts. This would ensure that potential environmental impacts of future construction would be properly analyzed and mitigated. Furthermore, as shown in Chapter 3, <i>Revisions to the Draft EIR</i>, of this Final EIR, Chapter 4.14, <i>Public Services</i>, of the Draft EIR has been revised to include proposed General Plan Action PSF 1.8, <i>Police and Fire Cover Assessments</i>, which requires complete standard of</p>

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	<p>regulations would ensure that the SMPD is involved as future development is allowed under the proposed project. Though SMPD has indicated that existing stations would be inadequate to accommodate future needs, it has not yet developed any specific plans to construct new facilities. Therefore, it would be speculative to assess the physical effects of those future construction projects and the project's potential contribution to those effects. Pursuant to Section 15145 of the State CEQA Guidelines, if a particular impact is too speculative for evaluation, no further evaluation is required. This doesn't seem wise.</p> <p>With additional comments, it was concluded that the proposed project would not result in a cumulatively considerable impact to police protection services and cumulative impacts would be <u>less than significant and no further evaluation is required.</u></p> <p>My request is that we do evaluate our police services more carefully now and determine how we can move toward proactively planning for this increase in demand that will naturally happen with the growth outlined in our state mandated housing plan. The approach in the General Plan seems to "kick the can down the road". Already, police are stretched when it comes to proactively monitoring firework displays and other safety issues that have to be prioritized "out" for more serious issues.</p>	<p>cover assessments or staffing studies periodically for police and fire services to ensure that appropriate response times, staffing, and levels of service are available to meet community needs as the City's population grows.</p> <p>The comment also asks how the City can move toward proactively planning for the increase in demand. The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>
PUB4-3	<p>Transportation, section 4.15-8</p> <p>It appears on the map that 5th Avenue and 9th Avenue are designated as "Arterials". As defined, Arterial streets are 'signalized' with higher capacity to accommodate traffic volumes offering continuous movement with coordinated and interconnected signal systems.</p>	<p>Please see Master Response 2, Roadway Classifications.</p>

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	<p>5th Avenue and 9th Avenue are neighborhood streets, with traffic circles on 5th to slow traffic and both streets serve as local streets in the Central Neighborhood, which include primarily single family/duplex homes. 5th Avenue is also proposed as a bicycle boulevard with traffic calming from S. Delaware to S. Amphlett, so the Arterial designation is a conflict with the General Plan.</p> <p>Delaware is also designated as an Arterial street in the Draft EIR, but also runs through the Sunnybrae neighborhood, including the area around Sunnybrae Elementary School which has a 15mph speed zone.</p> <p>These Arterial street designations need to be reconsidered in order to protect our neighborhoods, the safety of pedestrians, bicyclists and children in school zones. The reclassification will also increase pollution in the Central Neighborhood which conflicts with our goal of neighborhoods free of environmental health hazards. <u>Please do not reclassify 5th and 9th Avenues to Arterials.</u></p>	
PUB5	9/12/2023	David Light
PUB5-1	Dear San Mateo Planning Commission, I would like to comment on sections of the Draft Environmental Impact Report (EIR) for the Draft General Plan 2040.	The comment serves as an introduction to the comments that follow. Please see Responses PUB5-2 through PUB5-3.
PUB5-2	There is a seismic hazard map in Section 4.6 on Geology and Soils showing the risk of soil liquefaction during a major earthquake. In this map of San Mateo the liquefaction risk is divided into two regions, a moderate risk region roughly from the downtown to Hwy 101 and a high risk region from Hwy 101 to the Bay. I am concerned that developers will	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.

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PUB5-3	<p>certainly prefer to locate new multi-story projects on lower risk areas rather than on historic landfill areas that are at higher risk. However, many of our single family and duplex home neighborhoods are currently located on the desirable moderate risk liquefaction areas. These single family home neighborhoods should not be displaced by large developments. San Mateo needs to protect and preserve our charming older homes in single family and duplex neighborhoods that make San Mateo a desirable place to live.</p> <p>Section 4.7 on Greenhouse Gas Emissions discusses the need to reduce carbon dioxide from home appliances, cars and trucks. New developments located near Caltrain or SamTrans public transportation stops are routinely allowed to provide less parking spaces in their plans. However, there is a continued lack of cooperation between Caltrain and BART and there is low ridership on SamTrans and Caltrain, so our city planners need to be realistic about the use of public transportation by workers and residents in San Mateo. New building projects must provide adequate parking spaces and include parking with chargers for electric cars as a more realistic solution to greenhouse gas emissions.</p> <p>Thank you for considering my comments!</p>	<p>The comment is noted. The California Air Resources Board 2022 Scoping Plan for Achieving Carbon Neutrality identifies priority strategies for local Climate Action Plans (CAPs) to incorporate to ensure State's carbon neutrality goals, which includes electric vehicle (EV) infrastructure to meet the California Green Building Standards Code (CALGreen), increase access to clean mobility options, and support new development near transit.</p> <p>As stated in Table 4.7-6, Consistency Analysis with the City of San Mateo Climate Action Plan, in Chapter 4.7, Greenhouse Gas Emissions, of the Draft EIR, future development under the proposed project would be constructed to include enhanced EV charging and EV infrastructure per the City's Reach Code, which would exceed CALGreen's requirements for residential and nonresidential development. For one- and two-family dwelling or townhomes, the City's Reach Code requirements for EV charging infrastructure includes one Level 2 EV Ready space per dwelling unit and one Level 1 EV Ready space if second space is provided. For multi-family buildings, 15 percent of parking spaces are required to be equipped with Level 2 EV Charging Stations and the remaining 85 percent are required to be Level 2 EV Ready. For office buildings, 20</p>

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		percent of parking spaces are required to be equipped with Level 2 EV Charging Stations and 30 percent Level 2 EV Capable.
		Additionally, San Mateo has a Citywide Transportation Demand Management (TDM) plan, which includes SMMC Section 27.09.060, Transportation Demand Management, to require all projects with a net increase of 100 PM peak hours trips to include a trip reduction and parking management plan. Implementation of these required TDM strategies will help manage the reduction in parking requirements and reduce citywide transportation related GHG emissions.
PUB6	9/12/2023	Laurie Watanuki
PUB6-1	4.1 AESTHETICS 1. San Mateo deserves the best Objective Design Standards since there are many distinct neighborhood zones. Each neighborhood has its own visual and physical character and deserves respect. (Action CD 7.6: Objective Design Standards)	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB6-2	2. Commercial development adjacent to residential. New infill building designs need to respect existing community character, using established building designs found in San Mateo. Encourage new developments to be compatible and harmonious with building types and architectural styles prevalent in San Mateo especially with the surrounding residential neighborhoods and Downtown Historic District. (Action CD 8.7)	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB6-3	3. Project Design Review for proposed projects in the Downtown and surrounding neighborhoods by a qualified historic preservation architect/consultant. Aesthetics of new illuminated contemporary glass buildings will have an impact	The comment is noted. CEQA requires project-level environmental review to evaluate and mitigate the impact of future projects on aesthetics or historical resources. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.

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	on existing older neighborhoods and the Historic Downtown.	
PUB6-4	4. Street lighting standards - More green street lamps are needed at dark residential intersections and longer residential blocks. This impacts safety for pedestrians and bicyclists in Equity Priority and underserved neighborhood areas in the Central Neighborhood and North Central Neighborhood.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB6-5	5. Title 25 Signs - protect the character of older residential neighborhoods, and prohibit neon commercial signs on new tall buildings facing towards surrounding residential neighborhoods at night. Housing is at the upper levels in new buildings. Prohibit older lighted outdoor billboards advertising alcohol in Equity Priority Neighborhoods along 101 which generate blight. (Policy CD 6.5: US 101 Frontage, Policy CD 6.6: Signage, Policy CD 6.10 Nighttime Lighting)	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB6-6	6. Neighborhood Beautification - Encourage drought tolerant green landscaping in residential neighborhoods and commercial projects and expand the tree canopies in front yards and plant more street trees through street tree plan. Especially in Equity Priority Neighborhoods.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB6-7	4.4 CULTURAL RESOURCES 1. Neighborhood preservation and protections are needed. We need updated surveys in Central, North Central Neighborhoods, and other older neighborhoods as possible Historic Districts. We need protection of pre-war homes and small duplexes for middle and low-income families in Equity Priority Neighborhoods.	The comment is noted. Proposed General Plan Policy CD 5.2, <i>Historic Preservation</i> , encourages the identification and preservation of historic resources. Proposed Policy CD 5.10, <i>Historic Resources Survey</i> , would require the City to establish and maintain an inventory of architecturally, culturally, historically significant resources by seeking funding opportunities to update the historic survey. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.

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PUB6-8	2. Avoid demolition of homes in older neighborhoods. Preserve the visible exteriors from the street of existing Craftsmen, Spanish and Tudor Revival, and Victorian homes in older neighborhoods. Follow the existing patterns in the neighborhoods. The home need to be compatible with the existing neighborhood. Historic Resources - Page 189	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB6-9	3. New infill building designs need to respect existing community character, using established building designs found in San Mateo. Encourage new developments to be compatible and harmonious with building types and architectural styles prevalent in San Mateo. Policy LU 4.2 - Quality of Downtown Development.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB6-10	4. There will be a new Historic District called the Yoshiko Yamanouchi House at 1007 East 5th Avenue. There are 9 resources on the property which include: 3 buildings, 3 sites, and 3 structures. Documentation will be provided for the Draft EIR, for protection from adverse environmental impacts.	The comment refers to a new Yoshiko Yamanouchi House historical district, and states that documentation will be provided for the EIR; however, no documentation is provided in this letter. Please see Response ORG1-2 regarding the added discussion of the status of the requests to list the Baywood District and Yoshiko Yamanouchi House in the National Register with the California OHP to the Draft EIR.
PUB6-11	5. Demolition permits should be issued at the same time as building permits, and not before.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB6-12	4.11 NOISE - The impact of the build-out results in the unacceptable cumulative traffic noise within the EIR study areas. No mitigation measures are available according to the EIR.	As stated in Chapter 4.11, <i>Noise</i> , on page 4.11-51, of the Draft EIR, the analysis of project traffic noise is a cumulative analysis in that the transportation modeling also includes the citywide and regional changes in housing units and employment that would occur through the buildout horizon of 2040. The proposed project would result in a significant traffic noise impact to the segment of 1st Avenue between Ellsworth Avenue and B Street; therefore, the proposed project would

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		<p>result in a cumulatively considerable and significant noise impact associated with cumulative traffic noise, as is fully disclosed in the Draft and Final EIR.</p> <p>It is noted that all future projects subject to discretionary review under the proposed project would be required to be evaluated for noise/land use compatibility, including traffic noise/land use compatibility. Proposed General Plan Policy N 1.1, <i>Noise and Land Use Planning</i>, would require the integration of noise considerations into land use planning decisions to minimize new traffic noise impacts to or from new development. Proposed Policy N 1.2, <i>Interior Noise Level Standard</i>, would require the submittal of an acoustical analysis and interior noise insulation for all “noise sensitive” land uses that are determined to likely have an exterior noise level of 60 dBA Ldn or above, as shown on Figure N-2 of the General Plan (Figure 4.11-5, <i>Future Traffic Noise Contours</i>, in Chapter 4.11 of the Draft EIR). Similarly, proposed Policy N 1.3, <i>Exterior Noise Level Standard for Residential Uses</i>, would require the submittal of an acoustical analysis for all new multifamily common open space that have an exterior noise level of 60 dBA Ldn or above, as shown on Figure N-2 of the General Plan (Figure 4.11-5 in Chapter 4.11 of the Draft EIR).</p> <p>The acoustical analyses at the project level would include refined evaluation of noise/land use compatibility in order to more precisely identify the existing ambient noise environment affecting the subject site, typically achieved through baseline noise measurements with a sound level meter and/or calculating traffic noise from surrounding roadway facilities with regulatory traffic noise models. The location-specific baseline noise measurements and/or traffic noise calculations presented in the acoustical analyses either</p>

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Comment #	Comment	Response
PUB6-13	1. Existing noise contours - the areas along S Amphet/Idaho are in the 65-70 dab range. Since higher sound walls haven't been constructed along Highway 101, can the City plant more trees along the sound wall between Poplar and 3rd Avenue and 5th Avenue and Folkstone. North Central, Central, and Sunnybrae would benefit. Italian Cypress trees	<p>demonstrate the noise/land use compatibility between a proposed land use and location or assist with the characterization of the ambient noise environment in a manner that allows for implementation of the appropriate noise attenuation measures necessary to protect the new noise-sensitive land use. Beyond these protective policy provisions, lead agencies have limited remedies at their disposal to effectively reduce traffic-related noise. Addressing traffic noise at the receiver rather than the source usually takes the form of noise barriers (i.e., sound walls). While constructing noise barriers along streets would reduce noise, the placement of sound walls between existing residences/businesses and local roadways would not be desirable as it would conflict with the community's aesthetic, design, and character, and is therefore deemed infeasible. Furthermore, such barriers would likely require property owner approval, which cannot be ensured. While measures such as encouraging ridesharing, carpooling, and alternative modes of transportation could reduce vehicle volumes, and are promoted by the City and by the proposed project, such measures cannot be relied upon to demonstrate a reduction in vehicle trips to the extent needed to ensure reduced vehicle noise levels below established thresholds. Therefore, with the proposed policies, the impact to noise has been reduced to the extent feasible and no further mitigation measures exist to reduce this impact to less-than-significant at the programmatic level.</p> <p>Vegetative screening, which can sometimes provide some small degree of noise reduction, is not typically considered as an adequate noise-reduction measure. Several reasons contribute to this, including the limited noise reduction capability of trees. While trees primarily act as a visual barrier, and they are not dense enough to effectively block or absorb</p>

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	will grow to 30 feet and will require little maintenance. Ryland Bay in Bay Meadows has trees planted along the sound wall. Page 403.	sound waves. Noise reduction with trees is typically limited to high-frequency sounds, such as those generated by birds, rather than the low-frequency, high-intensity sounds from sources like industrial equipment or traffic. Vegetative screening as a noise reduction mechanism is also limited by seasonal variability such as shedding leaves in the fall and regrowing them in the spring. When deciduous trees are bare during the winter, their noise-reducing capabilities are significantly reduced, and they offer less protection from noise. Additionally, trees take years to mature and grow to a size where they can provide any form of noise reduction, and can suffer mortality.
PUB6-14	2. Temporary construction noise - stagger the projects so the noise, GHG, truck impacts, vibration impacts are not so severe. There will be 17 new projects in Area 4. Five projects have been completed in the Downtown. Can you take the trucks out through state highways through El Camino Real, 92, to 101 to reduce the dust and toxic pollution. There can be up to 90 trucks a day from Windy Hill's Block 21 project. We need to reduce construction impacts in Equity Priority Neighborhoods. Page 408	As a program-level EIR, this EIR cannot predict the sequence of future projects within the EIR Study Area. Development will be permitted throughout the EIR Study Area subject to local review procedures and in compliance with applicable regulations and requirements. For discretionary approvals, applicable CEQA review will involve an evaluation of cumulative impacts, including construction-phase effects such as those noted by the commenter. Regarding construction noise, the City of San Mateo has established and enforces noise standards for construction activity for both daytime and nighttime hours. For instance, SMMC Section 7.30.060 exempts construction noise from noise standards so long as construction activities are restricted to weekdays between the hours of 7:00 a.m. and 7:00 p.m., on Saturdays between the hours of 9:00 a.m. and 5:00 p.m., and on Sundays and holidays between the hours of noon and 4:00 p.m.; and requires that the construction noise level at any point outside of the construction site does not exceed 90 dBA. It is common for cities to regulate construction noise in this manner because construction noise is temporary, short term, and intermittent in nature, and ceases upon completion of construction.

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PUB6-15	3. Place more receptacles and monitors for noise, construction vibrations and water down dust impacts between 3rd, 4th and 5th Avenues in Central and North Central Neighborhoods to monitor adverse environmental impacts with multiple new construction projects. Noise monitors are lacking on the map on page 394.	<p>Further, the proposed General Plan Noise Element would regulate the construction noise of larger development projects that demand intensive construction periods by requiring construction noise monitoring and reporting of noise levels throughout construction. A monitoring plan would be required to be prepared to include information on the monitoring locations, durations and regularity, the instrumentation to be used, and appropriate noise control measures to ensure compliance with the noise ordinance. Therefore, while the potential exists for construction projects under the proposed project and other foreseeable development to occur simultaneously and in proximity to one another, construction equipment operations would operate within the constraints of the SMMC and proposed General Plan Noise Element.</p> <p>Please see Response PUB6-14. Proposed General Plan Policy N 2.7, <i>Construction Noise and Vibration Monitoring</i>, would require construction noise limits and vibration monitoring around certain sensitive receptors. For larger development projects that demand intensive construction periods and/or use equipment that could create vibration impacts, proposed Policy N 2.7 would require a vibration impact analysis, as well as monitoring and reporting of noise/vibration levels throughout construction, consistent with industry standards.</p> <p>As discussed in Chapter 4.3, <i>Air Quality</i>, of the Draft EIR, future development under the proposed project would be required to comply with Mitigation Measure AQ-2 which requires implementation of Bay Area Air Quality Management District's (BAAQMD) best management practices for construction-related fugitive dust emissions. Dust-control measures include soil binders, chemical dust suppressants,</p>

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PUB6-16	4. Reduce the heights to 3 stories in land-use map especially 4th & 5th Avenues and west side of S Delaware in the Central Neighborhood - (Residential Low II). By reducing heights in (Mixed Use High I and Mixed Use High II) in the Downtown, this will reduce the cut-through traffic volumes and the noise impacts in the Central and North Central Neighborhoods.	covering stockpiles, permanent vegetation, mulching, watering, temporary gravel construction, synthetic covers, and minimization of disturbed area. The comment is noted. As concluded in Chapter 4.11, <i>Noise</i> , and Chapter 4.15, <i>Transportation</i> , of the Draft EIR, the proposed project would result in less-than-significant noise and traffic impacts with the exception of a significant and unavoidable traffic noise impact to the segment of 1st Avenue between Ellsworth Avenue and B Street for which there are no additional feasible mitigation measures. The comment addresses General Plan policy and includes opinion, but does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB6-17	4.15 TRANSPORTATION 1. What does the reconstruction of the 3rd/4th Avenue Interchange consist of? When will this occur? We need better lighting for the pedestrians and bicyclists on the overpass at night. Page 486	The 3rd Avenue interchange location has been identified as a location that needs bicycle and pedestrian improvement as a part of the Countywide Bicycle and Pedestrian Plan. A further study will be conducted by Caltrans and/or the City/County Association of Governments of San Mateo County (C/CAG) to identify the physical improvements. The timeline for project construction will be established after the completion and approval of the physical improvements.
PUB6-18	2. Bicycle network - Bicycle boulevards include traffic calming and low traffic volumes such as 5th Avenue from S Delaware to S Amphlett. Keep 5th Avenue as a local street versus an Arterial. This is a conflict in the General Plan and needs to be addressed in the General Plan EIR. Page 494, Page 491 Proposed Street Classification Fig 4.15-1.	Please see Master Response 2, Roadway Classifications.
PUB6-19	3. 42% of GHG emissions in San Mateo originate from vehicular trips generated by San Mateo residents and businesses. Why does San Mateo generate such a high percentage of GHG emissions? We need solutions to	As identified in Table 4.7-5, <i>City of San Mateo GHG Emissions Forecast</i> , in Chapter 4.7, <i>Greenhouse Gas Emissions</i> , of the Draft EIR, the proposed project would be consistent with the current long-term legislative GHG reduction targets under Senate Bill 32 and Assembly Bill 1279, which is attributable to

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	increase deficiencies in transit, bicycle, and pedestrian modes. Page 495	statewide emission reduction strategies such as the California Air Resources Board's Advanced Clean Cars II and Advanced Clean Fleets Regulations. These statewide emission reduction strategies would reduce smog-forming emissions, promote zero-emission medium- and heavy-duty vehicles, and start the initiative toward the increase in sales of zero-emission trucks. Also noted in Chapter 4.7, page 4.7-26, of the Draft EIR, the proposed project contains various policies to minimize mobile-source emissions, including proposed General Plan Policy C 1.4, <i>Prioritize Pedestrian and Bicycle Mobility Needs</i> , Policy C 1.6, <i>Transit-Oriented Development</i> , and Policy C 2.1, <i>TDM Requirements</i> . The proposed project would encourage new development in designated Priority Development Areas (PDAs) and Transit Priority Areas (TPAs) throughout the EIR Study Area, which would promote the use of public transportation. In addition, the City's proposed CAP update also provides mandates for future development to encourage mobile emission reductions. Clean Transportation Fuels (CF) 2 through CF 4 of the proposed CAP promotes clean transportation fuels and EV charging stations within the community and Sustainable Transportation Fuels (ST) 1 through ST 7 encourages safe, reliable alternative transportation options. The proposed General Plan policies and proposed CAP update would serve to further support potential GHG reductions for future development under the proposed project. Furthermore, implementation of State measures and strategies to reduce Statewide GHG emissions, such as the Low Carbon Fuel Standard mandate or Renewables Portfolio Standard requirements, would also aid in reducing future mobile emissions.
PUB6-20	4. The proposed project increases the use of roadway facilities in the EIR study study. <i>[sic]</i> This increases cut-through traffic volumes, GHG emissions, VMT and noise	The Circulation Element promotes various types of TDM measures and active transportation infrastructure that are expected to help reduce trips and, therefore, GHGs in the

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	levels. Why are the current TDM strategies not working well?	future. Also, VMT was analyzed for the project and was determined to be less than significant. However, VMT for individual projects will be analyzed per CEQA requirements to determine individual project impacts. This comment does not address the adequacy of the Draft EIR. Therefore, no further response is required.
PUB6-21	5. Policy C 6.5 states to implement neighborhood traffic calming on residential streets to reduce cut-through traffic volumes to address noise impacts. We need to implement traffic calming on 5th and 9th Avenues from S Delaware to S Amhlett. Do not reclassify these streets to Arterials. Equity Priority Neighborhoods need more traffic calming. Page 500	Please see Master Response 2, Roadway Classifications.
PUB6-22	6. Policy C 6.6 - Do not put a truck route on 5th Avenue from S Delaware to S Amphlett on 5th Avenue a proposed bike boulevard. Do not put a truck route on S Humboldt from 4th to 9th Avenue. We need to make the streets safer for the bicyclists on 5th and S Humboldt, to and from the 3rd/4th Avenue overpass.	This comment includes opinion but does not address the adequacy of the Draft EIR. Modifications to the City's current truck route policy and map will require further study and are not included specifically in the General Plan. Information about the City's current truck policy and route map can be found online at: https://www.cityofsanmateo.org/2124/Truck-Route-Program .
PUB6-23	7. Reduce VMT, GHG emissions, traffic volumes, diesel particulates, and noise on 5th and 9th Avenue with traffic circles and keep the 4-way stop signs. San Mateo Glendale Village has traffic circles and 4-way stop signs. Nelson Nygaard suggested long narrow traffic circles on 9th Avenue in the 2006 Central Neighborhood Long Term Strategy report, along with the TAP studies. Page 501 Equity Priority Neighborhoods	The Draft EIR analyses for VMT, GHG emissions, and traffic conclude that impacts of the proposed project would be less than significant. Air quality impacts relating to diesel particulates were found to be less than significant with the implementation of Mitigation Measures AQ-2 and AQ-3. While the proposed project would result in a significant and unavoidable traffic noise impact to the segment of roadway on 1st Avenue west of B Street, noise impacts on 5th and 9th Avenues were found to be less than significant. Regarding roadway classifications, please see Master Response 2, Roadway Classifications.
PUB6-24	8. Action - C 3.9 - Currently the Downtown Mall is on B Street from 2nd to 3rd Avenues. Please extend this	This comment does not address the adequacy of the Draft EIR. Therefore, no further response is required.

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PUB6-25	<p>Pedestrian Mall from 3rd Avenue to 5th Avenue to reduce the traffic volumes. Page 502</p> <p>Other Transportation questions in the Draft EIR:</p> <p>9. Increase Traffic Demand Measures (TDM) measures to reduce vehicle cut-through traffic through residential streets at 1st, 2nd, 3rd, 4th, 5th, and 9th Avenues and reduce traffic noise.</p>	<p>This comment includes opinion but does not address the adequacy of the Draft EIR. Therefore, no further response is required. The Draft EIR acknowledges that TDM mitigation programs will be adopted where feasible for individual projects based on the City's Transportation Impact Analysis guidelines.</p>
PUB6-26	<p>10. Reduce the heights to 3 stories in land-use map especially 4th & 5th Avenues and west side of S Delaware in the Central Neighborhood - (Residential Low II). By reducing heights in (Mixed Use High I and Mixed Use High II) in the Downtown, this will reduce the cut-through traffic volumes through these streets.</p>	<p>This comment does not address the adequacy of the Draft EIR. Therefore, no further response is required.</p>
PUB6-27	<p>11. What are the ADT volumes on Peninsula and Poplar Avenues from Delaware to S Humboldt? Are they included in the Draft EIR? It is difficult to locate current ADT traffic volumes information on streets in the Draft EIR. Traffic volumes needs to be listed in the Table of Contents.</p>	<p>Average daily traffic (ADT) volumes are provided in Appendix D, <i>Noise Data</i>, of the Draft EIR, specifically in Appendix D2: Traffic Noise Calculations. As shown in Appendix D2 of the Draft EIR, the existing ADT on Peninsula Avenue between Humboldt Street and Delaware Street is 15,928, and projected to be 17,910 with the General Plan; and existing ADT on Poplar Avenue between Humboldt Street and Delaware Street is 7,823 and projected to be 8,003 with the General Plan.</p>
PUB6-28	<p>12. What is the percentage of Burlingame traffic that use the Poplar Exit in San Mateo?</p>	<p>The traffic model does not readily provide this type of traffic information; and any such information or modeling would be speculative. This comment does not address the adequacy of the Draft EIR. Therefore, no further response is required.</p>
PUB6-29	<p>13. What is the percentage of traffic from the Poplar Exit will redirect to 3rd, 4th, and 5th Avenues if the Peninsula Interchange is built? Has that traffic volume been included in the ADT numbers for 3rd, 4th, 5th Avenues and S Humboldt in the Draft EIR for 2040?</p>	<p>The traffic model does not readily output this information. The cumulative analysis included in the Draft EIR does include the new proposed interchange at Peninsula Avenue and has accounted for shifts in ADT traffic to Peninsula Avenue and to 3rd/4th Street interchanges. It should be noted that while this project is currently on hold, the project-level analysis would</p>

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PUB6-30	14. We need a separate study for the 6 grade separations. Why do we need these many separations between 1st Avenue and 9th Avenues, if new developments are suppose to use Caltrain? Why doesn't Peninsula Avenue have a grade separation? Grade separations are designed to move more vehicular traffic and grade separations will increase VMT and diesel particulates in the Equity Priority Neighborhoods. What other mitigations do you propose to reduce these additional adverse environmental impacts?	<p>be completed if this project moves forward to identify and address potential operational deficiencies at intersections where traffic has been redirected as a result of the project. This comment does not address the adequacy of the Draft EIR. Therefore, no further response is required.</p> <p>The City is conducting separate grade separation studies independent of the General Plan. More information about the project could be found here: https://www.cityofsanmateo.org/2279/Train-Horn-Noise. This comment does not address the adequacy of the Draft EIR. Therefore, no further response is required.</p>
PUB6-31	15. Central has been an underserved neighborhood and the Equity Priority boundaries should be extended to 9th Avenue (both sides) and include streets from Delaware to S Amphlett. This Draft EIR for 2040 is proposing 5 arterials in the Central Neighborhood with no residential protections. We do not want any parking removed on 5th Avenue or adding more traffic lanes. We need to reduce the traffic noise and volume, decrease the VMT, and the diesel particulates. In 2006, the TAP studies gave us 2250 to 3390 cars on 5th and now this will increase to 10,210 ADT with existing and new projects. Do not reclassify 5th and 9th Avenues, but keep the current street classifications for these 2 streets.	<p>Equity Priority Communities are those that are disproportionately burdened by environmental pollution and negative socioeconomic outcomes. The proposed General Plan 2040 identifies Equity Priority Communities based on both local knowledge and CalEnviroScreen 4.0, a tool that measures pollution and population characteristics using 21 indicators, such as air quality, hazardous waste sites, asthma rates, and poverty. The cumulative CalEnviroScreen percentile score for the Census tract referenced in this comment is 48, meaning that 52 percent of California Census tracts have greater pollution and socioeconomic burdens. The Central neighborhood does not currently meet the criteria that General Plan 2040 uses to identify Equity Priority Neighborhoods.</p>
PUB6-32	16. What is causing traffic to decrease on 3rd and 4th Avenues between S	<p>Please see Master Response 2, Roadway Classifications. The traffic information is listed by segment and not time period. Traffic increase and decrease by segment depends on</p>

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PUB6-33	<p>Humboldt and Delaware and increase on 5th Avenue a local street east of S Delaware in these projections? Traffic has increased on S Delaware between 5th and 9th Avenues since 2015, and construction workers are now parking on S Delaware between 7th and 9th Avenues, and 7th Avenue between Delaware and Eldorado.</p> <p>Developers need a parking plan for their construction workers, or park on the vacant lot at Block 21. Page 993</p> <p>17. Neighborhood Traffic Management Program is a living document and needs to be updated to better address cut-through traffic volumes. It needs more flexibility to address the traffic impacts on local, collector and arterials in residential neighborhoods.</p> <p>Thank you.</p>	<p>the proximity to major land use and roadway intersections. Please also see Master Response 2, Roadway Classifications. The comment does not address the adequacy of the Draft EIR. Therefore, no further response is required.</p> <p>As described in Master Response 2, Roadway Classifications, two related actions have been added to the proposed General Plan 2040 following the publication of the Draft EIR. Proposed Action C 6.9 has been added to explore whether traffic calming should be provided on neighborhood streets designated as minor arterials and collectors, and proposed Action C 6.13 has been added based on the City's intention for its Complete Streets Plan to be used for roadway classifications within the city. Please see Master Response 2 for additional information related to roadway classifications and volumes.</p>
PUB7	9/12/2023	Michael Weinbauer
PUB7-1	Commissioners - I'm writing to comment on the draft General Plan 2040 EIR, specifically sections 4-2 Air Quality, 4-3 Biological Resources, 4-5 Energy, 4-10 Land Use and Planning, and 4-13 Population and Housing.	The comment serves as an introduction to the comments that follow. Please see Responses PUB7-2 through PUB7-27.
PUB7-2	Overall, this EIR and the proposed General Plan make a lot of assumptions that people will not drive, and that transportation will be readily available - these are not reasonable current or foreseeable future realities. This EIR and the GP plan for unlikely and extreme levels of growth - 40%! - that will materially worsen air quality, traffic, and other key areas as indicated by "significant and unavoidable" determinations. Why are we planning for such absurd	The buildout projections included and analyzed in the Draft EIR represent an estimate of the level of growth that may occur in the EIR Study Area by 2040. Chapter 3, <i>Project Description</i> , page 3-19, of the Draft EIR states: "The projections represent the City's estimation of 'reasonably foreseeable' development that could occur over the next 20 years under the General Plan and are used as the basis for the EIR's environmental assessment." Buildout of the proposed

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	growth levels?	project does not commit the City to constructing new development. Potential future developments under the proposed project would be subject to federal, State, and local regulations, including the proposed General Plan goals, policies, and actions, should the proposed project be approved and implemented.
	This EIR and the proposed General Plan focus a lot on per capita statistics. We cannot lose sight of the absolute numbers here, however. Growth/worsening/increases in population	
PUB7-3	This EIR and the proposed General Plan claim throughout to require balancing jobs and office. Given the massive current imbalance, the focus should be almost entirely on housing. And not luxury, rental-only housing - affordable housing. And existing housing stock should be preserved as it is generally more affordable, and gets replaced (gentrified) by unaffordable housing, of which there is no shortage in San Mateo.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB7-4	Furthermore, this report uses a lot of non-committal language - "suggest", "promote", "support", "encourage". These are meaningless without concrete legislation, quantifiable targets that someone is accountable for, and funding to ensure aspirational plans are actually put in place, and impacts are truly understood and mitigated. We've seen way too many examples of pie-in-the-sky desires that never materialize because of language like this. You get your project, developers get rich - what do our neighborhoods get? Blight, noise, pollution, traffic, crime, displacement...the list goes on and on.	This comment asserts that certain language used in the Draft EIR is non-committal and hence meaningless. The language referred to is used due to the Draft EIR quoting specific goals, policies, and actions from the proposed General Plan. Both proposed General Plan 2040 and this EIR are based on the assumption that the City has invested time and resources into crafting goals, policies, and actions in the proposed General Plan that will be adopted and implemented, consistent with State law. The General Plan sets policy and hence the policy language provides general guidance and direction. The implementation of a General Plan occurs through standards and requirements within the municipal code and other technical documents. For most topics analyzed in the Draft EIR, the proposed General Plan goals, policies, and actions are supported and reinforced by other adopted City standards and procedures, as well as by regional, State, and federal regulations and plans.

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		<p>CEQA Guidelines Section 15183.3 regarding streamlining for infill projects--which, given the built-out nature of San Mateo, almost all future projects in San Mateo would be--recognizes and encourages the use of "uniformly applicable development policies or standards" and defines these as: "policies or standards adopted or enacted by a city or county, or by a lead agency, that reduce one or more adverse environmental effects. Examples of uniformly applicable development policies or standards include, but are not limited to: (A) Regulations governing construction activities, including noise regulations, dust control, provisions for discovery of archeological and paleontological resources, stormwater runoff treatment and containment, protection against the release of hazardous materials, recycling of construction and demolition waste, temporary street closure and traffic rerouting, and similar regulations. (B) Requirements in locally adopted building, grading and stormwater codes. (C) Design guidelines. (D) Requirements for protecting residents from sources of air pollution including high volume roadways and stationary sources. (E) Impact fee programs to provide public improvements, police, fire, parks and other open space, libraries and other public services and infrastructure, including transit, bicycle and pedestrian infrastructure and traffic calming devices. (F) Traffic impact fees. (G) Requirements for reducing greenhouse gas emissions, as set forth in adopted land use plans, policies, or regulations. (H) Ordinances addressing protection of urban trees and historic resources." The City of San Mateo has adopted uniformly applicable development policies and standards in each of these categories to further support and enforce the policies and actions of the General Plan as individual development projects are proposed and considered.</p>

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PUB7-5	Calls for "decarbonizing housing stock" are rife in this document. We have very serious doubts about rushing the timelines for electrification, given PG&E's inability to support existing demand, as well as significant costs to property owners for conversion if forced. This should be more of a carrot (incentive-based) than stick approach.	As noted in Table 4.7-3, <i>Priority Strategies for Local Government Climate Action Plans</i> , in Chapter 4.7, <i>Greenhouse Gas Emissions</i> , of the Draft EIR, the California Air Resources Board recommends priority strategies for incentive programs to implement energy efficiency retrofits (e.g., weatherization and replacing energy-intensive appliances with more efficient systems) and to electrify all appliances and equipment in existing buildings. The increase in electricity demand for the EIR Study Area is approximately 0.1 percent of PG&E's projected energy supply in 2035, therefore there will be sufficient electrical supply and existing infrastructure to serve the future increase in population within PG&E's service areas. Potential future development would be required to comply with current and future updates to the California Energy Code and CALGreen, which would contribute to reducing overall energy demand. In addition, the City encourages the installation of local renewable resources, such as rooftop solar energy systems, which will reduce the cost of electricity for the community and enhance the local economy. By expanding on-site electricity generation and storage, San Mateo will help minimize the impact of grid failures and power disruptions.
PUB7-6	<p>Central will be heavily impacted by the proposed general plan, with distorted zoning categories that effectively eliminate instead of protect our neighborhoods (eg Residential Low I is 1-3 stories and 9 units/acre) - there needs to be a Residential Low 1a - 1-2 stories max category).</p> <p>Roughly 1/3 of Central is considered an environmental justice/overburdened/equity priority community (Railroad to 101, 4th-5th), 100% is within 4 blocks. Central has a high percentage of rentals, a high concentration of construction projects, lower income residents, higher traffic volumes and</p>	The comment is noted. The comment expresses concerns regarding the potential impacts of the proposed project and associated policies related to heights and densities, but does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.

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PUB7-7	<p>accident rates, and is in the 70-80th percentile for air quality. As such, our neighborhood should be considered for any and all mitigation policies and actions tied to those communities listed in this EIR.</p> <p>Specifically with regard to 4-2 Air Quality: Placement of AQ receptors and ongoing monitoring and remediation (page 25) - it is important these are funded, implemented, monitored and enforced. Language needs to be stronger, quantifiable, and should have funding and accountability defined.</p>	<p>BAAQMD's Planning Health Places provides a list of recommendations for lead agencies to use for projects that introduce new sensitive receptors within certain screening distances. These best practices include tactical practices and technologies that reduce local traffic emissions, increase site buffering between receptors and emission sources, or alter the design of proposed projects to remove receptors from locations expected to experience the highest pollutant concentrations.</p> <p>Furthermore, Mitigation Measure AQ-3, as outlined in Chapter 4.2, <i>Air Quality</i>, on page 4.2-61, of the Draft EIR, would require future projects that could potentially exceed BAAQMD's adopted operation threshold of significance to incorporate mitigation measures to reduce long-term air pollutant emissions during operational activities. These identified measures shall be included as part of the conditions of approval or the MMRP adopted for the project as part of the project CEQA review (see Appendix H, <i>Mitigation Monitoring and Reporting Program</i>, of this Final EIR).</p> <p>Lastly, proposed General Plan Policy COS 4.4, <i>Activity Near Sensitive Receptors</i>, and Policy COS 4-8, <i>Truck Facilities</i>, would aid in reducing the exposure of sensitive receptors specifically in Equity Priority Communities and Overburdened Communities to Toxic Air Contaminants (TACs) and particulate matter (PM2.5). These proposed policies aim to limit truck idling within the EIR Study Area and overall support the BAAQMD rules to reduce emissions from mobile sources. The</p>

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		proposed policies also require collaboration efforts with BAAQMD and the City to reevaluate permit processes, outline objectives and strategies for monitoring air pollution, and monitor key health indicators to measure the success of the outcome of the proposed General Plan policies and implementation actions.
PUB7-8	Central's Air Quality 70-80th percentile (page 27) High (50th percentile) incidence of asthma (page 28) High concentration of "permitted stationary sources" of pollutants (ie gas stations, diesel generators, body shops, dry cleaners, manufacturing/light industrial/car repair)	The comment refers to pages in Chapter 4.2, <i>Air Quality</i> , of the Draft EIR but does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB7-9	Page 39 - mentions the expected buildout under the proposed project would exceed the Plan Bay Area 2040 regional growth projections for housing by 32 percent and population by 25 percent. Why aren't we scaling this back given population decreases in CA and the Bay Area, coupled with the significant impacts on our neighborhoods?	As discussed in Chapter 4.13, <i>Population and Housing</i> , on page 4.13-9, of the Draft EIR, the regional projections used to compare growth at the city level were from Plan Bay Area 2040 and not the updated Plan Bay Area 2050, which does not provide growth projections at the city level to enable comparison to local plans. However, housing and job growth as a result of implementation of the proposed General Plan 2040 would be within Plan Bay Area 2050 projections of a 48 percent increase of housing units and 29 percent increase of jobs at the county level. Please also see Response PUB7-2 regarding planned growth. As stated on page 4.13-9 of the Draft EIR, approximately 33 percent of projected residential growth would come from the City's 2023-2031 Regional Housing Needs Allocation (RHNA) of 7,015 units, which is housing capacity required by the California Housing Law and not by the City.
PUB7-10	Page 43 - calls for human scale design, active use facilities, GD-6: develop and maintain an active urban fabric that reflects San Mateo's unique visual and architectural character.	The comment is noted. The City Council, on November 20, 2023 adopted Objective Design Standards for new residential and mixed use projects in the city. The comment does not

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	We need high quality, community-accepted, objective design standards and other mechanisms to ensure this happens beyond lip service.	address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB7-11	Page 46 CD-3 - Protect heritage trees, street trees, street tree equity. We specifically asked that some trees from Block 21 be protected. Some had to be over 25 years old, and were healthy. Instead, they were all cut down, and now we have a dozen+ tree stumps and a dirt lot. We need to do better.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB7-12	Page 49 - VMT grows from 2.7m to 3.5 in 2040, an increase of nearly 30%! Regardless of VMT per capita, this will still worsen traffic and air quality.	The Draft EIR discloses VMT effects, and the increase in total VMT was accounted for in the transportation and air quality analyses in the Draft EIR in Chapter 4.15, <i>Transportation</i> , and Chapter 4.2, <i>Air Quality</i> , respectively. The comment does not address the adequacy of the Draft EIR. Therefore, no further response is required.
PUB7-13	<p>The proposed General Plan results in ~50% growth in air pollutants, ESP COMPARED TO NO PROJECT where they decrease (below). While we realize no project isn't viable, there is a more moderate growth path that maintains or even improves AQ.</p> <p>AQ-3-6 are all "significant and unavoidable" impacts. Any way you slice this, air quality gets worse!</p>	<p>The comment states that implementation of the proposed General Plan would result in approximately 50 percent growth in criteria air pollutants. As shown in Table 4.2-10, <i>Proposed Project Criteria Air Pollutant Emissions Forecast (Scenario 1, Comparison to Existing Conditions)</i>, and Table 4.2-11, <i>Net Change in Regional Criteria Air Pollutant Emissions Forecast (Scenario 2, Comparison to Future No Project Conditions)</i>, in Chapter 4.2, <i>Air Quality</i>, of the Draft EIR, criteria air pollutants would increase for all criteria air pollutants with implementation of the proposed project, but not at a rate of a 50 percent increase. When compared to Scenario 2 (Future No Project Conditions), the proposed project scenario would lead to an increase in volatile organic compounds from consumer products used in residential development and a decrease in nitrogen oxide (NOx) emissions despite the growth associated with the proposed project. The comment incorrectly states</p>

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		that impact discussions AQ-3 through AQ-6 in Chapter 4.2 of the Draft EIR concluded with significant and unavoidable impacts. Impact discussion AQ-5 in Chapter 4.2, page 4.2-68, of the Draft EIR concluded a less-than-significant impact regarding odor emissions affecting a substantial number of people. Although the other impact discussions were determined to have a significant and unavoidable impact, Mitigation Measures AQ-2, AQ-3, AQ-4, and implementation of the proposed General Plan policies identified in Chapter 4.2 of the Draft EIR would serve to minimize potential adverse impacts related to short-term and long-term regional criteria air pollutant emissions to the extent feasible compared to a No Project scenario.
PUB7-14	Specifically with regard to 4-3 Biological Resources: Again trees are highlighted - preservation, planting, replacement, street tree equity, etc. As per above, we need to do better.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB7-15	Specifically with regard to 4-5 Energy: The EIR claims decreased usage per capita - but absolute usage will increase dramatically - upwards of 40%.	As shown in Table 4.5-3, <i>Year 2040 Forecast Electricity Consumption</i> , in Chapter 4.5, <i>Energy</i> , of the Draft EIR, total electricity usage would increase by 177,799,653 kWh per year, a 33-percent increase from existing conditions. However, service population would also increase by 68,940 people at forecast year 2040. Therefore, with consideration of service population growth, the per service population electricity consumption was estimated to decrease from 3,140 kWh per person per year in 2019 to 2,979 kWh per person per year in 2040 (a reduction of approximately 161 kWh annually).
PUB7-16	Again with "decarbonizing housing stock" - We have very serious doubts about rushing the timelines for electrification, given PG&E's inability to support existing demand, as well as significant costs to property owners for	The comment expresses concern regarding decarbonization but does not express a specific concern regarding the analysis in the Draft EIR. Please see Response PUB 7-5 regarding electricity demand.

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PUB7-17	<p>conversion if forced. This should be more of a carrot (incentive-based) than stick approach.</p> <p>MTA/ABAG/CCAG etc focus on PDA/TPA - We do not have good transit, and it's not getting better. If anything it's getting worse with BART, CalTrain, and SamTrans ridership woes. Without T - ToD is just "D". Build the T, then let's talk about ToD, otherwise every assumption here is wrong. TDM - great idea in theory but there are numerous developments using TDM already. Where's the data on this - is it really working before we bet heavily on it?</p>	<p>The transportation analysis accounts for all future transit programs by BART, Caltrain, and SamTrans. Building near existing transit is reflected in the improved mode split for transit and non-motorized modes.</p> <p>The Draft EIR acknowledges that TDM mitigation programs are challenging to measure and monitor at a citywide scale due to multiple influences, externalities, and causality with the limited research and guidance available. However, on a development scale, TDM does result in trip and VMT reduction.</p>
PUB7-18	<p>(Page 26) Goal C-5: Make transit a viable transportation option for the community by supporting frequent, reliable, cost-efficient, and connected service.</p> <p>Policy C 5.1: Increase Transit Ridership. Support SamTrans and Caltrain in their efforts to increase transit ridership.</p>	<p>The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>
PUB7-19	<p>The above is very aspirational. Again w the "supporting" verbiage - need concrete commitments/requirements</p> <p>Specifically with regard to 4-10 Land Use and Planning: GP 2030 is cited a lot in here - is this a typo? Should be 2040?</p>	<p>References to General Plan 2030 in Chapter 4.10, <i>Land Use and Planning</i>, of the Draft EIR are correct and not a typo. These references pertain to the current General Plan and existing land use designations.</p>
PUB7-20	<p>Measure Y - This paragraph is incomplete, and Y does not allow for off-site development - requires onsite and no in-lieu fees paid. Please fix this so the public is properly and accurately informed.</p>	<p>As shown in Chapter 3, <i>Revisions to the Draft EIR</i>, of this Final EIR, the information provided on Measure Y in Chapter 4.10, <i>Land Use and Planning</i>, of the Draft EIR has been revised to complete the paragraph.</p>

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PUB7-21	Proposed zoning categories are distorted and effectively eliminate single family zoning. Furthermore, categories don't mention state density bonus and state laws that grant additional stories and floor area BY RIGHT. This is not what San Mateans want. They support growth along with preservation of neighborhoods and historic assets. That is why Measure Y was passed, and has been renewed in essence, for 25 years. It is also important to realize that Measure Y helps affordable housing ACTUALLY GET BUILT, instead of allowing developers to pay significantly cheaper in-lieu fees to avoid it. Finally Measure Y stipulates that any zoning over the limits specified by Measure Y will require approval of the voters, which absent a good General Plan that is acceptable to a majority of voters, is unlikely to happen.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB7-22	Balance (Page 14) - restatement of same goal of balancing housing and office and housing diversity. This EIR and the proposed General Plan claim throughout to require balancing jobs and office. Given the massive current imbalance, the focus should be almost entirely on housing. And not luxury, rental-only housing - affordable housing. And existing housing stock should be preserved as it is generally more affordably, and gets replaced (gentrified) by unaffordable housing, of which there is no shortage in San Mateo.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB7-23	Specifically with regard to 4-13 Population and Housing: Page 39 - As discussed in Chapter 4.13, Population and Housing, of this Draft EIR, the expected buildout under the proposed project would exceed the Plan Bay Area 2040 regional growth projections for housing by 32 percent and population by 25 percent. Why are we building so much given all the negative impacts?	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted. Please see Response PUB7-2 regarding planned growth and Response PUB7-9 regarding regional growth projections.

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PUB7-24	Page 12 - Community benefits - in addition to design standards, quantify and enumerate "community benefit" and get input from community as to what qualifies. "Give to get" from developers.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB7-25	Page 13 - Goal LU-13 Goal LU-13: Maintain Development Review and Building Permit processes that are comprehensive and efficient. § 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.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB7-26	With regard to the above - the planning process should be efficient, but should NOT attempt to short-circuit public input, as this commission has suggest/attempted to do. This EIR suggests that there wouldn't be displacement. The reality is that development almost always means displacement and gentrification. Existing affordable units being replaced by office and luxury housing doesn't help the affordability crisis or the jobs/housing imbalance.	As concluded in Chapter 4.13, <i>Population and Housing</i> , page 4.13-13, of the Draft EIR, future development under the proposed project is anticipated to result in a net increase in density and utilization of infill or underutilized sites in existing urban areas, primarily in the ten General Plan Land Use Study Areas. Therefore, displacement of people or housing would be temporary as redevelopment occurs. While the proposed project focuses on infill development that may occur as redevelopment, it does not call for any large-scale development that would be considered to result in substantial displacement of existing housing. The scale of temporary removal of housing would be typical for urban development projects. Furthermore, small levels of displacement that may occur would be addressed through compliance with proposed General Plan goals, policies, and actions.

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PUB7-27	It's critical we get this right. Thank you for your consideration, and for considering the needs and desires of ALL San Mateans.	The comment serves as a conclusion to the preceding comments. Please see Responses PUB7-1 through PUB7-26.
PUB8	9/18/2023	Lisa Taner
PUB8-1	<p>All,</p> <p>The enormity of detail in the General Plan Update and process is enough to spin heads, and the average resident would need to play a lot of catch up to understand some of the greater points, much less the finer ones. While staff has done a tremendous amount of work, and there has been an endeavor to work with the community, it is a glaring failure to note the limited options of only 'maximum growth' or 'no growth' as presently reflected in the Draft EIR.</p> <p>The residents have been clear in their desire to have moderate growth in their city, and if this failure was known more widely, there would be a clamoring of upset folks knocking on your doors. There is time to rectify this. Please return to the drawing board and ensure that more options are fleshed out to incorporate the wishes of your taxpayers.</p>	Please see Master Response 3, Lower Growth Alternative.
PUB9	9/19/2023	Keith Weber
PUB9-1	<p>Attached please find my letter regarding the San Mateo General Plan Draft EIR. The focus of the letter is the absence of "reasonable" alternatives as required by CEQA.</p> <p>Although Alex is not directly involved in the EIR process, I have copied him on this email because the lack of reasonable alternatives has a "thumb on the scale" effect regarding Measure Y and the clear preference of voters for moderate growth.</p>	The comment serves as an introduction to the comments that follow. Please see Responses PUB9-2 through PUB9-5.

RESPONSE TO COMMENTS

Comment #	Comment	Response
	Thank you for the opportunity to comment on the DEIR. Keith Weber	
PUB9-2	The Draft EIR (DEIR) for the 2040 Draft General Plan is inadequate and incomplete because it fails to evaluate a “reasonable range” of alternatives as required by CEQA.	Please see Master Response 3, Lower Growth Alternative.
PUB9-3	During the public outreach phase of the General Plan, the City identified four feasible alternatives: the “No Project” alternative plus three others (Alternatives A, B, and C), each with incrementally greater growth potential and impacts. All four alternatives met or exceeded the housing and economic growth objectives of the General Plan revision. The City Council chose the alternative with the maximum development potential as their preferred alternative (the “project”).	The General Plan Update process included the creation and evaluation of three land use and transportation alternatives, Alternatives A, B, and C. All three alternatives had similar amounts of job growth. Alternative A allowed the least amount of residential growth and the lowest densities and heights. Alternative A was projected not to meet anticipated future RHNA cycles beyond 2031 and to result in fewer residents within close proximity to transit. Alternatives B and C were projected to be likely to meet and exceed, respectively, anticipated future RHNA cycles. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB9-4	<p>The California Environmental Quality Act (CEQA) requires the analysis of a “range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”</p> <p>The Draft EIR evaluates only two alternatives:</p> <ol style="list-style-type: none"> 1. No Project 2. Reduced Traffic Noise Alternative, which, according to the EIR, “would accommodate the same amount of proposed development as the proposed project.” <p>CEQA considers alternatives to involve changes to the project’s “scope, design, extent,” and “intensity.” But, the</p>	Please see Master Response 3, Lower Growth Alternative.

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Comment #	Comment	Response
PUB9-5	DEIR fails to offer alternatives that address these possible changes. Instead, it gives us the same amount of development as the project - an alternative in name only. By disregarding the less impactful alternatives offered to the public and preferred by much of the citizenry, the DEIR provides an all-or-nothing choice between maximum buildout or no project at all. The clear message voters sent to City Hall with the passage of Measure Y is their wish to accommodate moderate growth - to find a compromise between extreme growth and no growth. The DEIR is a tone deaf failure in this regard, presenting the public with only a choice between two extremes.	
	One of the purposes of an EIR is to identify alternatives to a proposed project and evaluate the comparative merits of feasible alternatives. Instead of providing the public with seriously considered alternatives, the DEIR offers a Sophie's choice. CEQA requires more and the public deserves better. In order to satisfy the CEQA requirement that "an EIR shall describe a range of reasonable alternatives to the project," the feasible alternatives previously identified publicly as Alternatives A and B, must be evaluated and the Draft EIR recirculated for it to meet the threshold of adequacy demanded by CEQA and expected by the public. The additional alternatives analysis represents significant new information and therefore requires recirculation of the Draft EIR, as explained in CEQA Guidelines Section 15088.5. RECIRCULATION OF AN EIR PRIOR TO CERTIFICATION.	Please see Master Response 3, Lower Growth Alternative. A lower growth alternative was considered but rejected because it was infeasible and would not meet project objectives nor reduce the significant effects of the proposed project. Please also see Response ORG1-18 regarding recirculation.
PUB10	9/22/2023	Lisa Maley
PUB10-1	Dear Manira, Please find my comments on the DEIR below.	The comment serves as an introduction to the comments that follow. Please see Responses PUB10-2 through PUB10-5.

RESPONSE TO COMMENTS

Comment #	Comment	Response
PUB10-2	<p>Thank you.</p> <p>Lisa</p> <p>Response to Draft EIR</p> <p>The Noise Element in the DEIR does not address the harmful effects of low frequency noise or discuss the mitigation of such. Besides traffic as a source, HVAC heatpump units are a common source of low frequency noise pollution. San Mateo's Climate Action Plan (CAP) requires the installation of electric appliances or the conversion of gas appliances to electric appliances. Many heat pumps will be located inside and outside of residences and will not only affect inhabitants but neighboring properties.</p>	<p>Stationary sources of noise, including HVACs and other mechanical equipment, are addressed in Chapter 4.11, <i>Noise</i>, pages 4.11-35 and 4.11-36, of the Draft EIR. As described, SMMC Chapter 7.30 establishes regulations to protect the inhabitants of the city against all forms of nuisances, including stationary sources noise such as HVAC equipment and heat pump units. Stationary sources of noise that are identified as exceeding the noise standards established by SMMC Chapter 7.30 are required to implement noise-reduction measures in order to reduce their noise to acceptable levels.</p>
PUB10-3	<p>The potential noise problem from the humming of multiples air source heat pumps has prompted an official UK government review (2023) by the Department for Environment, Food, and Rural Affairs. Low Frequency Noise is recognized by the WHO as an environmental problem and states the following in their publication on Community Noise:</p> <p>"It should be noted that low frequency noise, for example, from ventilation systems can disturb rest and sleep even at low sound levels"</p> <p>"For noise with a large proportion of low frequency sounds a still lower guideline (than 30dBA) is recommended"</p> <p>"When prominent low frequency components are present, noise measures based on A-weighting are inappropriate"</p> <p>"Since A-weighting underestimates the sound pressure level of noise with low frequency components, a better assessment of health effects would be to use C-weighting"</p> <p>"It should be noted that a large proportion of low frequency components in a noise may increase considerably the adverse effects on health"</p>	<p>Please see Response PUB10-2 regarding the analysis related to noise sources and compliance with the City's noise standards.</p>

RESPONSE TO COMMENTS

Comment #	Comment	Response
PUB10-4	<p>"The evidence on low frequency noise is sufficiently strong to warrant immediate concern" Europe, ahead of us in terms of heat pump use, is dealing with the noise complaints associated with them:</p> <p>German Environment Agency guideline information March 2017</p> <p>Complaints about low-frequency humming noises have become more frequent in recent years – especially in residential areas. The quiet, constant hum of air source heat pumps, air-conditioning systems or district heating stations in otherwise quiet neighbourhoods is often considered disturbing, even if the noise levels comply with statutory limit values. A guide by the German Environment Agency (UBA) advises all the parties of construction projects to consider the noise emissions of such large facilities in the early planning phase of a project. Once systems which hum are in operation, there are virtually no technical means to eliminating low-frequency noise.</p> <p>The EIR states that the San Mateo Noise Ordinance will protect people from health impacts however this ordinance is nearly 20 years old and does not even address interior noise in single family homes generated outside the property. It falls short in many other areas especially when compared to other newly adopted ordinances of surrounding Cities and the latest medical studies. The ordinance specifically states the regulations apply to a “reasonable person of normal sensitivities” which excludes those with misophonia or hyperacusis, both considered a disability by the ADA. The potential liability of this bias should be reason enough for San Mateo to update their noise ordinance.</p> <p>The current ordinance does not account for low frequency/tonal noise or the cumulative impacts from</p>	<p>The comment is noted. Additionally, it is noted that proposed General Plan Policy N 1.2, <i>Interior Noise Level Standard</i>, states that the maximum interior noise level within any sensitive receptor shall not be exposed to 45 dBA (Ldn) by new development in any habitable rooms, as established by the California Building Code.</p>

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Comment #	Comment	Response
PUB10-5	<p>multiple heat pumps. If the EIR contemplates the noise ordinance as a mitigation measure to protect the health of the community it should consider that the current noise ordinance needs to be updated to address the impacts of the 2040 General Plan.</p> <p>The EIR states that the “noise in the community has often been cited as a health problem, not in terms of physiological damage” however several studies have shown that community noise is associated with cardiovascular problems. The Internal Journal of Preventive Medicine 2022 article (Foroughharmajda, Asadya, Pereirab, Fuentec), Is enough Attention Paid to the health effects of low-frequency noise in today’s society? It is cited that exposure to lower frequency airborne pressure wave can cause cellular and tissue damage along with widespread vascular involvement.</p>	<p>The comment references a section of Chapter 4.11, <i>Noise</i>, of the Draft EIR that discusses community noise. As stated in Chapter 4.11, pages 4.11-1 and 4.11-2, of the Draft EIR, community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic and atmospheric conditions. What makes community noise constantly variable throughout a day, besides the slowly changing background noise, is the addition of short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual receptor. These successive additions of sound to the community noise environment vary the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts.</p> <p>As stated in Chapter 4.11, page 4.11-4, of the Draft EIR, "Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health</p>

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Comment #	Comment	Response
		<p>effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels." A review of the Internal Journal of Preventive Medicine article, "Is Enough Attention Paid to the Health Effects of Low-Frequency Noise in Today's Society" identifies a discussion of the potential negative effects of noise exposure that does not necessarily contradict the Draft EIR. Additionally, the article notes that, "more studies are needed to examine how ILFN [Infrasound and Low Frequency Noise] affects body tissues from a biological and pathobiological point of view" and that, "it should be noted that not many studies have been done on the relationship between LFN [Low Frequency Noise] exposure and hearing loss." Currently, there is a lack of consensus within the scientific community regarding the potential health effects of low-frequency noise. Some studies report associations between infrasound exposure and certain symptoms, while others find no significant effects. The variability in study designs, methodologies, and sources of infrasound contributes to the complexity of the issue. Due to the uncertainties surrounding the effects of low-frequency noise, the proposed General Plan does not set standards for exposure limits. Due to the still speculative inquiry related to the potential negative effects of low-frequency noise, it is overly speculative and inappropriate to analyze as an impact of the proposed project impact.</p>
PUB11	9/23/2023	Erika Gomez
PUB11-1	We recognize this can sometimes be a thankless job. So let me first say Thank You for considering our neighborhood concerns.	The comment serves as an introduction to the comments that follow. Please see Responses PUB11-2 through PUB11-4.

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Comment #	Comment	Response
PUB11-2	<p>We looked at the GP2040 and it appears that 9th. Ave and 5th Ave are being proposed as “Arterials”.</p> <p>In a city that has worked for decades to keep our streets safe for pedestrians, such as the Traffic Action Plans (TAPs) reclassifying 9th Ave to be able to carry from a max of 10,000 cars up to 50,000 cars goes against all the hours our neighborhood, staff and numerous city council members have invested to prevent additional degradation of local street surfaces and safety of our elderly, kids and general population when residents walk to medical appointments, school or work. Is this long term tradeoff worth whatever short term benefit city administrators anticipate?</p>	<p>Please see Master Response 2, Roadway Classifications.</p>
PUB11-3	<p>Has a Health Risk Analysis (HRA) associated with Allowing up to 50,000 cars in our little neighborhood been done? I cannot imagine that it would Not have a long term detrimental effect on our general population’s health.</p>	<p>Please see Master Response 2, Roadway Classifications, regarding roadway classification mapping.</p> <p>To determine cancer and noncancer health risks, the location, velocity of emissions, meteorology and topography of the area, and locations of receptors should be known to quantify toxic air contaminant (TAC) concentrations and subsequent health effects. Since individual development timelines and locations are unknown at this time, a health risk assessment (HRA) was not required nor feasible.</p> <p>The white paper prepared by the Association of Environmental Professionals’ Climate Change Committee, <i>We Can Model Regional Emissions, But Are the Results Meaningful for CEQA</i>, describes several of the challenges of quantifying local effects—particularly health risks—for large-scale, regional projects, and these are applicable to both criteria air pollutants and TACs. Similarly, the two amicus briefs filed by</p>

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Comment #	Comment	Response
		<p>the air districts on the Friant Ranch case describe two positions regarding CEQA requirements, modeling feasibility, variables, and reliability of results for determining specific health risks associated with criteria air pollutants (refer to Appendix C, Air Quality and Greenhouse Gas Emissions Data, of the Draft EIR).</p> <p>The carcinogenic TACs that constitute the majority of the known health risks are from motor vehicle traffic. BAAQMD's Planning Health Places provides a list of recommendations for lead agencies to use for projects that introduce new sensitive receptors near areas with high levels of air pollution or near local sources of air pollution. These best practices include tactical practices and technologies that reduce local traffic emissions, increase site buffering between receptors and emission sources, or alter the design of proposed projects to remove receptors from locations expected to experience the highest pollutant concentrations. Moreover, the proposed General Plan Policy COS 4.4, Activity Near Sensitive Receptors, and Policy COS 4.8, Truck Facilities, would aid in reducing the exposure of sensitive receptors specifically in Equity Priority Communities and Overburdened Communities to TACs and PM_{2.5}. These proposed policies aim to limit truck idling within the EIR Study Area and overall support the BAAQMD rules to reduce emissions from mobile sources.</p> <p>Although mobile sources of air toxics (e.g., truck idling) are not regulated directly by BAAQMD, CARB has rules to limit vehicle idling and the proposed project would not increase traffic volumes enough to generate CO hotspots (refer to Chapter 4.2, Air Quality, of the Draft EIR). Furthermore, individual development projects that have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks</p>

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Comment #	Comment	Response
PUB11-4	<p>This type of drastic change goes against the City’s Vision, Safety and Noise GP goals.</p> <p>Please let’s stop letting the “car centric” mentality we fought so hard to get away from drive decisions for our community’s future.</p> <p>I wish you would get the opinions of the mail carriers and package delivery personnel. Recently a car flipped on 7th and El Dorado after nearly hitting people and actually hitting multiple cars, before flipping. I spoke to the delivery personnel at the crash site and they said it is amazing how often they see people speeding and ignoring stop signs in our neighborhood.</p> <p>I would like close by sharing a photo of an adult resident riding their electric scooter on 5th and El Dorado. Something we see on 9th and Fremont all the time as well. Why do adults still rides bikes And scooters on the sidewalk during traffic hours? Because they are afraid, even with all the bike lanes in the street.</p>	<p>equipped with transport refrigeration units and are within 1,000 feet of a sensitive land use would be required under Mitigation Measure AQ-4 to prepare a site-specific health risk assessment to determine and mitigate potential health risk effects generated by an individual projects.</p> <p>The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>


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Comment #	Comment	Response
		
PUB12	9/23/2023	Rowan Paul
PUB12-1	<p>My wife and I are dismayed to see yet more proposed erosion of our neighborhood at 5th and Delaware with The Draft 2040 General Plan and Draft EIR.</p> <p>The definition of Arterial is 10,000 - 50,000 vehicles a day. There has been no collaboration on this reclassification. I oppose this reclassification and strongly feel that 5th avenue remain a neighborhood street given that we have families, neighbours with kids and families that have lived here for decades.</p>	<p>The comment serves as an introduction to the comments that follow. Please see Responses PUB12-2 through PUB12-5.</p> <p>Regarding roadway classifications, please see Master Response 2, Roadway Classifications.</p>
PUB12-2	<p>How do we address this increased cut-through traffic? We need assurances for traffic calming for both 5th and 9th Avenues.</p> <p>A class III Bike Boulevard is proposed for 5th Avenue which means we need lower traffic volumes for safer streets for pedestrians and bicyclists. Other cities in San Mateo County plant a tree in the center of the intersection to reduce cut-through traffic and improve air quality. I recommended we do that and add speed bumps or rumble strips. We are thankful for new pavement and repainted bike strips. To</p>	<p>Please see Master Response 2, Roadway Classifications.</p>

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Comment #	Comment	Response
PUB12-3	reclassify as an arterial would be devastating, contradictory and a move in the wrong direction. In addition, 4th and 5th Avenues are included in the Equity Priority Neighborhoods. We request that the boundaries of the Equity Priority Neighborhoods be extended to 9th Avenue and include streets from S Delaware to S Amphlett for more residential protections.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB12-4	Our 5th avenue neighborhood is a close one where we all know our neighbors. We do NOT want this to turn into a high density housing project with 7 floor new housing developments as you have been building near the tracks, some without concession or requirement for more parking or significant city infrastructure which is frankly ridiculous. Our neighbourhood is already taking a big hit and we WILL not stand for further erosion. I have attached an example of the damaging effect of traffic on our neighborhood. This is my neighbor's Porsche that was subject to a hit and run RIGHT OUTSIDE his and our houses. Can you imagine if there was a child playing on the sidewalk? Again as a reminder, our son got run over by a car at 5th and Clairmont just 2 blocks from our house. NOTHING was done by the city to increase safety at this intersection or in our neighborhood despite token lip service phone call with Lisa Nash and Eric Rodriguez at the time when it happened.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB12-5	Needless to say, we are sufficiently energized to fight this proposal. Please do the right thing for the invested locals.	The comment serves as a conclusion to the preceding comments. Please see Responses PUB12-1 through PUB12-4.
PUB13	9/23/2023	Evan Powell
PUB13-1	Thank you for your public service.	The comment does not address the adequacy of the analysis

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Comment #	Comment	Response
	<p>I am writing to express my opposition to the outrageous proposal that 9th and 5th avenues be reclassified to accept more cut through traffic.</p> <p>The Central Neighborhood already bears the brunt of the increased development in San Mateo. Countless times we have been reassured that our neighborhood would be protected with Vision Zero and traffic impact funds and so on. And yet we see that noise, pollution, accidents, and so on are all more prevalent in the Central Neighborhood than most other neighborhoods. Last week down the street from our house in Central Neighborhood a family was out walking when they were nearly killed by cut-through traffic, the incident of which is only increasing due to pro-development policies. Please see attached for a photo of the accident - imagine this was your reality, your neighborhood. Would you feel safe?</p> 	<p>in the Draft EIR; therefore, no further response is warranted. Regarding roadway classifications, please see Master Response 2, Roadway Classifications.</p>

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Comment #	Comment	Response
PUB14	9/24/2023	Chris and Wayne Rango
PUB14-1	I have been a resident of the Central Neighborhood for almost 40 years. What is being proposed in the General Plan and the Draft EIR is preposterous!	The comment serves as an introduction to the comments that follow. Please see Responses PUB14-2 through PUB14-4.
PUB14-2	Specifically, reclassifying 5th Ave, the street I live on, and 9th Ave to become Arterials is not in any neighborhood's best interest, let alone mine. To permit between 10,000 to 50,000 vehicles per day on these two neighborhoods' streets will only ADD an incredible amount of noise that already exists. It will increase greater danger for pedestrians as well as drivers not to mention decreasing our property value.	Please see Master Response 2, Roadway Classifications.
PUB14-3	This proposal will also allow 8-10 story buildings in my neighborhood! Are you kidding me? I am becoming more and more appalled at the attempts to RUIN our quaint neighborhood.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB14-4	Please do not allow this damage to happen.	The comment serves as a conclusion to the preceding comments. Please see Responses PUB14-1 and PUB14-3.
PUB15	9/24/2023	Dave Santos
PUB15-1	The EIR is a tremendous amount of information to digest.	The comment serves as an introduction to the comments that follow. Please see Responses PUB15-2 through PUB15-4.
PUB15-2	I want to acknowledge staff contributions to this effort and while there has been a modest attempt to reach out to the community, the report presents limited growth options. Is there not a middle ground of moderate growth as a viable alternative to maximum growth or no growth options? Why hasn't a moderate growth option been explored? I believe that is what Measure Y is all about, moderate growth.	Please see Master Response 3, Lower Growth Alternative.

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Comment #	Comment	Response
PUB15-3	I also wonder why the San Mateo Foster City School District was not consulted for input if the San Mateo Union High School District was. Adding 26,000 people to the population will affect the SMFCSD as well as the high school district.	The San Mateo Foster-City School District (SMFCSD) was contacted but there was no reply. Therefore, as cited in Chapter 4.14, <i>Public Services</i> , of the Draft EIR, information was obtained from the SMFCSD website and documents such as the SMFCSD Facilities Master Plan and the SMFCSD Strategic Plan 2022-2027. As discussed in impact discussion PS-5 in Chapter 4.14 of the Draft EIR, the projected increase in students across the EIR Study Area would be gradual and proposed Policy PSF 5.1, <i>Equitable Facilities</i> , Policy PSF 5.7, <i>Incentives for Public Facilities</i> , Policy PSF 6.1, <i>School Assistance</i> , and Policy PSF 6.6, <i>School District Collaboration</i> , in combination with the mandatory payment of developer impact fees would work to ensure that there are adequate school facilities during the buildout horizon of the proposed General Plan. Future construction of new or renovated school facilities to accommodate growth under the proposed project would be subject to separate project-level environmental review pursuant to CEQA, as required, to identify potential environmental impacts and mitigation measures as needed to reduce potential environmental impacts. Therefore, impacts would be less than significant.
PUB15-4	<p>I think it is wishful thinking to believe that the addition of 26,000 will not have more effect on the environment.</p> <p>In reviewing the document, input of residents (stakeholders) needs to be considered.</p> <p>I would like to recommend a rewrite that lists moderate growth options that are supported by the community along with a specific mechanism to solicit residents <i>[sic]</i> input.</p>	Please see Master Response 3, Lower Growth Alternative.

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Comment #	Comment	Response
PUB16	9/25/2023	Karen Herrel
PUB16-1	As a former San Mateo Planning Commissioner (14 years total, 1970's and 1990's) I am familiar with large EI R's. I've reviewed them by the inch and the pound! This current one for the proposed General Plan (over 1000 pages) is well beyond what most everyone - me included - will want to review and comment on, page by page. Instead I am focusing on two issues.	The comment serves as an introduction to the comments that follow. Please see Responses PUB16-2 through PUB16-5.
PUB16-2	Noise is a significant issue in San Mateo. Much <i>[sic]</i> of the noise we experience is related to traffic (another significant issue). I reviewed the noise studies and am puzzled that a better range of locations and a better choice of duration and times of day and days of the week were not used. It is usually most helpful to start "at home", with what we know best, so I looked very closely at the noise study on the upper part of West Hillsdale Blvd. The proposed General Plan will allow for greatly intensified development in the W. Hillsdale Blvd/Campus Drive area. Any such increase will certainly funnel much larger volumes of traffic onto Hillsdale Blvd (and likely 31st Ave.) toward the east of the area, especially since the alternative, State Route 92, is so frequently congested. So what evaluation does the DEIR give us? Fifteen minutes on a late Friday morning in mid November on the flat (therefore quieter) part at 931 W. Hillsdale. May I point out that this timing avoids the morning and afternoon commutes - both for CSM, other local schools and the regular workforce. Using a Friday, in a time when work from home was common, especially toward the end of the week, also creates an understatement of the existing conditions. and using a flat spot, when much of Hillsdale has steep roadway (in excess of 14%) also avoids revealing the effect of increased engine noise going uphill and the combined	The comment questions the methodology of the noise monitoring survey conducted for the Draft EIR, suggesting it is not robust enough to provide a reasonable sense of the ambient noise environment influencing San Mateo. The noise monitoring survey is intended to provide a representative snapshot of typical community noise experienced at several points throughout the EIR Study Area. The baseline noise measurement conducted at 931 W Hillsdale Boulevard identified a typical noise level of 61.6 decibels. However, the noise monitoring survey is not intended to provide a representation of the typical ambient noise environment on its own. In order to augment the results of the noise monitoring survey, existing traffic noise on W Hillsdale Boulevard between Alameda de las Pulgas and Campus Drive (along with many other roadway segments throughout the city) was calculated using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) (see Appendix D2, Traffic Noise Calculations, of the Draft EIR) and traffic volumes from Kittleson Transportation Consultants that were measured prior to the start of the COVID-19 pandemic. The predicted noise levels from this segment of roadway, which encapsulates 931 W Hillsdale Boulevard, generally verified the baseline noise survey with a calculation of 62.1 decibels. Thus, it is important to examine

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PUB16-3	<p>engine/tire noise from increased speed going both uphill and downhill. The measurement did manage to capture one of the buses that now use this route every 20 minutes - from 6AM to 11 PM!, but missed the common noisy situation of 2 buses passing each other. All in all, a pretty useless baseline evaluation for this location. I can only wonder what people who live near the other areas the DEIR evaluated would think of where/when/how those measurements were taken. Project Alternatives are very poorly chosen for a project this all encompassing. The community has been discussing a range of alternative development intensities (often called A, Band C for land use) which would result in a range of impacts. Those impacts are not necessarily a smooth continuum as development increases. In many community situations there is an as of now unidentified "tipping point" where impacts become much greater and require much stronger alternate mitigations, as opposed to "more of the same". Ignoring the community understanding of the proposed General Plan in favor of a less than adequate "alternative" of reduced noise (largely through reduced traffic) is not responsive to the CEQA guidelines for requirements in the DEIR. This "alternative" suggests "enhanced" TOM mitigations like subsidies for transit passes, e-bikes, ride sharing and bicycles. Those tools, and many others, should be an automatic part of our city process. employed right now, aside from any connection to a new General Plan. Even back before 2000, project approvals included conditions for TDM measures, across properties and area boundaries. How does this kind of already existing approach rise to the level of the basis for a project alternative? It doesn't.</p>	<p>both the noise monitoring survey and the modeled traffic noise in order to formulate a general understanding of the ambient noise environment influencing San Mateo.</p> <p>Please see Master Response 3, Lower Growth Alternative.</p>

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Comment #	Comment	Response
PUB16-4	Of course the alternatives also make mention of the environmentally superior choice. This is given lip service by saying it aligns with the only alternative "studied", thus skirting any real discussion. It probably would have been omitted altogether if not for the clear requirement in CEQA guidelines.	Section 15126.6 of the CEQA Guidelines requires that an "environmentally superior" alternative be selected and the reasons for such a selection be disclosed. In general, the environmentally superior alternative is the alternative to the proposed project that would be expected to generate the least number of significant impacts. As described in Chapter 5, <i>Alternatives</i> , page 5-27, of the Draft EIR, identification of the environmentally superior alternative is an informational procedure. Please see Master Response 3, Lower Growth Alternative.
PUB16-5	The bottom line for me is that you have a DEIR which does not meet legal requirements and which relies on inadequate studies. This document needs a major overhaul prior to certification.	The comment serves as a conclusion to the preceding comments. Please see Responses PUB16-1 through PUB16-4.
PUB17	9/25/2023	Maxine Turner
PUB17-1	Dear Ms. Sandhir - The purpose of CEQA is to give decision-makers adequate information upon which to base decisions that minimize negative impacts to the community. The Draft EIR (DEIR) for the 2040 Draft General Plan is so filled with vague statements about future actions as to be useless. Words like "suggest, promote and encourage" are meaningless. This DEIR does not give policy makers the data to evaluate the long-term impacts of their proposed GP Project. It is an insult to the residents and businesses in San Mateo who will have no idea of the true fiscal and environmental impacts of the proposed Project nor of viable alternatives that will lessen these impacts. The consultants can and must do better.	Please see Response PUB7-4.
PUB17-2	Staff knows that the City Council can still approve a project with "significant impacts" by making statements of overriding consideration. But misleading the public and decision-makers by avoiding discussion about the true	This EIR has been prepared pursuant to the requirements of CEQA and the State CEQA Guidelines to determine if approval of the identified discretionary actions and related subsequent development could have any significant impacts on the

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Comment #	Comment	Response
	impacts is unconscionable. This adds to the mistrust of government and threatens our fragile democracy. This DEIR must be rewritten and recirculated.	environment. The comment expresses concern regarding the conclusions in the Draft EIR but does not state a specific concern regarding the analysis in the Draft EIR. Therefore, a more detailed response cannot be provided. Please also see Response ORG1-18 regarding recirculation.
PUB17-3	<p>THE DEIR IS INADEQUATE AND INCOMPLETE BECAUSE IT FAILS TO:</p> <p>1 - Identify which program level environmental effects City staff intends to utilize as having been addressed as “specifically and comprehensively as is reasonably possible” in this program EIR so that later activities may qualify for a streamlined environmental review process or may be exempt from environmental review. The DEIR does not provide the supporting data for the “no significant impact” conclusions related to land use and zoning, traffic, air quality, noise, infrastructure capacity and water availability, public services and hydrology. If the consultants have given these details to the City this data must be included for public review and the DEIR recirculated.</p>	<p>As described in Chapter 2, <i>Introduction</i>, page 2-2, of the Draft EIR, later activities that are within the scope of the effects examined in the program EIR may qualify for a streamlined environmental review process or may be exempt from environmental review. When a program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the program EIR into the subsequent activities. If a subsequent activity would have effects that are not within the scope of the program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, a Mitigated Negative Declaration, or an EIR, unless the activity qualifies for an exemption.</p> <p>Regarding the comment's assertion that the Draft EIR does not provide supporting data for the "no significant impact" conclusions related to land use and zoning, traffic, air quality, noise, infrastructure capacity, water availability, public services, and hydrology, the impact analyses of these topics can be found in Chapter 4.10, <i>Land Use and Planning</i>, Chapter 4.15, <i>Transportation</i>, Chapter 4.2, <i>Air Quality</i>, Chapter 4.11, <i>Noise</i>, Chapter 4.17, <i>Utilities and Service Systems</i>, Chapter 4.9, <i>Hydrology and Water Quality</i>, and Chapter 4.14, <i>Alternatives</i>, of the Draft EIR, respectively. These chapters reference appendices with supporting data as appropriate. The comment does not specify what supporting data is missing; therefore, no further response is warranted. Please also see Response ORG1-18 regarding recirculation.</p>

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PUB17-4	2 - Evaluate a “reasonable range” of alternatives as required by CEQA. The GP land use map chosen by the City Council as the “Project” was the highest level of development considered during the public input phase. This high-development project results in Significant and Unavoidable (SU) impacts in Air Quality, Noise, and Wildfire even with mitigations. The DEIR does not adequately evaluate other alternatives that can lessen these and other impacts to less than significant levels. Alternatives A and B were considered during the public input phase of the GP UPDATE with much public support and these should be evaluated for potentially less impacts in the EIR. A highest development level ‘Project’ or no project is not adequate.	Please see Master Response 3, Lower Growth Alternative.
PUB17-5	<p>3 - Note specifically in the Land Use Regulations Measure Y paragraph that General Plan 2030 is Measure Y, approved by the voters in 2020, and a vote of San Mateo residents will be required to approve any changes to Measure Y heights and densities in the Project General Plan 2040. Identify specifically where land use changes increase the heights or densities allowed under Measure Y. The DEIR paragraph on Measure Y is inaccurate, incomplete and missing information on the Strive website and must be rewritten. Measure Y is of vital interest to a majority of the voters in San Mateo and needs to be clearly and accurately described in the DEIR.</p> <p>Rewrite the Measure Y paragraph to also note that it better supports affordable housing than the state density bonus law. The Measure Y General Plan 2030 requires that 10% of new residential development be for affordable units built on-site at the same time as the market rate units are constructed. Note how many affordable units have been built in San Mateo under Measure Y. It does not allow off-</p>	As shown in Chapter 3, <i>Revisions to the Draft EIR</i> , of this Final EIR, the paragraph on Measure Y in Chapter 4.10, <i>Land Use and Planning</i> , has been revised to be completed and impact discussion LU-2 has been revised to include a consistency analysis between the proposed project and Measure Y.

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	<p>site or in-lieu fee payments that can sit in a pot for years. The state density bonus law only requires 10% affordable units yet gives the developer 2 extra floors of height for doing what is already required in San Mateo. Also note that the Measure Y density allowances result in a larger number of 2-3 bedroom family sized units than the higher density bonus units have resulted in.</p>	
PUB17-6	<p>4- Justify how the conclusion of LU-2 “The proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect” was determined. Clearly, GP 2040 land uses conflict with Measure Y unless a mitigation is added to phase the high-development land use changes in the Project to after Measure Y ends in 2030. Staff notes that the current RHNA cycle housing requirements can be met under Measure Y. Projections for the next RHNA cycle will most likely be reduced. Much impact language throughout the DEIR notes that build-out will not occur all at once so this mitigation will not significantly impact GP 2040 policies.</p>	<p>As shown in Chapter 3, <i>Revisions to the Draft EIR</i>, of this Final EIR, impact discussion LU-2 in Chapter 4.10, <i>Land Use and Planning</i>, has been revised to include a consistency analysis between the proposed project and Measure Y.</p>
PUB17-7	<p>5 - Identify the conflicts between the Project’s high-level of development land uses in the Downtown with the goals of pedestrian oriented and preserving historic and cultural resources. Compare the likely wind and shadow impacts of higher heights, including density bonuses, to existing plan heights on outdoor seating and walking.</p>	<p>A consistency analysis of the proposed project and pedestrian circulation is provided in Chapter 4.15, <i>Transportation</i>, pages 4.15-19 through 4.15-22, of the Draft EIR and concluded that implementation of proposed General Plan goals, policies, and actions would improve the pedestrian network and support programs to pedestrian travel. As discussed in Chapter 4.4, <i>Cultural Resources</i>, pages 4.4-10 through 4.4-16, of the Draft EIR, the proposed project was concluded to have less-than-significant impacts on historical and archaeological resources and human remains due to mandatory regulatory procedures, as well as compliance with the proposed General Plan goals, policies, and actions.</p>

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		<p>The comment also claims that the Draft EIR fails to compare the wind and shadow impacts of developments under the proposed project. The analysis presented in the Draft EIR was prepared pursuant to CEQA Guidelines Appendix G, Environmental Checklist, which does not identify creating wind and shadow impacts as environmental impacts. The proposed General Plan however includes Policy CD 11.12, <i>Sustainable Design</i>, encouraging the integration of sustainable design features and elements into the design of new buildings which can minimize environmental impacts such as flooding, wind, shadows, etc.</p>
PUB17-8	6 - Identify the true potential heights with the density bonus increases in heights. Maximum height potential MUST include the density bonus heights.	<p>The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>
PUB17-9	7 - Identify specifically what increased service needs (fire, police, parks, recreation, and libraries) will be required by the high level of new development and how funding will be provided. These service impacts are one of the “Standards of Significance” that the “no significant impact” was based on. More importantly, identify at what level of new development (population or structures) WHEN new “staffing, facilities and equipment” will be needed. Policy LU 12.1 states: “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.” If new staffing and equipment does not exist to maintain a less than significant impact, will project approvals be delayed until adequate staffing, equipment and facilities are in place? Perhaps this should be	<p>The comment requests identification of what increased service needs will be required and how funding will be provided. Please see Master Response 1, Standards for Responses to Comments, regarding additional analysis. As discussed in Chapter 4.14, <i>Public Services</i>, of the Draft EIR, individual project plan review by SMC Fire, payment of development impact fees, consistency with the proposed General Plan goals, policies, and actions, and compliance with the existing regulations would ensure that SMC Fire and SMPD are involved as future development is allowed under the proposed project. Furthermore, as shown in Chapter 3, <i>Revisions to the Draft EIR</i>, of this Final EIR, Chapter 4.14, of the Draft EIR has been revised to include proposed General Plan Action PSF 1.8, <i>Police and Fire Cover Assessments</i>, which requires complete standard of cover assessments or staffing studies periodically for police and fire services to ensure that appropriate response times, staffing, and levels of service are</p>

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Comment #	Comment	Response
	<p>added as a mitigation.</p> <p>For example, fire services currently closely meet the standard set by the National Fire Protection Association that there be one firefighter for every 1,000 population. At what specific new level of project development and population growth would new facilities, staffing and equipment be required? How tall can buildings be to be served by existing fire trucks? The “no significant impact” conclusion in the DEIR only refers to the construction impacts of new facilities, not the lack of services which negatively impact the community. “PS-1 The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services.”</p> <p>The same is true for police services. “SMPD has identified that its staffing level has decreased since 2020, and an increase in population would result in a need for increased staffing. Physical expansion of SMPD facilities may be needed to accommodate increases in staffing and maintain response times. The SMPD has indicated that existing stations would be inadequate to accommodate future needs; due to this, a new police substation or substantial adjustments, expansions, or renovations to the existing police headquarters facility have been identified as needed.”</p> <p>If new staffing and equipment does not exist to maintain a less than significant impact, will project approvals be delayed until adequate staffing, equipment and facilities are in place? Perhaps this should be added as a mitigation.</p>	<p>available to meet community needs as the City’s population grows. Please see Response PUB17-3 regarding further CEQA review and streamlining.</p> <p>The comment also points out that the Draft EIR only analyzes the impacts of constructing new facilities, not the lack of services which would impact the community. Under the provisions of CEQA (Public Resources Code 21002.1[a]), the purpose of an EIR is to identify the significant effects of a project on the environment, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided. Existing impacts to the community that are not caused by the project are not within the scope of this EIR.</p>

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PUB17-10	Current services are adequately funded by existing revenues. The DEIR makes clear that the large increase in population and structures will require more funding for services. There is no data about how much revenue will be lost or gained by the Project land use changes. How much sales tax revenue will be lost by upzoning downtown and El Camino Real small businesses for housing or office? How much property tax increase stays with the city as opposed to sales, hotel, business and other taxes? This is fundamental information needed by decision makers prior to approving the High-Development 2040 General Plan.	Fiscal impacts are outside the scope of this EIR. Therefore, no further response is warranted. The General Plan staff is conducting additional fiscal analysis with consultant support that will be considered by the City Council as part of the General Plan adoption process.
PUB17-11	The DEIR does not provide the public nor decision-makers with the data they need to approve the Project. There is no information about how water will be provided, traffic impacts reduced, the jobs/housing balance maintained, and displacement of affordable housing and small businesses avoided. Every resident, voter and taxpayer in San Mateo understands the Project high-level of development will negatively impact their lives. This DEIR does not meet legal requirements and it must be revised and recirculated.	As discussed in Chapter 4.17, <i>Utilities and Service Systems</i> , pages 4.17-20 through 4.17-29, of the Draft EIR, water services in the City of San Mateo are provided by California Water Service Company, Mid-Peninsula District (Cal Water - MPD) and Estero Municipal Improvement District (EMID) with water purchased from San Francisco Public Utilities Commission (SFPUC). While there is expected to be a shortage of water supplies to meet the demand with the proposed buildout for normal years and single and multiple dry years in the Cal Water - MPS service area and single and multiple dry years in the EMID service area, the proposed General Plan goals, policies, and actions would serve to minimize impacts of future development to water supplies. The City will continue to coordinate with Cal Water - MPD and EMID regarding conservation efforts, demand management measures promoted by the water districts, and implementation of water use restrictions as per the Water Shortage Contingency Plans. Additionally, future development under the proposed project would be required to obtain will-serve letters, implement water efficient requirements, and prepare a Water Supply Assessment that demonstrates that the project water demands would not exceed water supplies, as applicable.

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Comment #	Comment	Response
		<p>Existing developments can be expected to decrease their water demands in the future as a result of the implementation of water conservation practices. Furthermore, Cal Water, EMID, and SFPUC plan to have implemented alternative water supply programs by 2040. As the City of San Mateo is not a water provider for the EIR Study Area and has limited capacity to directly control water use and water supply planning, the measures described above represent the best water conservation and water supply measures available and the impact would be less than significant.</p> <p>Proposed General Plan goals, policies, and actions that would serve to reduce traffic impacts are identified in Chapter 4.15, <i>Transportation</i>, pages 4.15-13 through 4.15-27, of the Draft EIR. It is concluded that the proposed project would not conflict with existing programs and policies. Through implementation of the proposed General Plan goals, policies, and actions, the proposed project supports public transit, improvements to bicycle and pedestrian facilities. It would also promote and direct the City to expand the pedestrian and bicycle network, close gaps in the transportation network, and coordinate with regional agencies to improve the transit network. Buildout of the proposed project is anticipated to generate per capita VMT below the City's established impact thresholds, as the implementation of the proposed General Plan 2040 would support VMT reduction, and result in reducing VMT per capita and VMT per employee. The proposed project was also found to promote the design of improvements to the transportation network that are safe for all modes of travel and address emergency access by considering access routes, developing and updating emergency response plans, and incorporating emergency access considerations in the design of future street</p>

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		<p>improvements. Therefore, the proposed project would result in less-than-significant transportation impacts.</p> <p>Analysis of the job/housing balance maintenance of the proposed project is not required under CEQA; however, housing growth is considered in Chapter 4.13, <i>Population and Housing</i>, pages 4.13-9 and 4.13-10, of the Draft EIR. The proposed project estimates an overall increase of 21,410 housing units in the EIR Study Area by 2040, of which 33 percent would come from the City's 2023-2031 RHNA allocation of 7,015 units, which is housing capacity that the City must accommodate as required under State law. The proposed General Plan 2040 includes goals, policies, and actions that strive to attract business and employment opportunity, while maintaining a reasonable balance between income levels, housing types, and housing costs within the City.</p> <p>Please see Response PUB7-26 regarding displacement of affordable housing as a result of implementation of the proposed project. CEQA considers the displacement of people or housing, necessitating the construction of replacement housing elsewhere. Displacement of small businesses would be a market analysis outside of the scope of this EIR.</p> <p>Please see Response ORG1-18 regarding recirculation.</p>
PUB18	9/25/2023	Naomi Ture
PUB18-1	<p>I write with high hopes that our planning manager and city council will listen to the neighborhood voices, over the developer voices.</p> <p>I write to oppose Draft General Plan and Draft EIR, and to</p>	<p>The comment serves as an introduction to the comments that follow. Please see Responses PUB18-2 through PUB18-10.</p>

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Comment #	Comment	Response
	request that you protect the tree-lined neighborhood that we love. My home is at 614 E 5th Avenue. We moved here because it is a friendly, safe, tree-lined street with a bike lane. It's filled with families and folks who have lived here for decades and are proud of this neighborhood. Many people use our street to live, bike, and to walk to downtown San Mateo and the park.	
PUB18-2	<p>This is my request - Please protect our neighborhood by including the following boundaries in the Equity Priority Neighborhood: 5th to 9th Avenue and S Delaware to S Amphlett and provide us with the following residential protections:</p> <ul style="list-style-type: none"> • Please install the traffic calming measures including speed humps on 5th Avenue that you promised us after multiple people have been hit by cars. 	Please see Response PUB6-31 regarding equity priority community boundaries and Master Response 2, Roadway Classifications.
PUB18-3	<ul style="list-style-type: none"> • Do not allow 5th and 9th to become classified as arterials (this is the opposite of what you promised) • Keep 5th Avenue as a local street and 9th Avenue as a collector 	Please see Master Response 2, Roadway Classifications.
PUB18-4	<ul style="list-style-type: none"> • Install the proposed class III Bike Boulevard on 5th Avenue 	Bike improvement projects within the City are considered capital improvements and considered by City Council through the Capital Improvement Program, which is updated every five years. The comment does not address the adequacy of the Draft EIR. Therefore, no further response is required.
PUB18-5	<ul style="list-style-type: none"> • Please ensure that height limitations within the boundaries of our neighborhood are 2 stories • Please ensure height limitations right outside our neighborhood are 4-6 stories. • Please stop ignoring the citizens and pleasing the developers by allowing them to construct 8-10 story structures. 	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.

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Comment #	Comment	Response
PUB18-6	<ul style="list-style-type: none"> Please make it harder for developers to construct massive structures near our neighborhood without implementing what the citizens demand - safety, ample parking, and height limitations. 	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB18-7	The planning commission and city have shown in recent years that you are working against neighborhoods and in collaboration with developers, to create 8-12 story structures next to a neighborhood of single-story single-family homes. You are ignoring our pleas and exacerbating problems such as overcrowding, parking issues, traffic, safety and dangerous roadway conditions.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB18-8	The planning commission and city promised to work with our neighborhood to install traffic calming after cars are repeatedly hitting pedestrians. You have not added even one speed hump to 5th Avenue.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB18-9	The planning commission and the city promised to work with our neighborhood regarding 8-12 story high rises. Instead, the city is working WITH developers and AGAINST residents to build as many high rises as it can fit near our neighborhood without regard for parking, traffic and safety issues.	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB18-10	Please listen to the people who live and work here now. Please protect us, your neighbors, over the developers. Please tell me exactly how you will protect my beloved neighborhood.	The comment serves as a conclusion to the preceding comments. Please see Responses PUB18-1 through PUB18-9.
PUB19	9/25/2023	Naomi Ture
PUB19-1	I just took this photo yesterday, of a dad riding his 2 kids along our tree-lined 5 th Avenue. Please protect our neighborhood. Picture removed	The comment serves as an introduction to the comments that follow. Please see Responses PUB19-2 through PUB19-3.

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PUB19-2	In order to assure us that you have no intention of altering 5th and 9th, do not reclassify <i>[sic]</i> 5th and 9th Avenues as arterials.	Please see Master Response 2, Roadway Classifications.
PUB19-3	In addition, please assure us that you will slow down development, not the opposite (i.e. Kiku Crossing) so that we can prevent increases in air pollution, noise, traffic, safety issues and wildfire risk.	The comment requests assurance that the City will slow down development to prevent environmental impacts. The comment has been noted. Impacts from the General Plan Update to air quality, noise, traffic and safety, and wildfires have been fully disclosed within the Draft and Final EIR. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB20	10/1/2023	Mavridis
PUB20-1	The city needs to put a beneficial pause on the General Plan & Draft EIR. We the People of the City of San Mateo have not had an ample opportunity to review and comment on this drastic change to our city. The magnitude of these plans is an assault on our way of life, liberty, pursuit of happiness, public health and safety. The bulk of these plans have been put through during the unprecedented Covid-19 public health emergency. As many people were distracted by fearing for their lives, safety, family and businesses, we did not have the opportunity to thoroughly analyze and provide input on 1,000-page documents which have major ramifications to the city and its residents.	Pursuant to CEQA Guidelines Section 15105(a), the public review period for a Draft EIR submitted to State Clearinghouse for State review shall not be less than 45 days. The public review period for the Draft EIR was from August 11, 2023, to September 25, 2023, satisfying the 45-day requirement.
PUB20-2	We the People of the City of San Mateo should not have to bear the burden of Sacramento and San Francisco's mismanagement. The common theme appears to be just sardine pack everyone into San Mateo and figure it out from there. There have been no plans to require the major tech companies to move some of their offices to neighboring cities in order to help alleviate traffic congestion in the Bay Area, given they are one of the leading causes of this traffic	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.

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Comment #	Comment	Response
PUB20-3	<p>as the jobs are all concentrated in one area. It is easier for these trillion-dollar corporations to help the environment and shorten the commute times by spreading out their offices, instead of requiring the residents of San Mateo to accept lower environmental quality and thus lowering the quality of life. The city has failed to consider and advocate for this less harmful alternative and instead is assaulting our way of life and drastically changing the fabric of San Mateo. During the 9/12/2023 Planning Commission meeting, one of the commissioners themselves said “I still have a lot of questions...air quality and noise impacts are being flagged as significant and unavoidable”. The Environmental Impact Report, has looked at things such as air quality, pollution, noise, etc. Another commissioner claims “the greenhouse gas emissions will be lower by adopting the General Plan update”, the public needs to verify these outrageous claims that contradict logic and common sense.</p>	<p>The comment expresses concerns regarding the impacts of the proposed project and the conclusions in the Draft EIR. The analysis in the Draft EIR includes substantial evidence to support the conclusions relating to air quality, noise, and greenhouse gas emissions. Since the comment does not provide any specific concerns on the analysis in the Draft EIR, a more detailed response cannot be provided.</p>
PUB20-4	<p>A consultant from ECORP Consulting confirms that “the updated plan does increase population and traffic, and that the plan allows for more population increase than the old plan”, and a commissioner confirms. In addition, the consultants struggled to explain the logical contradictions and admitted that without modeling the existing plan they can’t say whether the environmental impact would be the same as in the updated plan. Furthermore, the consultants admitted that “my assumption is that this (new) general plan is really looking to maximize the benefits of getting people out of cars”. Since this seems to be the core principle, the entire assumptions and math need to be revisited.</p>	<p>In compliance with CEQA requirements, Chapter 4.11, <i>Noise</i>, of the Draft EIR, evaluates potential impacts associated with buildout of the proposed project as compared against baseline conditions, not what is presented in the existing General Plan. Chapter 5, <i>Alternatives</i>, of the Draft EIR evaluates a No Project Alternative, which would maintain the current adopted General Plan. Pursuant to CEQA Guidelines Section 15126.6(e)(1), the no project alternative analysis is not the baseline for determining whether the proposed project’s environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline.</p> <p>As stated in Chapter 4.11, pages 4.11-28 and 4.11-29, of the Draft EIR, the proposed General Plan does not propose</p>

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		<p>specific development projects; however, for the purposes of environmental review, the EIR discloses and evaluates potential buildout in the EIR Study Area under the proposed project. This represents a level of development that the City has projected can reasonably be expected to occur through the buildout horizon of 2040. To capture the potential impact of future development under the proposed project, the Draft EIR utilizes the baseline existing conditions and analyzes the impacts of urban development through the projection period ending in 2040. Roadside noise levels were calculated for the same roadways analyzed for the transportation analysis in Chapter 4.15, <i>Transportation</i>, of the Draft EIR. The street segments selected for analysis are those forecast to experience the greatest percentage increase in traffic generated by future development under the proposed project and are therefore expected to be most directly impacted.</p> <p>As the lead agency, the City has discretion on the methodology and approach utilized to evaluate the impacts based on substantial evidence to support its conclusions. The Draft EIR and Final EIR provide a detailed analysis to justify the conclusions in the document.</p> <p>The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.</p>
PUB20-5	<p>During the same 9/12/2023 Planning commission comment period after returning from break, a commissioner said “I don’t have any comments”. A 1,000-page document and a commissioner doesn’t comment at all on a plan that would fundamentally change the entire landscape of San Mateo? Then right after a commissioner says “I don’t consider myself an expert in EIR (environmental impact reports), so I wouldn’t, I don’t feel confident enough to get into too many weeds with things where I just don’t have much reason to disagree with what was written”. This is precisely why we need to place a beneficial pause on such plans, since even</p>	

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PUB20-6	<p>the commissioners do not have the proper knowledge to weigh the impacts to the residents of San Mateo.</p> <p>Thus, again these are major drastic changes to the city and its residents. To not give the public more time to educate themselves coming out of a historic pandemic is a travesty and breach of public trust. We are constantly told that the State of California has passed laws requiring densification of housing development. However, what we are not told and omitted from the conversation is this key sentence: “The city or county is not required to waive or reduce development standards that would cause a public health or safety problem, cause an environmental problem, harm historical property, or would be contrary to law”, as stated in the California density bonus law.</p> <p>The city has been forced to try and pass an \$8 increase to help fund and fix the crumbling infrastructure which led to major flooding recently. The city’s budget does not have the capacity to help support such population increase. Will the city be forced to raise taxes to help fund emergency services on already burdened residents or risk creating dangerous conditions of public property?</p> <p>Like Gulliver tied down by thousands of little strings, we lose our freedom one regulation at a time.</p>	<p>Fiscal impacts are outside the scope of this EIR. Therefore, no further response is warranted. The General Plan staff is conducting additional fiscal analysis with consultant support that will be considered by the City Council as part of the General Plan adoption process.</p>
PUB21	10/8/2023	Meg Spicer
PUB21-1	♦ I am a resident of San Mateo. Own a storefront business in San Mateo	The comment serves as an introduction to the comments that follow. Please see Responses PUB21-2 through PUB21-6.
PUB21-2	<p>♦ I am discouraged (dismayed, troubled, etc.) I couldn’t participate in the building heights survey.</p> <p>♦ District 5 (our district) is far more impacted by taller buildings than other districts</p> <p>♦ I support residential building heights of 2 stories.</p>	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.

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Comment #	Comment	Response
PUB21-3	<ul style="list-style-type: none"> ♦ I do not support buildings that are predominantly non-residential exceeding 5 stories or Measure Y limits in height. ♦ I also advocate for the preservation of single-family home neighborhoods, along with small businesses and retail. 	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB21-4	<ul style="list-style-type: none"> ♦ I do not support additional housing units beyond what is required by the State 	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB21-5	<ul style="list-style-type: none"> ♦ The DEIR should have looked at a moderated option, not just the maximum development. 	Please see Master Response 3, Lower Growth Alternative.
PUB21-6	<ul style="list-style-type: none"> ♦ I am concerned about how services and infrastructure for all the new development will be paid for. 	Fiscal impacts are outside the scope of this EIR. Therefore, no further response is warranted. The General Plan staff is conducting additional fiscal analysis with consultant support that will be considered by the City Council as part of the General Plan adoption process.
PUB22	10/9/2023	No Name
PUB22-1	<ul style="list-style-type: none"> ♦ I am a resident of San Mateo. 	The comment serves as an introduction to the comments that follow. Please see Responses PUB22-2 through PUB22-6.
PUB22-2	<ul style="list-style-type: none"> ♦ I am discouraged (dismayed, troubled, etc) I couldn't participate in the building heights survey ♦ District 5 (our district) is far more impacted by taller buildings than other districts ♦ I support residential building heights of _____ stories. ♦ I do not support buildings that are predominantly non-residential exceeding 5 stories or Measure Y limits in height. 	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB22-3	<ul style="list-style-type: none"> ♦ I also advocate for the preservation of single-family home neighborhoods, along with small businesses and retail. 	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.

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Comment #	Comment	Response
PUB22-4	♦ I do not support additional housing units beyond what is required by the State	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.
PUB22-5	♦ The DEIR should have looked at a moderated option, not just the maximum development.	Please see Master Response 3, Lower Growth Alternative.
PUB22-6	♦ I am concerned about how services and infrastructure for all the new development will be paid for	Fiscal impacts are outside the scope of this EIR. Therefore, no further response is warranted. The General Plan staff is conducting additional fiscal analysis with consultant support that will be considered by the City Council as part of the General Plan adoption process.
PUB23	10/12/2023	Lisa Maley
PUB23-1	Dear Councilmembers, I have the following comments regarding building heights and the 2040 General Plan:	The comment serves as an introduction to the comments that follow. Please see Responses PUB23-2 through PUB23-4.
PUB23-2	Building heights and density: District 5 is disproportionately affected by the growth proposed in the General Plan yet very few neighbors received the survey regarding building heights. I believe that the survey sampling will not reflect the views of residents. I favor increasing building heights over Measure Y limits only for residential buildings (or Mixed use with over 80% residential). I support a maximum of 8-stories for a residential building (including any density bonus height) and only if required to meet RHNA housing numbers. The General Plan included over 21,410 new dwelling units and RHNA requirements are closer to 15,000 dwelling units. This is a 40% buffer and given the latest State population projections the next cycle should be less than 8,000 dwelling units. I am inclined to only support a ballot measure to	The comment is noted. The comment does not address the adequacy of the analysis in the Draft EIR; therefore, no further response is warranted.

RESPONSE TO COMMENTS

Comment #	Comment	Response
	increase building heights that place a threshold on the dwelling units built, such as 15,000.	
PUB23-3	GP and DEIR The DEIR evaluated only a maximum project or no project. Given that there are “Unavoidable” Significant Noise and Air quality impacts associated with greater health risks, it would have made sense to study a more moderate alternative.	Please see Master Response 3, Lower Growth Alternative.
PUB23-4	It also seems completely inconsistent that these significant impacts are caused by traffic, but traffic itself is not a significant impact. Policy LU 6.1 Rail Corridor Plan speaks of “maintaining and improving the quality of life for those who already live and work in the area” but the increase of noise and air quality impacts indicated by the DEIR are in complete contradiction to this statement. I suspect that future traffic congestion and inadequate parking will also reduce the quality of life among residents.	The comment questions why air quality and noise impacts are found to be significant and unavoidable due to traffic, but transportation impacts were found to be less than significant. It is possible to have significant air quality and noise impacts with less-than-significant transportation impacts. The Draft EIR concluded that the proposed project would result in significant and unavoidable air quality impacts because construction and operation of future development under the proposed project would exceed the BAAQMD’s regional significance thresholds and contribute to the nonattainment designations and health risk in the San Francisco Bay Area Air Basin. As detailed in Chapter 4.2, <i>Air Quality</i> , pages 4.2-35 and 4.2-36, of the Draft EIR, transportation is not the only factor that contributes to air quality impacts. While the air quality modeling utilizes trip generation and vehicle miles traveled (VMT), the EIR Study Area’s criteria air pollutant emissions inventory also considers energy, off-road equipment, and area sources. The Draft EIR also concluded that the proposed project would result in significant and unavoidable noise impacts due to 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. Similar to air quality modeling, the noise model includes factors other than trip generation, such as average speeds, roadway geometry,

RESPONSE TO COMMENTS

Comment #	Comment	Response
		and environmental site conditions (see Chapter 4.11, <i>Noise</i> , page 4.11-37, of the Draft EIR).
		Senate Bill 743 and CEQA Guidelines Section 15064.3(b) have revised the methodology for assessing transportation impacts, shifting the focus to the VMT, which considers the number of daily trips and the distance traveled by those trips to their destinations. The provision of mixed-use and transit-oriented development reduces user travel distances, leading to a lower VMT. For Draft EIR, the VMT impacts were evaluated using VMT per capita and VMT per employee consistent with the guidance provided by the Governor's Office of Planning and Research.
Public Hearing Oral Comments		
PH1	9/12/2023	San Mateo Planning Commission
PH1-1	Maurine Killough asserts that San Mateo deserves the best objective design standards since there are many distinct neighborhood zones and each neighborhood has its own visual and physical character and deserves respect. Killough also points out that, with regard to commercial development adjacent to residential new infill building, designs need to respect existing community character using established designs found in San Mateo. Killough requests the City encourage new developments to be compatible and harmonious with building types and architecture styles prevalent in San Mateo especially with the surrounding residential neighborhoods and downtown historic district. Killough also requests the City consider a project design review for proposed projects in the downtown and surrounding neighborhoods by a qualified historic preservation architect consultant. Killough asserts that aesthetics of new illuminated contemporary glass buildings	Regarding the commenter's concerns about aesthetics, please see Responses PUB6-1 and PUB6-2. Regarding the commenter's concerns about historic resources, lighting, signage, and landscaping, please see Responses PUB6-3, PUB6-4, PUB6-5, and PUB6-6, respectively.

RESPONSE TO COMMENTS

Comment #	Comment	Response
PH1-2	<p>will have an impact on existing older neighborhoods and the historic downtown and points out that a consultant could creatively bridge the design look between existing historic architecture and new buildings. Killough expresses concerns regarding street lighting standards and asserts that more green street lamps are needed at dark residential intersections and longer residential blocks, as this impacts safety for pedestrians and cyclists in the equity priority and underserved neighborhood areas in Central and North Central neighborhoods. Killough requests the City protect the character of older residential neighborhoods and prohibit neon commercial signs on the new tall buildings facing towards surrounding residential neighborhoods at night, as housing is at the upper level in these buildings, and prohibit older lighted outdoor billboards advertising alcohol and equity priority neighborhoods along 101 which generate blight. Killough also requests the City encourage drought tolerant green landscaping in residential neighborhoods and commercial projects and expand the tree canopies and front yards and plant more street trees through Street Tree Plan especially in equity priority neighborhoods.</p> <p>David Light refers to the seismic hazard map in Chapter 4.6, Geology and Soils, of the Draft EIR that shows the risk of soil liquefaction during major earthquakes, which is broadly divided between a moderate risk region roughly from downtown to Highway 101 and a high-risk region east of 101 to the Bay. Light expresses concern that developers are going to prefer to locate their multi-story projects in low-risk areas rather than on historic landfill areas that are in the higher risk liquefaction areas. Light points out that there are many single-family and duplex home neighborhoods that are currently located in these desirable moderate risk areas and these neighborhoods should not be displaced by large</p>	<p>Regarding the commenter's concerns about geologic and seismic hazards, please see Response PUB5-2. Regarding the commenter's concerns about greenhouse gas emissions, please see Response PUB5-3. Regarding the commenter's concerns about historic resources, please see Responses PUB6-7 through PUB6-11.</p>

RESPONSE TO COMMENTS

Comment #	Comment	Response
	<p>developments. Light asserts that San Mateo needs to protect and preserve charming older homes in single-family and duplex neighborhoods that make San Mateo the desirable place that it is to live. Light refers to Chapter 4.7, Greenhouse Gas Emissions, of the Draft EIR discusses the need to reduce carbon dioxide from cars and trucks. Light notes that new developments located near Caltrain or SamTrans public transportation stops are routinely allowed to provide less than adequate parking spaces in their plans; however, there's continued lack of cooperation between Caltrain and BART with low ridership decreasing on SamTrans and Caltrain. Light asserts that city planners need to be realistic about the use of public transportation and that new building projects should provide adequate parking spaces and include parking with chargers for electric cars as a more realistic solution to greenhouse gas emissions. Light asserts that electric cars are much quieter than traditional internal combustion engine cars. Light also requests more neighborhood preservation and protection, updated surveys in Central and North Central neighborhoods and older neighborhoods as potential historic districts, protection of historic pre-war homes and small duplexes for middle and low-income families in the equity priority neighborhoods, avoidance of demolition of homes in older neighborhoods (especially on the east side of San Mateo), and preservation of the street level exteriors of existing Craftsman Spanish and Tudor Revival and Victorian homes. Light asserts that new construction should be compatible with the existing neighborhoods and respect existing community character. Light requests the City encourage new developments to be compatible and harmonious with building styles and Architectural Styles prevalent in San Mateo.</p>	

RESPONSE TO COMMENTS

Comment #	Comment	Response
PH1-3	<p>Laurie Watanuki states that the impact of the buildout results in unacceptable cumulative traffic noise within the EIR study area and notes that no mitigation measures are available, according to the EIR. Watanuki points out that temporary construction noise can be reduced by staggering the projects and that taking the trucks out through the state highways (El Camino Real, 92, 101) would reduce the toxic dust pollution. Watanuki argues for reduced construction impacts in the equity priority neighborhoods and reduced heights of three stories in the land use map along 4th and 5th Avenue and the west side of South Delaware in the central neighborhood, as well as reduced heights of Mixed Use High I and Mixed Use High II in Downtown. Watanuki notes that bicycle boulevards are described in the Draft EIR and it says to include traffic calming on low traffic volumes. Watanuki also notes that 5th Avenue as described as a traffic boulevard from Delaware to South Amphlett. Watanuki requests the City keep 5th Avenue as a local street, versus having it reclassified as an arterial. Watanuki asserts that this conflict is in the General Plan and needs to be addressed. Watanuki points out that Central neighborhood has been an underserved neighborhood an equity priority boundary should be extended to 9th Avenue include streets from Amphlett to Delaware. Watanuki points out that the General Plan policy states to implement traffic calming on residential streets to reduce the cut through traffic and traffic noise. Watanuki requests the City install traffic circles on 9th Avenue and 5th Avenue from Delaware to South Amphlett, to keep the four-way stop signs, to not reclassify these streets to arterials, to do not put a truck route on 5th Avenue from South Delaware to South Amphlett on 5th Avenue (since it's going to be a proposed bike boulevard), and to not put a truck route on South</p>	<p>Regarding the commenter's concerns about noise and construction impacts, please see Responses PUB6-12, PUB6-14, and PUB6-16. Regarding the commenter's concerns about traffic calming, truck routes, traffic management, and grade separations, please see Responses PUB6-21, PUB6-22, PUB6-23, and PUB6-30, as well as Master Response 2, Roadway Classifications. Regarding Equity Priority Communities, please see Response PUB6-31.</p>

RESPONSE TO COMMENTS

Comment #	Comment	Response
PH1-4	<p>Humboldt between 4th and 9th. Watanuki asserts that the City needs to make these streets safer for the bicyclists. Watanuki states that the neighborhood traffic management program is a living document and asserts that it needs to be updated to better address the cut through traffic volumes and provide more flexibility to address traffic impacts on local streets collectors and arterials in residential neighborhoods. Watanuki questions the ADT volumes on Peninsula and Popular Avenues from Delaware to South Humboldt and whether this is included in the Draft EIR. Watanuki also questions the percentage of Burlingame traffic that uses the Popular exit in San Mateo. Watanuki requests the City perform a separate study for the six grade separations and questions why there are so many grade separations between 1st and 9th and why Peninsula Avenue doesn't have grade separations.</p> <p>Ken Abreu points out that there is a ballot measure next year to amend Measure Y and questions whether the passing of this ballot measure would affect the City's ability to meet the RHNA, the General Plan itself, or the Draft EIR.</p>	<p>The passing of a ballot measure would not affect the City's ability to meet the RHNA, the General Plan itself, or the Draft EIR. As shown in Chapter 3, <i>Revisions to the Draft EIR</i>, of this Final EIR, impact discussion LU-2 in Chapter 4.10, <i>Land Use and Planning</i>, has been revised to include a consistency analysis between the proposed project and Measure Y. Any components in the proposed General Plan that are inconsistent with Measure Y would require voter approval before they can take effect. Proposed General Plan Policy LU 1.9, <i>Voter-Approved Growth Limits</i>, requires that, 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.</p> <p>Please see Responses PUB 7-2 through PUB7-5 regarding the commenter's concerns about the impacts of growth and the</p>
PH1-5	<p>Michael Weinbauer expresses concerns about the accessibility of the Draft EIR and notes that it's very</p>	

RESPONSE TO COMMENTS

Comment #	Comment	Response
	<p>technical and includes a lot of acronyms. Weinbauer asserts that the Draft EIR does not adequately address issues and makes unreasonable assumptions that people will not drive and alternative modes of transportation would be readily available. Weinbauer also asserts that the General Plan and Draft EIR plans for extreme levels of growth (about 40 percent) that would worsen air quality, traffic, noise, and other key areas and questions why the City is planning for absurd growth levels. Weinbauer also points out that the General Plan and EIR focused on per capita statistics and asserts that we should not lose sight of absolute numbers. Weinbauer notes that the General Plan and EIR claims to require balancing jobs and offices and asserts that given the massive imbalance, it should be focused on housing (not only luxury and rental-only housing, but also affordable housing) and existing housing stocks should be preserved, as it gets gentrified and replaced with unaffordable housing, which there is no shortage of in San Mateo. Weinbauer asserts that the non-committal language used in the Draft EIR are meaningless without concrete legislation, quantifiable targets that someone is accountable for, and funding to ensure aspirational plans are actually put into place and impacts are truly understood and mitigated. Weinbauer points out that the Draft EIR calls for decarbonizing housing stock but there are serious doubts around PG&E's abilities to export to support the existing demand, much less doubling that demand and the significant costs to property owners.</p>	<p>language used in the Draft EIR. Please also see Master Response 3, Lower Growth Alternative.</p>

RESPONSE TO COMMENTS

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A P P E N D I X B

REVISED PROJECTS INCLUDED
IN BUILDOUT PROJECTIONS

APN	Project/Site Name	Address	Existing Land Use	Proposed General Plan Land Use Designation	Proposed Housing Units	Proposed Retail Square Footage	Proposed Office Square Footage
033163050	222 S Fremont	717 E 3rd Ave	Single Family Residential	Residential Medium Density	40	--	--
033171040	Monte Diablo and North Kingston	145 Kingston	Multi-Family Residential	Residential Low/Medium Density	--	--	--
033171050	Monte Diablo and North Kingston	139 Kingston	Multi-Family Residential	Residential Low Density	--	--	--
033171060	Monte Diablo and North Kingston	131 Kingston	Single Family Residential	Residential Low/Medium Density	--	--	--
033171180	Monte Diablo and North Kingston	1218 Monte Diablo	Commercial	Residential Medium Density	34	--	--
033281130	477 9th Ave Mixed Use Development	477 9th Ave	Office	Mixed-Use Medium	120	5,645	28,100
034144240	Essex at Central Park	E 5th Ave/San Mateo Dr	Commercial	Mixed-Use High	80	7,000	12,960
034176050	222 E. 4th Ave – Draeger’s	222 E 4th Ave	Commercial	Mixed-Use High	10	17,658	104,722
034176070	222 E. 4th Ave – Draeger’s	400 S B St	Commercial	Mixed-Use High	--	619	1,238
034176080	222 E. 4th Ave – Draeger’s	410 S B St	Commercial	Mixed-Use High	--	688	1,375
034176090	222 E. 4th Ave – Draeger’s		Commercial	Mixed-Use High	--	3,575	7,150
034179010	445 S B St Bespoke	302 E 4th Ave	Commercial	Mixed-Use High	60	89,415	66,585
034179020	445 S B St Bespoke	407 S B St	Commercial	Mixed-Use High	--	693	1,385
034179030	445 S B St Bespoke	415 S B St	Commercial	Mixed-Use High	--	680	1,361
034179040	445 S B St Bespoke	445 S B St	Commercial	Mixed-Use High	--	2,192	4,383
034179050	445 S B St Bespoke	4th/Railroad	Commercial	Mixed-Use High	--	1,383	2,766
034179060	445 S B St Bespoke	4th/Railroad	Commercial	Mixed-Use High	--	680	1,360
034181160	435 E. 3rd Ave.	435 E 3rd Ave	Commercial	Mixed-Use High	5	1,381	34,000
034183060	KIKU CROSSING	480 E 4th Ave	Commercial	Residential High Density	225	--	--
034185030	Block 21 500 E. 3rd Ave	312 Delaware St	Single Family Residential	Mixed-Use High	--	682	1,363
034185040	Block 21 500 E. 3rd Ave	318 Delaware St	Single Family Residential	Mixed-Use High	--	682	1,363
034185050	Block 21 500 E. 3rd Ave	320 Delaware St	Quasi Public	Mixed-Use High	--	696	1,392
034185110	Block 21 500 E. 3rd Ave	307 Claremont St	Industrial	Mixed-Use High	--	726	1,452
034185120	Block 21 500 E. 3rd Ave	512 3rd Ave	Commercial	Mixed-Use High	--	686	1,373
034185140	Block 21 500 E. 3rd Ave	373 Claremont St	Commercial	Mixed-Use High	--	517	1,035
034185150	Block 21 500 E. 3rd Ave	507 4th Ave	Commercial	Mixed-Use High	--	877	1,753
034185160	Block 21 500 E. 3rd Ave	300 Delaware St	Commercial	Mixed-Use High	111	1,380	179,560
034185170	Block 21 500 E. 3rd Ave	525 4th Ave	Commercial	Mixed-Use High	--	687	1,374
034185190	Block 21 500 E. 3rd Ave	311 Claremont St	Multi-Family Residential	Mixed-Use High	--	637	1,275
034185200	Block 21 500 E. 3rd Ave	315 Claremont St	Vacant	Mixed-Use High	--	679	1,358
034194030	616 S. B Street Nazareth Vista Mixed Use Development	616 S B St	Commercial	Residential Medium Density	48	6,919	--
034194140	616 S. B Street Nazareth Vista Mixed Use Development	600 S B St	Commercial	Residential Medium Density	--	--	--
034200220	Central Park South (Residential)	885 S El Camino Real	Public Park	Mixed-Use Medium	60	2,760	33,500
034275130	1 Hayward Avenue	5 Hayward Ave	Office	Mixed-Use Medium	18	1,098	4,495
034302140	1495 S. El Camino Real	1495 El Camino Real	Office	Mixed-Use Low/Medium	35	2,000	20,910
034413080	1600-1620 S. El Camino Real & 1541-1543 Jasmine Street	1600 El Camino Real	Commercial	Mixed-Use Medium	44	404	1,617
034413090	1600-1620 S. El Camino Real & 1541-1543 Jasmine Street	1604 El Camino Real	Commercial	Mixed-Use Medium	--	302	1,208
034413100	1600-1620 S. El Camino Real & 1541-1543 Jasmine Street	1610 El Camino Real	Commercial	Mixed-Use Medium	--	349	1,394
034413110	1600-1620 S. El Camino Real & 1541-1543 Jasmine Street	1620 El Camino Real	Commercial	Mixed-Use Medium	--	350	1,402
035215050	Hayward Park Station	1701 Leslie St	Industrial	Mixed-Use Medium	--	3,654	14,618
035215060	Hayward Park Station	1731 Leslie St	Industrial	Mixed-Use Medium	30	1,075	4,301
035221010	Hayward Park Station	1741 Leslie St	Industrial	Mixed-Use Medium	--	574	2,296
035221020	Hayward Park Station	1753 Leslie St	Industrial	Mixed-Use Medium	--	516	2,064
035242090	Concar Passage	678 Concar Dr	Commercial	Mixed-Use Medium	961	32,000	3,403
035242140	Concar Passage	666 Concar Dr	Commercial	Mixed-Use Medium	--	19,413	77,653
035242160	Concar Passage	1855 Delaware St	Commercial	Mixed-Use Medium	--	1,413	5,654
035242170	Concar Passage	1880 Grant St	Commercial	Mixed-Use Medium	--	18,182	72,727
035242190	Concar Passage	690 Concar Dr	Commercial	Mixed-Use Medium	--	1,479	5,917
035242200	Concar Passage	1820 Grant St	Commercial	Mixed-Use Medium	--	1,480	5,919
035242210	Concar Passage	640 Concar Dr	Commercial	Mixed-Use Medium	--	7,558	30,230
035242220	Concar Passage	Concar Dr/S Delaware St	Commercial	Mixed-Use Medium	--	2,021	8,083
035383200	Fish Market 1855 S. Norfolk St	1863 S Norfolk St	Commercial	Mixed-Use Medium	239	12,595	50,381
039030340	1919 O'Farrell Street	1919 O'Farrell St	Office	Mixed-Use Medium	49	2,421	9,682
039352060	Hillsdale Terraces	2700 El Camino Real	Commercial	Mixed-Use High	--	2,025	4,051
039352070	Hillsdale Terraces	2750 El Camino Real	Commercial	Mixed-Use High	--	1,625	3,250
039352090	Hillsdale Terraces	2790 El Camino Real	Commercial	Mixed-Use Medium	68	13,078	4,670
039353060	2850 El Camino Real	2850 El Camino Real	Office	Mixed-Use Medium	18	7,458	1,340

APN	Project/Site Name	Address	Existing Land Use	Proposed General Plan Land Use Designation	Proposed Housing Units	Proposed Retail Square Footage	Proposed Office Square Footage
039490170	Hillsdale Shopping Center	41 Hillsdale Blvd	Commercial	Mixed-Use Medium	1998	297,423	1,189,691
040031040	Bay Meadows Modification, PA20-033	3069 Kyne St (BMSP - Residential Block 6)		Residential Medium Density	108	--	--
040031230	Bay Meadows Modification, PA20-020	2600 S Delaware St		Mixed-Use Medium	114	10,244	241,756
040031240	Bay Meadows Modification, PA20-020	2600 S Delaware St		Mixed-Use Medium	--	2,474	9,898
040102580	477 E. Hillsdale Blvd (Hillsdale Inn)	341 Hillsdale Blvd	Commercial	Residential Medium Density	230	--	--
040102620	477 E. Hillsdale Blvd (Hillsdale Inn)	477 Hillsdale Blvd	Commercial	Residential Medium Density	--	--	--
040102630	477 E. Hillsdale Blvd (Hillsdale Inn)	477 Hillsdale Blvd	Commercial	Residential Medium Density	--	--	--
041521010	Peninsula Heights	2988 Campus Dr	Office	Residential Low Density	290	--	--
041521020	Peninsula Heights	2800 Campus Dr	Single Family Residential	Residential Low Density	--	--	--
041522010	Peninsula Heights	2655 Campus Dr		Residential Low Density	--	--	--
041522020	Peninsula Heights	2755 Campus Dr	Office	Residential Low Density	--	--	--
032197150	115 Monte Diablo		Single Family Residential	Quasi-Public	--	--	--
032311140-50	77 N San Mateo Dr		Office		--	--	--
032322130	303 Baldwin Avenue (Trag's Market)		Commercial	Mixed-Use Medium	--	2,458	9,832
032322200	303 Baldwin Avenue (Trag's Market)		Commercial	Mixed-Use Medium	64	19,952	60,664
032323340	Mi Rancho Market (80 N B St)	80 N B St	Commercial	Mixed-Use Low/Medium	--	9,200	5,375
033163010	200 S. Fremont Street (Fremont Terrace)		Vacant	Residential Medium Density	--	--	--
033163020	200 S. Fremont Street (Fremont Terrace)		Single Family Residential	Residential Medium Density	15	--	--
033163150	222 S Fremont		Vacant	Residential Medium Density	--	--	--
033281140	KIKU CROSSING - City-Owned Downtown Affordable Housing an	400 E 5th Ave	Office	Public Facilities	--	--	32,684
033441260	Wastewater Treatment Plant Upgrade (2050 Detroit Drive)	2075 Detroit Dr	Public Facility		--	--	--
034093050	2 W. 3rd Avenue	2 W 3rd Ave	Single Family Residential	Mixed-Use Medium	--	946	18,743
034122020	520 S. El Camino Real		Office	Office High	--	--	6,379
034122450	520 S. El Camino Real	520 S El Camino Real	Office	Office High	--	--	120,064
034122460	520 S. El Camino Real	500 S El Camino Real	Office	Office High	--	--	236,441
034143280	44 E. 3rd Avenue		Commercial	Mixed-Use Medium	66	5,549	5,989
034143290	44 E. 3rd Avenue		Commercial	Mixed-Use Medium	--	932	3,728
034154030	31 - 57 S. B St. (Donut Delite)		Multi-Family Residential	Mixed-Use High	--	5,120	36,535
034172080	180 E. Third Avenue		Commercial	Mixed-Use Medium	--	3,380	19,608
034178130	333-345 S. B Street Facade & Office SPAR		Commercial	Mixed-Use Medium	--	402	7,034
034178140	333-345 S. B Street Facade & Office SPAR		Commercial	Mixed-Use Medium	--	673	2,693
034182120	406 E 3rd Avenue		Commercial	Mixed-Use Medium	25	1,799	103,731
034182130	406 E 3rd Avenue		Commercial	Mixed-Use Medium	--	--	--
034182140	406 E 3rd Avenue		Commercial	Mixed-Use Medium	--	--	--
034182150	406 E 3rd Avenue		Commercial	Mixed-Use Medium	--	--	--
034182160	405 E. 4th Avenue		Commercial	Mixed-Use Medium	15	1,821	65,514
034186060	500 E. 4th Ave		Multi-Family Residential	Mixed-Use High	--	751	1,502
034186070	500 E. 4th Ave		Office	Mixed-Use High	--	395	789
034186080	500 E. 4th Ave		Commercial	Mixed-Use High	86	1,379	142,000
034186090	500 E. 4th Ave		Office	Mixed-Use High	--	1,333	2,666
034186110	500 E. 4th Ave		Commercial	Mixed-Use High	--	2,437	4,874
034188140	668 E 3rd Ave		Commercial		--	--	--
035200120	1650 S. Delaware Street (Azara Apt - former AAA Office Building)		Office	Mixed-Use High	73	5,814	11,628
035200200	Station Park Green		Vacant	Mixed-Use Medium	599	60,000	45,000
035200210	Station Park Green		Commercial	Mixed-Use Medium	--	11,119	44,478
035200220	Station Park Green		Commercial	Mixed-Use Medium	--	9,553	38,214
035200230	Station Park Green		Commercial	Mixed-Use Medium	--	11,949	47,797
035200999	Hayward Park Project		Vacant	Mixed-Use High	191	16,874	33,748
035202010	400-450 Concar Dr. (Hines) Office Building		Office	Office Medium	--	--	276,467
035321080	Public Storage -2222 S. Delaware St		Industrial	Mixed-Use Medium	--	8,313	33,253
039060870	21 Lodato		Multi-Family Residential	Residential Low/Medium Density	3	--	--
039073510	2164 Palm Ave.		Vacant	Mixed-Use Medium	--	1,227	4,908
039081030	2333 Palm Ave		Public Facility		--	--	--
039590170	60 31st Ave		Commercial		--	--	--
040030180	Saratoga Drive and Yates Way (Medical Office)		Vacant	Office Medium	--	--	86,000
040030220	2495 S Delaware Street (Underground Flow Equalization System)		Public Facility	Public Facilities	--	--	1,250,438
040030870	131 E 28th Ave		Public Facility		--	--	--

APN	Project/Site Name	Address	Existing Land Use	Proposed General Plan Land Use Designation	Proposed Housing Units	Proposed Retail Square Footage	Proposed Office Square Footage
040031210	Bay Meadows Modification		Vacant	Mixed-Use Medium	--	9,820	382,888
040031220	Bay Meadows Modification		Vacant	Mixed-Use Medium	--	2,855	11,421
040031250	Bay Meadows II SPAR #1 STA 1 & 5 Modification			Office Medium	--	--	184,205
040031320	Bay Meadows II SPAR #1 STA 1 & 5 Modification			Office Medium	--	--	130,953
040031330	Bay Meadows II SPAR #1 STA 1 & 5 Modification			Office Medium	--	4,756	367,322
040150090	Atria Hillsdale Renovation		Quasi Public	Residential Low/Medium Density	--	--	--
040161110	2940 S. Norfolk St. (Hampton Inn and Suites)		Commercial	Commercial Regional	--	59,331	--
040231020	29 Vista Ave		Commercial		--	--	--
041362280	1400 W Hillsdale Blvd		Commercial		--	--	--
				Total	6,132	852,887	6,108,355

A P P E N D I X G

C O M M E N T S R E C E I V E D O N T H E
D R A F T E I R

From: Olson, Brian@DOC
To: msandhir@cityofsanmateo.org
Cc: OLRA@DOC; OPR State Clearinghouse; Gomez, DarylAnne@DOC
Subject: Strive San Mateo General Plan 2040 and Climate Plan Update
Date: Thursday, September 21, 2023 11:42:41 AM
Attachments: Outlook-z4z5gswd.png
Outlook-dw5ghtmf.png
Outlook-xol112ri.png
Outlook-Banner rea

SCH Number
2022010160
Lead Agency
City of San Mateo
Document Title
Strive San Mateo General Plan 2040 and Climate Plan Update
Document Type
EIR - Draft EIR
Received
8/11/2023



Hello, Manira—

Thank you for providing the City's Draft EIR for the 2040 General Plan for our review. This email conveys the following recommendations from CGS concerning geologic issues within the General Plan documents:

1. Liquefaction and Landside Hazards

- The Draft EIR discusses liquefaction and landsliding as potential hazards and provides a map of "Liquefaction Potential" and "Slope Failure Potential" based on the ABAG Hazard Viewer Map (Figure 4.6-4). CGS notes the slope failure potential depicted in Figure 4.6-4 represents "rainfall-induced" landsliding, not "earthquake-induced" landsliding, which is a related, but unique seismic hazard. The City should consider providing an additional discussion of this hazard.
- The City should supplement these sections with a discussion of official CGS Earthquake Zones of Required Investigation (EZRI) for both liquefaction and earthquake-induced landslides, and consider providing a map of these official zones, which are more extensive than those provided by ABAG.
- CGS maps and data are available here:
<https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-liquefaction-zones-1/about>
<https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-landslide-zones-doc-hosted/about>
<https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>
<https://maps.conservation.ca.gov/EQZApp/app/>
- Cities and counties affected by EZRI must regulate certain development projects within them. The Seismic Hazards Mapping Act (1990) also requires sellers of real property (and their agents) within a mapped hazard zone to disclose at the time of sale that the property lies within such a zone.

2. Radon Hazards

- The Draft EIR does not address indoor radon gas hazards; however, part of the City is within an area mapped by CGS with "High Radon Potential".
- The City should provide a discussion of both the health hazards and geologic sources of radon

gas, and consider including a map of CGS radon potential zones within the proposed project from CGS Special Report 226, entitled "Radon Potential in San Mateo County, California".

- CGS maps and data are available here:

<https://maps.conservation.ca.gov/cgs/radon/app/>

<https://gis.data.ca.gov/datasets/cadoc::cgs-mineral-hazards-indoor-radon-potential-zones/about>

<https://www.conservation.ca.gov/cgs/minerals/mineral-hazards/radon>

GOV1-7
cont.

GOV1-8

<!--[if !vml]-->



<!--

[endif]-->



<!--[endif]-->

<!--[if !vml]-->



<!--[endif]-->

@CAgeosurvey

FOLLOW US!

Brian Olson, CEG
Senior Engineering Geologist
Seismic Hazards Program

<!--[if !vml]--> **14 Years of Public Service** <!--[endif]-->

California Geological Survey

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"A team is not a group of people who work together.

A team is a group of people who trust each other." – Simon Sinek

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California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



September 25, 2023

SCH #: 2022010160
GTS #: 04-SM-2022-00533
GTS ID: 25265
Co/Rt/Pm: SM/82/11.696

Manira Sandhir, Planning Manager
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403

Re: Strive San Mateo General Plan 2040 and Climate Plan Update – Draft Environmental Impact Report (DEIR)

Dear Manira Sandhir:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Strive San Mateo General Plan 2040 and Climate Plan Update. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system.

GOV2-1

The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the August 2023 DEIR.

Project Understanding

The proposed project would build off the existing General Plan 2030 to provide a framework for land use, transportation, conservation decisions through the horizon year of 2040. It would also update the buildout projects used in the City's Climate Action Plan to be consistent with the updated General Plan 2040.

GOV2-2

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide ([link](#)).

GOV2-3

The project's Vehicle Miles Traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory and the City's Transportation Impact Analysis guidelines. Per the VMT analysis in the DEIR, this project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.

GOV2-4

Page 4.15-16, "the proposed project is generally consistent with and would not obstruct the transit-related goals and policies in Plan Bay Area as it supports transit facilities and transit-oriented development". Please consider strengthening the language as the General Plan Update could be reinforced with stronger language to advance the stated transportation goals of Plan Bay Area and the State.

GOV2-5

Caltrans encourages policies and programs related to land use and circulation that increase density, improve regional accessibility, and reduce VMT. The City may also consider the following strategies to reduce VMT, in addition to the priority strategies identified in Table 4.7-3:

- Real-time transit information system
- Transit subsidies
- Unbundled parking requirement from housing developments

GOV2-6

For additional TDM options, please refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference, Chapter 8 ([link](#)).

Multimodal Transportation Planning

Please review and include the reference to the Caltrans District 4 Pedestrian Plan (2021) and the Caltrans District 4 Bike Plan (2018) in the DEIR. These two plans studied existing conditions for walking and biking along and across the State Transportation Network (STN) in the nine-county Bay Area and developed a list of location-based and prioritized needs.

GOV2-7

Please note that any Complete Streets reference should be updated to reflect Caltrans Director's Policy 37 ([link](#)) that highlights the importance of addressing the needs of non-motorists and prioritizing space-efficient forms of mobility, while also facilitating goods movement in a manner with the least environmental and social impacts. This supersedes Deputy Directive 64-R1, and further builds upon its goals of focusing on the movement of people and goods.

GOV2-8

Integrated Transportation and Land Use Planning

Please review and include the reference to the current California Transportation Plan (CTP) in the DEIR.

GOV2-9

CTP 2050 envisions that the majority of new housing located near existing housing, jobs, and transit, and in close proximity to one another will reduce vehicle travel and greenhouse gas emissions, and be accessible and affordable for all Californians, including disadvantaged and low-income communities. The location, density, and affordability of future housing will dictate much of our future travel patterns, and our ability to achieve the vision outlined in CTP 2050. Caltrans encourages the City to consider and explore the potential of excess state-owned property for affordable housing development, per Executive Order N-06-19.

GOV2-9
Cont.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

GOV2-10

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Marley Mathews, Transportation Planner, via LDR-D4@dot.ca.gov.

GOV2-11

For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Yunsheng Luo'.

YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse



**SAN MATEO
HERITAGE ALLIANCE**

September 25, 2023

Ms. Manira Sandhir, Planning Manager
City of San Mateo, Community Development Department
330 20th Ave.
San Mateo, CA 94403

Dear Ms. Sandhir:

Congratulations on completing the Draft EIR for the San Mateo Draft 2040 General Plan. It is a well written, visually appealing document.

The San Mateo Heritage Alliance appreciates that you have incorporated many of our comments on the General Plan policies to identify historic resources more broadly in San Mateo and use more appropriate terminology for the definition of historic resources.

ORG1-1

The Draft EIR Cultural Resources section, however, is incomplete. The section is therefore inadequate and must be revised and recirculated for public comment for these substantial reasons:

1. 4.4.1.2, Existing Conditions section is missing a description of at least two National Register of Historic Places eligible historic districts—Baywood and Yoshiko Yamanouchi House.
2. The impact discussion is missing an analysis of the project effects on historic districts.
3. The impact conclusion is not supported by the impact analysis.
4. General Plan policies are not reliable mitigation measures to avoid or reduce the significant adverse impacts that may be caused by the project. The City of San Mateo has failed to comply with its General Plan policies regarding historic resources for the past 25+ years.
5. CEQA is not a reliable mitigation measure for the significant adverse impacts that may be caused by the project. The City of San Mateo's compliance with CEQA has been selective, and most often used to justify demolition and not protection of historic resources.

ORG1-2

ORG1-3

ORG1-4

ORG1-5

ORG1-6

We offer the following comments on the Draft EIR.

4.4 Cultural Resources

4.4.1.2 Existing Conditions

p. 4.4-9, para. 2: The existing conditions section is not complete because it does not include two documented historic districts:

1. The Baywood Historic District is bounded by Alameda de las Pulgas, Crystal Springs Road, Eaton Road, Virginia Avenue, Edinburgh Street, and Notre Dame.
2. The Yoshiko Yamanouchi House Historic District is at 1007 East 5th Avenue.

ORG1-7

The City received the *Baywood Historic Asset Analysis* (Brandi 2022) in April 2022. This report identifies the historic context of the Baywood neighborhood, the boundary of the Baywood Historic District, and the criteria under which the Historic District is eligible for the National Register of Historic Places. This report should be referenced in the EIR. In addition, San Mateo Heritage Alliance is submitting an

additional report on the Baywood Historic District that identifies the district boundaries, provides information on each property in the district, and identifies the contributors to the district and the properties that are not contributors.

The Yoshiko Yamanouchi House Historic District has 9 resources on the property including 3 buildings, 3 sites, and 3 structures. This information should be included in the Draft EIR and the effects on the districts from increased adjacent traffic should be analyzed. The effects on the Yoshiko Yamanouchi House Historic District is potentially significant due to the increased levels of traffic and pollution.

ORG1-7
cont.

4.4.4.1 Regulatory Framework

The discussions of cultural resource regulations does not include the regulatory framework for historic districts. The treatment of historic districts may be different than the treatment of individual historic properties. It is important to understand the regulatory framework for districts because the City has four historic districts; two identified as part of the 1989 Historic Building Survey, the Baywood Historic District, and the Yoshiko Yamanouchi House Historic District.

ORG1-8

CULT 1:

Thank you for acknowledging the potential impact of incompatible new buildings adjacent to historic buildings or districts. The City's practice has been to only address the direct effects of the project on historic resources. The impact of new development on the Downtown Historic District has not been analyzed or mitigated (e.g., Prometheus building at the former Trag's site).

ORG1-9

p. 4.4-11, para. 2 states:

"properties in the EIR Study Area that are listed in or determined to be eligible for listing in the National and California Registers would be categorized as historic resources even if they are not formally landmarked by the City."

This statement cannot be relied upon because the City has not followed these procedures. The City did not include the Baywood or Yamanouchi districts in this EIR. The City disregarded the Baywood historic district report (Brandi 2022) that outlined the boundaries of the district and identified Baywood as an eligible historic district, as well as a memo that indicated the property was a contributor to the district. The City did not treat the property as a historic resource and permitted demolition of the property without conducting the appropriate CEQA review.

ORG1-10

p. 4.4-11:

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.

The City currently treats contributors to the Downtown Historic District as historic resources. This definition of historic resources only include districts. The City Historic Resources Code, which only applies to the Downtown Historic District currently states:

ORG1-11

27.66.040 CONFORMANCE WITH STANDARDS AND GUIDELINES.

(a) City-wide. All exterior modifications of individually eligible and contributor buildings (e.g., exterior building additions and alterations) shall conform with the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures, 1990 Edition.

This code implies contributors are treated as historic resources. Will contributors in new districts be required to follow the Secretary of Interior's guidelines for exterior modifications?

Please add "contributors to eligible historic districts" to the definition of historic resources in Policy CD 5.3, to be consistent with how Downtown historic resources are treated. Contributors to historic districts must be protected in order to protect the integrity of the district.

ORG1-11
cont.

Please provide a reference or more information about the requirements of a historic resources report.

Impacts to Historic Districts

The impact analysis should address the potential for direct and indirect significant effects on eligible historic districts and their contexts, especially for areas that have not yet been fully surveyed. The Yoshiko Yamanouchi House Historic District could be adversely affected by the proposed project, including increased traffic and the reconstruction of the 3rd/4th Avenue Interchange. Please revise the analysis to include an analysis of the impacts on the historic district.

ORG1-12

The Aragon and San Mateo Park neighborhoods border El Camino Real development areas. Hayward Park borders the railroad development corridor and El Camino Real development corridor. The analysis is incomplete because it does not consider the potential for direct and indirect impacts on unsurveyed potential historic districts identified in the 1989 *Historic Building Survey*. The impact analysis should be revised to address this new impact.

General Plan policies are not a reliable means of mitigating potential significant adverse impacts to historic resources because the City fails to comply with its own policies.

- The City of San Mateo has for 13 years disregarded its adopted General Plan policies regarding historic resources.
- The City has failed to comply with current General Plan policy C/OS 8.2 Historic Districts. The policy requires the City to "Consider the protections of concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity, after additional study." and "In consideration of future historic districts, specific regulations to maintain historic character **shall** be developed." The City continues to disregard this policy by refusing to acknowledge identified eligible historic districts and permitting demolition of historic resources to occur unabated and unaffected by its General Plan policies.
- The City has failed to comply with current General Plan policy C/OS 8.4 Inventory Maintenance. This policy directs the City to "Establish and maintain and inventory architecturally, culturally and historically significant structures and sites." It also warns that "without maintenance, the inventory becomes unreliable and unusable." For 34 years the City has failed to maintain or update the 1989 *Historic Building Survey* resulting in the continual and unabated loss of historic resources.

ORG1-13

Policy CD 5.7: Demolition Alternatives

Please add the requirement to identify demolition alternatives for contributors to a historic district.

ORG1-14

Action CD 5.8: Historic Resources Context Statements, Action CD 5.9: Historic Resources Survey, and Action CD 5.10: Historic Preservation Ordinance

These actions imply they will be conducted sequentially (Prepare neighborhood-specific historic context statements prior to updating the historic resources survey.) Please update the Historic Preservation Ordinance **first** to address the two new eligible historic districts (the Yoshiko Yamanouchi House Historic District and Baywood Historic District).

ORG1-15

p. 4.4-13 Significance without mitigation: Less than significant Conclusion.

The conclusion that the proposed project would not cause a substantial adverse impact on historical resources is contrary to the discussion of the many ways the proposed project could have significant adverse impacts on historical resources:

- "Implementation of the proposed project could have the potential to directly impact cultural resources by altering land use regulations that govern these properties or surrounding sites."
- "Potential impacts from future development on, or adjacent to, historical resources could lead to demolition...inappropriate modification...inappropriate new construction... incompatible new buildings."
- "Development activities under the proposed project therefore have the potential to be incompatible with historical resources, which could be a significant impact."
- "If new development were to directly impact existing resources, impacts on historical resources could be significant."

ORG1-16

Based on the above statements from the impact discussion, the conclusion should be amended to read **"the proposed project has the potential to cause a substantial adverse change to historical resources."**

The California Environmental Quality Act (CEQA) is not a reliable means of mitigating potential significant adverse impacts to historic resources.

CEQA does not prevent demolition of historic resources. The City can make overriding considerations that housing is more important than historic resources. The impact analysis does not support the conclusion of no significant impact with no mitigation. The Draft EIR (p. 4.4-13)states:

"Under CEQA, conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties would normally mitigate impacts to a less-than-significant level. Because the proposed General Plan is a program level document, it is not possible to determine whether individual projects under the proposed project would be able to conform with the Secretary of Interior's Standards. ... The requirement for subsequent CEQA review, pursuant to state law, would minimize the potential for new development to indirectly affect the significance of existing historical resources to the maximum extent practicable."

ORG1-17

This statement suggests that some significant impacts may not be mitigated through compliance with the Secretary of Interior's Standards or through CEQA review. If no additional mitigation is imposed the project could result in significant unavoidable adverse effects. Additional mitigation measures should be presented.

Recirculation is Necessary

The Draft EIR should be recirculated in accordance with CEQA Guidelines 15088.5. Recirculation of an EIR Prior to Certification because the impact analysis is incomplete and new mitigation measures are necessary. The lack of the impact analysis and mitigation measures deprives the public of a meaningful opportunity to comment.

ORG1-18

CULT-4

The proposed project would not, in combination with past, present, and reasonably foreseeable projects, result in cumulative cultural resources impacts in the area.

The discussion under this impact does not describe the specific or even a general discussion of the number of historic resources lost through development to date. It is not possible to credibly assess cumulative impacts with no discussion of impacts to date.

The Downtown Historic District has been eroded on all sides:

- The entrance at Third Avenue and El Camino Real
- Prometheus building on Baldwin
- Redevelopment of Donut Delite and Talbots
- The 6-7 story buildings on 3rd and 4th east of the railroad.

ORG1-19

Please provide the number of downtown historic buildings and contributors modified or demolished to date. What is the cumulative impact threshold for losses of historic buildings in the historic districts, especially the Downtown Historic District? Mitigation is necessary for the potentially significant cumulative effects.

I look forward to reviewing the revised Draft EIR with the missing analyses and mitigation measures.

ORG1-20

Sincerely,

San Mateo Heritage Alliance



David D. Bohannon Organization t 650.345.8222
 Sixty 31st Avenue f 650.573.5457
 San Mateo, CA 94403-3404 w ddbp.com

September 25, 2023

[Sent via email: msandhir@cityofsanmateo.org]

Manira Sandhir
 Planning Manager
 City of San Mateo
 Community Development Department
 330 West 20th Avenue
 San Mateo, CA 94403

Re: San Mateo General Plan Update and Draft Environmental Impact Report Comments

Dear Manira:

On behalf of HSC Property Owner LLC, the owners of the Hillsdale Shopping Center and surrounding properties (Owners), we appreciate the opportunity to submit comments on the Strive San Mateo General Plan Update (GPU) and Draft Environmental Impact Report (DEIR).

As you may know, the Owners have embarked on a process to collect community input to reimagine the Hillsdale Shopping Center for its next evolution – from a shopping center into a great neighborhood with retail, homes, supporting commercial development and more. As part of this process, our team has reviewed the GPU and DEIR and supports the City's goals and efforts in the GPU. In the spirit of collaboration, the Owners wish to submit the following comments for consideration on both the GPU and DEIR. Further, we request that these comments are considered in the implementation of the GPU, i.e. through zoning amendments or otherwise.

ORG2-1

GPU

1. Land Use Policy 6.2 [Hillsdale Shopping Center] – This policy allows redevelopment of the Hillsdale Shopping Center for a “mix of uses, including commercial, retail, office, hotel, and residential uses.” Given the market demand for research and development (R&D) uses, and the fact that R&D uses can provide important job generating uses that have the added benefit of “in office” employment that energizes mixed use areas, we request that this policy explicitly identifies that R&D uses are permitted. We also request that R&D is explicitly allowed in the Mixed Use designations.
2. Land Use Table LU-1 [Land Use Designations] – We note that the new designations identify height limitations by stories rather than building height. We

ORG2-2

request discussion of how these story limitations will be implemented in the implementing zoning. We'd like to ensure that if/when height is codified in feet, that it does not cause any surprises. We note that the actual height can vary depending on preferred ceiling heights for varying uses.

3. Circulation [new policy/action suggestion] – Consistent with efforts to reduce vehicle miles traveled (VMT) articulated in the GPU (for example, 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” and Policy C 6.7 [Capital Improvement Program]: “Prioritize improvements that increase person throughput in project prioritization to reduce VMT”), we request the City take action to incorporate multi-modal improvements into the Capital Improvement Program so that developer-funded transit, bicycle and pedestrian infrastructure improvements will earn Transportation Impact Fee (TIF) credits based on Multimodal Level of Service criteria. We note that this is consistent with Zoning Code Section 27.13.090 which grants credits for improvements that are identified in the Transportation Improvement Fee Technical Report. This is an important step in implementing the transition from automobile focused improvements to multi-modal improvements.
4. Circulation [new policy/action suggestion] – We recommend that the General Plan reflects and expands policies in transit oriented plans, including the Rail Corridor Plan, that require applicants for new developments within one half mile of a major transit station prepare a parking demand study, rather than impose a specific parking ratio, in recognition of access to mass transit. We recommend that this policy is reflected in the GPU to ensure consistent implementation in transit oriented plans. We also note that this action would be consistent with the intent behind AB 2097, which largely eliminates parking requirements for projects in proximity to major transit.
5. Conservation Open Space Policy 7.2 [Acreage Standards] – This policy is to “[a]quire or accept for dedication two acres of neighborhood and community parks per 1,000 residents.” We note that this standard is highly land consumptive and places a heavy burden on development. If implemented conservatively, it can result in the loss of residential units, which are sorely needed to meet RHNA targets. We have a number of suggestions to make this policy feasible.
 - a. We request that a broad scope of open space is accepted, including plazas, paseos, parklets, trails, courtyards and amenity terraces. We understand that this is consistent with past practice.

ORG2-2
cont.

- b. We request that developer funded park improvements that are included in the Parks Master Plan continue to receive credits from park fees.
 - c. Finally, we recommend that this policy is implemented in consideration of park spaces provided in the same service area. For example, if ample parks have been provided in excess of the intended ratio in one service area, that should be considered in relation to other projects in the same service area.
6. Public Safety Facilities 4.3 [Building Electrification] – This policy is to “[r]equire electrification for new building stock and reduce fossil fuel usage for existing building stock at the time of building alteration.” We suggest that a feasibility standard is considered and that exceptions are allowed for affordable housing, commercial kitchens and R&D uses. An electrification requirement imposed on alterations to existing buildings could inhibit the ability and interest in altering existing uses. We anticipate that the alteration and preservation of existing uses, particularly affordable housing, would be encouraged and suggest that feasibility is considered in relation to an existing building alteration project. We understand that the San Mateo Sustainability and Infrastructure Commission is currently meeting to discuss and collect and discuss stakeholder input on the “Electrify San Mateo – Building for the Future: City of San Mateo Sustainable Buildings Strategy.” In particular, we understand the Commission is seeking input on the impacts of new requirements on existing buildings. Accordingly, we suggest that policy leaves room for stakeholder input and implementation flexibility.

ORG2-2
cont.

With respect to new uses, a natural gas prohibition on some uses, particularly R&D and commercial kitchens, would pose real limitations on the ability to develop and market such uses. We note that other Bay Area cities have provided for exemptions. For example, Santa Clara exempts “L” occupancies (which includes laboratories), hotel laundries, commercial kitchens as well as other uses where there is “not an all-electric prescriptive compliance pathway”.¹ We recommend similar considerations in adopting electrification requirements.

7. Policy N 2.1 [Noise Regulation] – This policy is to “[r]egulate noise in San Mateo to prohibit noise that is annoying or injurious to community members.” We would like to ensure that there will still be an opportunity to request construction noise exceptions, pursuant to a City process, for limited periods of time.

¹ Santa Clara Code §15.36.040(b).

8. Policy N 2.2: [Minimize Noise Impacts] – This policy is to “[i]ncorporate 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 [above 5 dBA, with certain other additional requirements].” We suggest that existing ambient noise levels are considered in the implementation of exterior noise standards. For example, in one such example,² in the event the ambient noise level exceeds the otherwise specified noise standards, an “adjusted ambient noise level” is applied as the noise standard. In cases where the noise standard is adjusted due to a high ambient noise level, the noise standard shall not exceed the “adjusted ambient noise level,” or 70 dB(A), whichever is less. In cases where the ambient noise level is already greater than 70 dB(A), the ambient noise level is applied as the noise standard. We request a similar consideration and adjustments based on existing ambient noise levels.
9. Policy N 2.4: [Traffic Noise] – This policy is to “[r]ecognize 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) [of the proposed General Plan] are adversely impacted by excessive noise levels (60 dBA [Ldn] or above).” We suggest that feasibility is considered when implementing this policy. There may be some instances when it is not feasible to install noise barriers given right-of-way or property ownership constraints and, therefore, suggest that this policy is implemented to the extent feasible.

ORG2-2
cont.

DEIR

1. Project Description and Appendix B [Projects Included in Buildout Projections] – We note that Table 3-1 [Proposed General Plan 2040 Buildout Projections] identifies the “total net change” in development from existing conditions. We request clarification on whether the site capacities assumed in the Buildout Projections reflect total capacity or net new capacity. It is well established under CEQA that using “net new” square footage reflects the true change in conditions

ORG2-3

² Orange Municipal Code, § 8.24.040©.

from existing/prior uses to the ultimate/future use conditions (14 Cal. Code Regs., § 15125, subd. (a)); *Fat v County of Sacramento* (2002) 97 CA4th 1270).

ORG2-3
cont.

2. Wildfire – For the sake of accuracy, we note that Figure 4.18-5, “Potential Evacuation Routes,” does not appear to show that 31st Avenue and 28th Avenue now connect under the Caltrain Tracks as a result of a recent grade separation project. These new road connections may provide additional Potential Evacuation Routes east of the Caltrain tracks.

ORG2-4

We thank you for your time and your consideration and your efforts on the GPU and DEIR.

ORG2-5

Sincerely,



David Bohannon
President & CEO

Cc: City Council (Citycouncil@cityofsanmateo.org)

Planning Commission (PlanningComission@cityofsanmateo.org)

Alex Khojikian (akhojikian@cityofsanmateo.org)

Christina Horrisberger (chorrisberger@cityofsanmateo.org)

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Chelsea Maclean (chelsea.maclean@hklaw.com)



SAN MATEO
HERITAGE ALLIANCE

November 1, 2023

City Council
City of San Mateo
330 W. 20th Ave.
San Mateo, CA 94403

SUBJECT: General Plan Policies Regarding Historic Resources, Historic Districts and Contributors

Dear City Council Members:

In previous submittals and meetings, the San Mateo Heritage Alliance has stressed the importance of continuing to treat buildings that contribute to historic districts (contributors) as historic resources. The current General Plan and Historic Resources Code includes contributors in the definition of historic resources.

We are concerned that subtle words changes in the 2040 General Plan are significantly changing City policy:

1. Changing the definition of historic resources to remove contributors to historic districts.
2. The word contributor in Chapter 10 Glossary has no bearing on policy
3. Changing preservation of historic districts from protecting concentrations of important buildings to protecting concentrations of historic buildings (meaning those buildings already evaluated and designated historic)

ORG3-1

We request that the Council revisit the policies in the Community Design and Historic Resources Element and make the following changes:

Policy CD 5.1: Historic Preservation. Actively identify and preserve historic resources and concentrations of historic resources and concentrations of buildings 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.

Policy CD 5-3: Historic Resources Definition. Define historic resources as buildings, structures, sites, and districts, and contributors to 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.

These changes will ensure continued protection of historic districts and the buildings that make the districts special. Additional discussion is included in the attachment. Thank you for your consideration.

Sincerely,

Laurie Hietter
President



ATTACHMENT

ADDITIONAL DISCUSSION OF HISTORIC RESOURCES POLICIES

Definition of Historic Resources Should Include Contributors to Historic Districts

One of the goals of the San Mateo Heritage Alliance is to preserve and protect historic resources and the contributor buildings in historic districts. The City of Redwood City, San Francisco, Portland, and many other cities protect contributors in historic districts. The City's current policies support protection of contributors in the Downtown and Glazenwood Historic Districts. The General Plan should be clear on this policy.

Only the historic *district* is the *historic resource* subject to CEQA. Contributors do not qualify as historic resources or the consideration provided historic resources. **The City has latitude to designate any important properties as historic resources. The City's policies in the current General Plan and the Historic Resources Preservation Code currently support the protection of contributors as historic resources, as do many cities.**

The wording changes in the combined Policy CD 5.1 restrict the definition of historic resources and protection to only those resources that are individually eligible for listing on the State or National Register, which is a very high bar to achieve protection. There is no protection at all (even the minimal consideration of a CEQA analysis) for contributor buildings in a district until the point where so many buildings in the district are altered that the historic integrity is lost.

The current 2030 General Plan defines historic resources as:

C/OS 8.1: Historic Preservation. Preserve, where feasible, historic buildings as follows:

d. Historic building shall mean buildings which are on or individually eligible for the National Register of Historic Places, California Register of Historical Resources, or Downtown Historic District contributor buildings as designated in the 1989 Historic Building Survey Report, or as determined to be eligible through documentation contained in a historic resources report.

The 2040 General Plan revised the definition of historic resources to remove the word "contributor:"

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.

Deciding to treat contributors as historic resources is a policy decision. The language changes in the 2040 General Plan change the level of protection of buildings in historic districts, which is a significant impact not addressed in the Draft EIR. **A new significant impact is cause for recirculation of the Draft EIR.**

ORG3-2



The goal to protect contributors to historic districts is consistent with the 2030 General Plan policy O/S 8.2:

C/OS 8.2: Historic Districts. Consider the protection of concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity, after additional study.

ORG3-2
cont.

Definition of Historic District Changes

The Draft 2040 General Plan revised the policy to remove the word “districts,” and substituted “concentrations of historic resources” for “concentrations of buildings.” The policy now has a totally different meaning. The 2030 General Plan policy is to protect a group of important buildings. The new language in Policy CD 5.1/2 only protects groups of buildings that meet the definition of historic resources: those that are on or individually eligible for listing on the State or National Register.

2030 C/OS 8.1: Historic Preservation. Preserve, where feasible, historic buildings as follows:

d. Historic building shall mean buildings which are on or individually eligible for the National Register of Historic Places, California Register of Historical Resources, or Downtown Historic District contributor buildings as designated in the 1989 Historic Building Survey Report, or as determined to be eligible through documentation contained in a historic resources report.

2040 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.

The definition of Historic Resources in the 2040 General Plan Chapter 10 includes contributors only in Downtown and Glazenwood, and is a narrow definition of historic resources. As stated by Joanna Jansen (Placeworks) at the October 30 City Council meeting, the definitions in the Glossary do not represent the policies.

ORG3-3

2040 Chapter 10 Glossary: 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.

Zoning Code includes Contributors

The City of San Mateo Zoning Code sections 27.66.020 Applicability, 27.66.040 Conformance with Standards and Guidelines and 27.66.060 Demolition all treat contributors as historic resources and in the same way as individually eligible properties.

27.66.020 APPLICABILITY.

(a) Historic Buildings and Downtown Historic District. The provisions of this chapter shall apply to all individually eligible buildings in the City, all individually eligible and contributor buildings within the



Downtown Specific Plan area, and all structures located in the Downtown Historic District, as adopted by resolution of the City Council.

(b) The City Council by resolution may add to the provisions of this chapter any building which it finds meets the criteria of contributing to the historic importance of downtown and the City. Such an action shall be based on National Register of Historic Places and California Register of Historical Resources criteria and documented in a form consistent with the City of San Mateo Historic Building Survey.

(c) Individually Eligible and Contributor Buildings. For the purposes of this chapter, the terms "individually eligible building" shall mean those buildings as identified in the City of San Mateo General Plan. "Contributor building" shall mean those buildings identified as such and located within the Downtown Historic District as adopted by resolution of the City Council and identified in the City of San Mateo General Plan.

(d) For the purposes of this chapter, the terms "individually eligible building" and "contributor building" and "Downtown Historic District" shall mean those buildings and district identified as such by resolution of the City Council or identified in the City of San Mateo Downtown Specific Plan.

Discussion at 10/2 City Council Meeting

At the City Council Meeting on 10/2 the Council members expressed a lack of understanding about what contributors meant. It was stated that it does not matter if it is in the General Plan or in the implementation language to be addressed later in the ordinance. I strongly disagree. The City currently has a policy to treat contributors as historic resources. The new General Plan dilutes and changes the policy (see above).

We were disappointed staff did not describe what contributors mean and that they have no protection under the current language. That discussion would have allowed the City Council to make an informed decision at the time. **We request the City Council revisit these policies.**

ORG3-3
cont.

Updating the Historic Preservation Ordinance

I understand that the City will be updating the Historic Preservation Ordinance next year but I believe the conversation of historic preservation policy in the General Plan 2040 is very relevant right now and should not be delayed to the implementation phase. The General Plan is the place to define policies.

Updating the City Website Regarding Historic Districts

We understand staff will be updating the City Website with more information about what a historic district contributor is and the ramifications of a property being designated. That is good news for the Baywood community. Many people are looking to the City for clarification of what it means to be in a Historic District. Why can't the City tell us now? Either contributors are protected or they are not. The current plan protects them. The slight changes in the wording in the 2040 General Plan removes the protection.

Demolition Policies

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.



SAN MATEO
HERITAGE ALLIANCE

What is the definition of demolition for this policy? Leaving one wall is near total demolition. Requiring an alternatives analysis is a good idea. The staff should be empowered to evaluate the alternatives provided by the applicant for veracity, feasibility, and adequacy. There should also be a requirement for mitigation measures. The language should be clarified to add contributors to the definition of historic resources.

ORG3-3
cont.

From: Rowan Paul <[REDACTED]>
Sent: Thursday, August 17, 2023 7:33 AM
To: Manira Sandhir <msandhir@cityofsanmateo.org>
Subject: Height limits in San Mateo

Dear City of San Mateo,

I am very concerned about the changed building height limits for new construction.

PUB1-1

Already for our East 5th avenue house. We have lost sunlight due to the new affordable housing building that came up with more floors than was in the original design that was approved. This is very concerning for the town if this continues.

For the 4th Street building that is coming up and others in the future, I am very concerned about the increased density resulting increased traffic. Increased crime increase noise, decrease sunlight for neighborhoods, and generally a lack of correspondingly increasing infrastructure such as parking, policing, fire education, electricity, plumbing, etc. That typically does not keep up with the density increase.

PUB1-2

San Mateo is not San Francisco or San Jose. I do not want it to turn into Redwood City which has turned into a personality deficient overcrowded downtown with significantly more crime than San Mateo.

Please keep the buildings below five floors, preferably one to three floors.

PUB1-3

I am welcome to discussion.

Thank you

Rowan Paul, M.D.
Regenerative Orthopaedics and Sports Medicine

Rowan V Paul M.D., INC
RegenCore Method



Head Team Physician San Francisco Ballet
Assistant Professor Geisel Dartmouth School of Medicine

CHINESE PROVERB

The inferior physician treats the disease once it occurs.
The mediocre physician prevents the disease from coming back.
The superior physician prevents the disease from ever occurring.

HIPAA: The information contained in this transmission may contain privileged and confidential information, including patient information protected by federal and state privacy laws. It is intended only for the use of the person(s) named above. If you are not the intended recipient, you are hereby notified that any review, dissemination, distribution, or duplication of this communication is strictly prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message.

From: noreply@konveio.email <noreply@konveio.email>
Sent: Thursday, August 17, 2023 12:01 PM
To: General Plan <generalplan@cityofsanmateo.org>
Subject: [Konveio Inquiry] Land Use map & densities

Frances Souza [REDACTED] sent a message using the contact form at <https://strivesanmateo.konveio.com/contact>.

As a resident of Central San Mateo, I am requesting "RESIDENTIAL LOW I" be used on the south side of E. 4th Avenue, both sides of E. 5th Avenue from S. Delaware to S. Amphlett and on the West side of S. Delaware from E. 5th - 9th Avenue. This is more compatible with our current neighborhood and will help protect and preserve our neighborhood and reduce demolition of our single family homes and small duplexes. This will also support the General Plan's vision to "Enhance San Mateo's Neighborhood Fabric and Quality of Life." It will also address the Plan's goal of preservation of historic areas, as these streets are predominantly beautiful pre-war homes and duplexes which include Craftsmen, Spanish Revival, Tudor Revival and Victorian styles of architecture.

PUB2-1

From: Jerry Davis [REDACTED]
Sent: Monday, September 11, 2023 11:54 AM
To: Planning Commission <PlanningCommission@cityofsanmateo.org>
Cc: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: Do not reclassify 5th and 9th Avenues to Arterials

There are 10,210 vehicles a day on 5th Avenue that's just too much traffic. Whatsmore, the Nelson Nygaard Central Neighborhood Long Term Strategy January 2006, recommended traffic circles on 5th and 9th Avenues. 5th Avenue is currently a narrow Local street and 9th Avenue is a Collector. We need to keep 5th Avenue as a local street from S Delaware to S Amphlett and keep 9th Avenue as a Collector from S Delaware to S Amphlett. It would also be a good idea to reclassify S Humboldt as a local street from 4th Avenue to 9th Avenue. 5th Avenue is a proposed Bike route which conflicts with the new re-classification. It is currently impossible for me to find parking on my own street South Eldorado. I mostly need to park on 5th Ave. Traffic has already been generated, especially along 4th and 5th Avenues due to the new development in downtown San Mateo. Traffic and trucks west of the Railroad should be route through El Camino Real, 92 and 101 the State Highways, not through 4th, 5th, and 9th Avenues. Residential parking is already a nightmare.

PUB3-1

We have requested traffic calming since 1991.

How can 5th Avenue, a proposed bicycle route exist without traffic calming from S Delaware to S Amphlett? This new classification to Arterial is simply a conflict to the General Plan.

Jerry Davis
[REDACTED]

From: Francie Souza [REDACTED]
 Sent: Monday, September 11, 2023 6:58 PM
 To: Manira Sandhir <msandhir@cityofsanmateo.org>; City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; General Plan <generalplan@cityofsanmateo.org>
 Subject: Comments on General Plan

I am a resident of San Mateo and have additional comments on the General Plan, as outlined below:

PUB4-1

4.14 PUBLIC SERVICES

My comments relate to POLICE under Public Services in the General Plan.

It was noted that the SMPD staffing ratios of 1.07 sworn officers to 1,000 residents is below the national staffing average of 2.0 sworn personnel per 1,000 residents and expansion of SMPD facilities may be needed to accommodate increases in staffing to maintain response times. It was noted that the “proposed project” would increase demand on police protection services, but growth would occur incrementally, therefore minimizing the impact.

The EIR states...Payment of police protection impact fees and special taxes, consistency with the proposed General Plan goals, policies, and actions and compliance with the regulations would ensure that the SMPD is involved as future development is allowed under the proposed project. Though SMPD has indicated that existing stations would be inadequate to accommodate future needs, it has not yet developed any specific plans to construct new facilities. Therefore, it would be speculative to assess the physical effects of those future construction projects and the project’s potential contribution to those effects. Pursuant to Section 15145 of the State CEQA Guidelines, if a particular impact is too speculative for evaluation, no further evaluation is required. *This doesn’t seem wise.*

PUB4-2

With additional comments, it was concluded that the proposed project would not result in a cumulatively considerable impact to police protection services and cumulative impacts would be less than significant and no further evaluation is required.

My request is that we do evaluate our police services more carefully now and determine how we can move toward proactively planning for this increase in demand that will naturally happen with the growth outlined in our state mandated housing plan. The approach in the General Plan seems to “kick the can down the road”. Already, police are stretched when it comes to proactively monitoring firework displays and other safety issues that have to be prioritized “out” for more serious issues.

Transportation, section 4.15-8

It appears on the map that 5th Avenue and 9th Avenue are designated as “Arterials”. As defined, Arterial streets are ‘signalized’ with higher capacity to accommodate traffic volumes offering continuous movement with coordinated and interconnected signal systems.

PUB4-3

5th Avenue and 9th Avenue are neighborhood streets, with traffic circles on 5th to slow traffic and both streets serve as local streets in the Central Neighborhood, which include primarily single family/duplex homes. 5th Avenue is also proposed as a bicycle boulevard with traffic calming from S. Delaware to S.

Amphlett, so the Arterial designation is a conflict with the General Plan.

Delaware is also designated as an Arterial street in the Draft EIR, but also runs through the Sunnybrae neighborhood, including the area around Sunnybrae Elementary School which has a 15mph speed zone.

These Arterial street designations need to be reconsidered in order to protect our neighborhoods, the safety of pedestrians, bicyclists and children in school zones. The reclassification will also increase pollution in the Central Neighborhood which conflicts with our goal of neighborhoods free of environmental health hazards. Please do not reclassify 5th and 9th Avenues to Arterials.

Thank you for considering,

Frances Souza

PUB4-3
cont.

From: DavidLight [REDACTED]
 Sent: Tuesday, September 12, 2023 10:13 AM
 To: Planning Commission <PlanningCommission@cityofsanmateo.org>
 Cc: Manira Sandhir <msandhir@cityofsanmateo.org>; Patrice Olds <polds@cityofsanmateo.org>; City Council(San Mateo) <CityCouncil@cityofsanmateo.org>
 Subject: Comments on San Mateo General Plan Draft EIR

Dear San Mateo Planning Commission,

I would like to comment on sections of the Draft Environmental Impact Report (EIR)for the Draft General Plan 2040.

PUB5-1

There is a seismic hazard map in Section 4.6 on Geology and Soilsshowing the risk of soil liquefaction during a major earthquake. In this map of San Mateo the liquefaction risk is divided into two regions, a moderate risk region roughly from the downtown to Hwy101 and a high risk region from Hwy101 to the Bay.I am concerned that developers willcertainly prefer to locate new multi-story projects on lower risk areas rather than on historic landfillareas that are at higher risk. However, many of our single familyand duplex home neighborhoods are currently located on the desirable moderate risk liquefaction areas. These single familyhome neighborhoods should not be displaced by large developments. San Mateo needs to protect and preserve our charming older homes in single familyand duplex neighborhoods that make San Mateo a desirable place to live.

PUB5-2

Section 4.7 on Greenhouse Gas Emissionsdiscusses the need to reduce carbon dioxide from home appliances, cars and trucks. New developments located near Caltrain or SamTranspublic transportation stops are routinely allowed to provide less parking spaces in their plans. However, there is a continued lack of cooperation between Caltrain and BARTand there is low ridership on SamTrans and Caltrain, so our city planners need to be realistic about the use of public transportation by workers and residents in San Mateo. New building projects must provide adequate parking spaces and include parking with chargers for electric cars as a more realistic solution to greenhouse gas emissions.

PUB5-3

Thank you for considering my comments!

- DavidLight
 [REDACTED]

September 12, 2023 □

To: □ □ Planning Commission □

Subject: □ Comments on San Mateo General Plan Draft EIR □

4.1 □ AESTHETICS

1. San Mateo deserves the best Objective Design Standards since there are many distinct neighborhood zones. Each neighborhood has its own visual and physical character and deserves respect. (Action CD 7.6: Objective Design Standards)

PUB6-1

2. Commercial development adjacent to residential. New infill building designs need to respect existing community character, using established building designs found in San Mateo. Encourage new developments to be compatible and harmonious with building types and architectural styles prevalent in San Mateo especially with the surrounding residential neighborhoods and Downtown Historic District. (Action CD 8.7)

PUB6-2

3. Project Design Review for proposed projects in the Downtown and surrounding neighborhoods by a qualified historic preservation architect/consultant. Aesthetics of new illuminated contemporary glass buildings will have an impact on existing older neighborhoods and the Historic Downtown.

PUB6-3

4. Street lighting standards - More green street lamps are needed at dark residential intersections and longer residential blocks. This impacts safety for pedestrians and bicyclists in Equity Priority and underserved neighborhood areas in the Central Neighborhood and North Central Neighborhood.

PUB6-4

5. Title 25 Signs - protect the character of older residential neighborhoods, and prohibit neon commercial signs on new tall buildings facing towards surrounding residential neighborhoods at night. Housing is at the upper levels in new buildings. Prohibit older lighted outdoor billboards advertising alcohol in Equity Priority Neighborhoods along 101 which generate blight. (Policy CD 6.5: US 101 Frontage, Policy CD 6.6: Signage, Policy CD 6.10 Nighttime Lighting)

PUB6-5

6. Neighborhood Beautification - Encourage drought tolerant green landscaping in residential neighborhoods and commercial projects and expand the tree canopies in front yards and plant more street trees through street tree plan. Especially in Equity Priority Neighborhoods.

PUB6-6

4.4 □ CULTURAL RESOURCES □

1. Neighborhood preservation and protections are needed. We need updated surveys in Central, North Central Neighborhoods, and other older neighborhoods as possible Historic Districts. We need protection of pre-war homes and small duplexes for middle and low-income families in Equity Priority Neighborhoods.

PUB6-7

2. Avoid demolition of homes in older neighborhoods. Preserve the visible exteriors from the street of existing Craftsmen, Spanish and Tudor Revival, and Victorian homes in older neighborhoods. Follow the existing patterns in the neighborhoods. The home need to be compatible with the existing neighborhood. Historic Resources - Page 189

PUB6-8

3. New infill building designs need to respect existing community character, using established building designs found in San Mateo. Encourage new developments to be compatible and harmonious with building types and architectural styles prevalent in San Mateo. Policy LU 4.2 - Quality of Downtown Development.

PUB6-9

4. There will be a new Historic District called the Yoshiko Yamanouchi House at 1007 East 5th Avenue. There are 9 resources on the property which include: 3 buildings, 3 sites, and 3 structures. Documentation will be provided for the Draft EIR, for protection from adverse environmental impacts.

PUB6-10

5. Demolition permits should be issued at the same time as building permits, and not before.

PUB6-11

4.11 □ NOISE - The impact of the build-out results in the unacceptable cumulative traffic noise within the EIR study areas. No mitigation measures are available according to the EIR. □

PUB6-12

1. Existing noise contours - the areas along S Amphett/Idaho are in the 65-70 dab range. Since higher sound walls haven't been constructed along Highway 101, can the City plant more trees along the sound wall between Poplar and 3rd Avenue and 5th Avenue and Folkstone. North Central, Central, and Sunnybrae would benefit. Italian Cypress trees will grow to 30 feet and will require little maintenance. Ryland Bay in Bay Meadows has trees planted trees along the sound wall. Page 403.

PUB6-13

2. Temporary construction noise - stagger the projects so the noise, GHG, truck impacts, vibration impacts are not so severe. There will be 17 new projects in Area 4. Five projects have been completed in the Downtown. Can you take the trucks out through state highways through El Camino Real, 92, to 101 to reduce the dust and toxic pollution. There can be up to 90 trucks a day from Windy Hill's Block 21 project. We need to reduce construction impacts in Equity Priority Neighborhoods. Page 408

PUB6-1

3. Place more receptacles and monitors for noise, construction vibrations and water down dust impacts between 3rd, 4th and 5th Avenues in Central and North Central Neighborhoods to monitor adverse environmental impacts with multiple new construction projects. Noise monitors are lacking on the map on page 394.

PUB6-15

4. Reduce the heights to 3 stories in land-use map especially 4th & 5th Avenues and west side of S Delaware in the Central Neighborhood - (Residential Low II). By reducing heights in (Mixed Use High I and Mixed Use High II) in the Downtown, this will reduce the cut-through traffic volumes and the noise impacts in the Central and North Central Neighborhoods.

PUB6-16

4.15

□ TRANSPORTATION □

1. What does the reconstruction of the 3rd/4th Avenue Interchange consist of? When will this occur? We need better lighting for the pedestrians and bicyclists on the overpass at night. Page 486

PUB6-17

2. Bicycle network - Bicycle boulevards include traffic calming and low traffic volumes such as 5th Avenue from S Delaware to S Amphlett. Keep 5th Avenue as a local street versus an Arterial. This is a conflict in the General Plan and needs to be addressed in the General Plan EIR. Page 494, Page 491 Proposed Street Classification Fig 4.15-1.

PUB6-18

3. 42% of GHG emissions in San Mateo originate from vehicular trips generated by San Mateo residents and businesses. Why does San Mateo generate such a high percentage of GHG emissions? We need solutions to increase deficiencies in transit, bicycle, and pedestrian modes. Page 495

PUB6-19

4. The proposed project increases the use of roadway facilities in the EIR study study. This increases cut-through traffic volumes, GHG emissions, VMT and noise levels. Why are the current TDM strategies not working well?

PUB6-20

5. Policy C 6.5 states to implement neighborhood traffic calming on residential streets to reduce cut-through traffic volumes to address noise impacts. We need to implement traffic calming on 5th and 9th Avenues from S Delaware to S Amhlett. Do not reclassify these streets to Arterials. Equity Priority Neighborhoods need more traffic calming. Page 500	PUB6-21
6. Policy C 6.6 - Do not put a truck route on 5th Avenue from S Delaware to S Amphlett on 5th Avenue a proposed bike boulevard. Do not put a truck route on S Humboldt from 4th to 9th Avenue. We need to make the streets safer for the bicyclists on 5th and S Humboldt, to and from the 3rd/4th Avenue overpass.	PUB6-22
7. Reduce VMT,GHG emissions, traffic volumes, diesel particulates, and noise on 5th and 9th Avenue with traffic circles and keep the 4-way stop signs. San Mateo Glendale Village has traffic circles and 4-way stop signs. Nelson Nygaard suggested long narrow traffic circles on 9th Avenue in the 2006 Central Neighborhood Long Term Strategy report, along with the TAP studies. Page 501 Equity Priority Neighborhoods	PUB6-23
8. Action - C 3.9 - Currently the Downtown Mall is on B Street from 2nd to 3rd Avenues. Please extend this Pedestrian Mall from 3rd Avenue to 5th Avenue to reduce the traffic volumes. Page 502	PUB6-24
Other Transportation questions in the Draft EIR:	
9. Increase Traffic Demand Measures (TDM)measures to reduce vehicle cut-through traffic through residential streets at 1st, 2nd, 3rd, 4th, 5th, and 9th Avenues and reduce traffic noise.	PUB6-25
10. Reduce the heights to 3 stories in land-use map especially 4th &5th Avenues and west side of S Delaware in the Central Neighborhood - (Residential Low II). By reducing heights in (Mixed Use High I and Mixed Use High II)in the Downtown, this willreduce the cut-through traffic volumes through these streets.	PUB6-26
11. What are the ADT volumes on Peninsula and Poplar Avenues from Delaware to S Humboldt? Are they included in the Draft EIR? It is difficult to locate current ADT traffic volumes information on streets in the Draft EIR. Traffic volumes needs to be listed in the Table of Contents.	PUB6-27
12. What is the percentage of Burlingame traffic that use the Poplar Exit in San Mateo?	PUB6-28

13. What is the percentage of traffic from the Poplar Exit will redirect to 3rd, 4th, and 5th Avenues if the Peninsula Interchange is built? Has that traffic volume been included in the ADT numbers for 3rd, 4th, 5th Avenues and S Humboldt in the Draft EIR for 2040? □

PUB6
-29

14. We need a separate study for the 6 grade separations. Why do we need these many separations between 1st Avenue and 9th Avenues, if new developments are suppose to use Caltrain? Why doesn't Peninsula Avenue have a grade separation? Grade separations are designed to move more vehicular traffic and grade separations will increase VMT and diesel particulates in the Equity Priority Neighborhoods. What other mitigations do you propose to reduce these additional adverse environmental impacts?

PUB6-
30

15. Central has been an underserved neighborhood and the Equity Priority boundaries should be extended to 9th Avenue (both sides) and include streets from Delaware to S Amphlett. This Draft EIR for 2040 is proposing 5 arterials in the Central Neighborhood with no residential protections. We do not want any parking removed on 5th Avenue or adding more traffic lanes. We need to reduce the traffic noise and volume, decrease the VMT, and the diesel particulates. In 2006, the TAP studies gave us 2250 to 3390 cars on 5th and now this will increase to 10,210 ADT with existing and new projects. Do not reclassify 5th and 9th Avenues, but keep the current street classifications for these 2 streets.

PUB6-
31

16. What is causing traffic to decrease on 3rd and 4th Avenues between S Humboldt and Delaware and increase on 5th Avenue a local street east of S Delaware in these projections? Traffic has increased on S Delaware between 5th and 9th Avenues since 2015, and construction workers are now parking on S Delaware between 7th and 9th Avenues, and 7th Avenue between Delaware and Eldorado. Developers need a parking plan for their construction workers, or park on the vacant lot at Block 21. Page 993

PUB6
-32

17. Neighborhood Traffic Management Program is a living document and needs to be updated to better address cut-through traffic volumes. It needs more flexibility to address the traffic impacts on local, collector and arterials in residential neighborhoods.

PUB6
-33

Thank you. □

Best, □

Laurie Watanuki

From: Michael [REDACTED]
 Sent: Tuesday, September 12, 2023 3:57 PM
 To: Planning Commission <PlanningCommission@cityofsanmateo.org>
 Cc: Patrice Olds <polds@cityofsanmateo.org>; City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; Killough, Maurine [REDACTED]
 [REDACTED] Francie Souza [REDACTED] David Light [REDACTED]
 Subject: Comments on Draft EIR for Proposed General Plan 2040 Project

Commissioners - I'm writing to comment on the draft General Plan 2040 EIR, specifically sections 4-2 Air Quality, 4-3 Biological Resources, 4-5 Energy, 4-10 Land Use and Planning, and 4-13 Population and Housing.

PUB7-1

Overall, this EIR and the proposed General Plan make a lot of assumptions that people will not drive, and that transportation will be readily available - these are not reasonable current or foreseeable future realities. This EIR and the GP plan for unlikely and extreme levels of growth - 40% - that will materially worsen air quality, traffic, and other key areas as indicated by "significant and unavoidable" determinations. Why are we planning for such absurd growth levels?

PUB7-2

This EIR and the proposed General Plan focus a lot on per capita statistics. We cannot lose sight of the absolute numbers here, however. Growth/worsening/increases in population

This EIR and the proposed General Plan claim throughout to require balancing jobs and office. Given the massive current imbalance, the focus should be almost entirely on housing. And not luxury, rental-only housing - affordable housing. And existing housing stock should be preserved as it is generally more affordable, and gets replaced (gentrified) by unaffordable housing, of which there is no shortage in San Mateo.

PUB7-3

Furthermore, this report uses a lot of non-committal language - "suggest", "promote", "support", "encourage". These are meaningless without concrete legislation, quantifiable targets that someone is accountable for, and funding to ensure aspirational plans are actually put in place, and impacts are truly understood and mitigated. We've seen way too many examples of pie-in-the-sky desires that never materialize because of language like this. You get your project, developers get rich - what do our neighborhoods get? Blight, noise, pollution, traffic, crime, displacement... the list goes on and on.

PUB7-4

Calls for "decarbonizing housing stock" are rife in this document. We have very serious doubts about rushing the timelines for electrification, given PG&E's inability to support existing demand, as well as significant costs to property owners for conversion if forced. This should be more of a carrot (incentive-based) than stick approach.

PUB7-5

Central will be heavily impacted by the proposed general plan, with distorted zoning categories that effectively eliminate instead of protect our neighborhoods (eg Residential Low I is 1-3 stories and 9 units/acre) - there needs to be a Residential Low I a - 1-2 stories max category).

Roughly 1/3 of Central is considered an environmental justice/overburdened/equity priority community (Railroad to 101, 4th-5th), 100% is within 4 blocks. Central has a high percentage of rentals, a high concentration of construction projects, lower income residents, higher traffic volumes and accident rates, and is in the 70-80th percentile for air quality. As such, our neighborhood should be considered for any and all mitigation policies and actions tied to those communities listed in this EIR.

PUB7-6

Specifically with regard to 4-2 Air Quality:

Placement of AQ receptors and ongoing monitoring and remediation (page 25) - it is important these are funded, implemented, monitored and enforced. Language needs to be stronger, quantifiable, and should have funding and accountability defined.

PUB7-7

Central's Air Quality 70-80th percentile (page 27)

High (50th percentile) incidence of asthma (page 28)

High concentration of "permitted stationary sources" of pollutants (ie gas stations, diesel generators, body shops, dry cleaners, manufacturing/light industrial/car repair)

PUB7-8

Page 39 - mentions the expected buildout under the proposed project would exceed the Plan Bay Area 2040 regional growth projections for housing by 32 percent and population by 25 percent. Why aren't we scaling this back given population decreases in CA and the Bay Area, coupled with the significant impacts on our neighborhoods?

PUB7-9

Page 43 - calls for human scale design, active use facilities,

GD-6: develop and maintain an active urban fabric that reflects San Mateo's unique visual and architectural character.

PUB7-10

We need high quality, community-accepted, objective design standards and other mechanisms to ensure this happens beyond lip service.

Page 46 CD-3- Protect heritage trees, street trees, street tree equity. We specifically asked that some trees from Block 21 be protected. Some had to be over 25 years old, and were healthy. Instead, they were all cut down, and now we have a dozen+ tree stumps and a dirt lot. We need to do better.

PUB7-11

Page 49 - VMT grows from 2.7m to 3.5 in 2040, an increase of nearly 30%! Regardless of VMT per capita, this will still worsen traffic and air quality.

PUB7-12

The proposed General Plan results in ~50% growth in air pollutants, ESPECIALLY COMPARED TO NO PROJECT where they decrease (below). While we realize no project isn't viable, there is a more moderate growth path that maintains or even improves AQ.

PUB7-13

AQ-3-6 are all "significant and unavoidable" impacts. Anyway you slice this, air quality gets worse!

Specifically with regard to 4-3 Biological Resources:

Again trees are highlighted - preservation, planting, replacement, street tree equity, etc. As per above, we need to do better.

PUB7-14

Specifically with regard to 4-5 Energy:

The EIR claims decreased usage per capita - but absolute usage will increase dramatically - upwards of 40%.

PUB7-15

Again with "decarbonizing housing stock" - We have very serious doubts about rushing the timelines for electrification, given PG&E's inability to support existing demand, as well as significant costs to property owners for conversion if forced. This should be more of a carrot (incentive-based) than stick approach.	PUB7-16
MTA/ABAG/CCAG etc focus on PDA/TPA - We do not have good transit, and it's not getting better. If anything it's getting worse with BART, CalTrain, and SamTrans ridership woes. Without T - ToD is just "D". Build the T, then let's talk about ToD, otherwise every assumption here is wrong. TDM - great idea in theory but there are numerous developments using TDM already. Where's the data on this - is it really working before we bet heavily on it?	PUB7-17
(Page 26) Goal C-5: Make transit a viable transportation option for the community by supporting frequent, reliable, cost-efficient, and connected service. Policy C5.1: Increase Transit Ridership. Support SamTrans and Caltrain in their efforts to increase transit ridership.	PUB7-18
The above is very aspirational. Again with the "supporting" verbiage - need concrete commitments/requirements	
Specifically with regard to 4-10 Land Use and Planning: GP2030 is cited a lot in here - is this a typo? Should be 2040?	PUB7-19
Measure Y - This paragraph is incomplete, and Y does not allow for off-site development - requires on-site and no in-lieu fees paid. Please fix this so the public is properly and accurately informed.	PUB7-20
Proposed zoning categories are distorted and effectively eliminate single family zoning. Furthermore, categories don't mention state density bonus and state laws that grant additional stories and floor area BY RIGHT. This is not what San Mateans want. They support growth along with preservation of neighborhoods and historic assets. That is why Measure Y was passed, and has been renewed in essence, for 25 years. It is also important to realize that Measure Y helps affordable housing ACTUALLY GET BUILT, instead of allowing developers to pay significantly cheaper in-lieu fees to avoid it. Finally Measure Y stipulates that any zoning over the limits specified by Measure Y will require approval of the voters, which absent a good General Plan that is acceptable to a majority of voters, is unlikely to happen.	PUB7-21
Balance (Page 14) - restatement of same goal of balancing housing and office and housing diversity. This EIR and the proposed General Plan claim throughout to require balancing jobs and office. Given the massive current imbalance, the focus should be almost entirely on housing. And not luxury, rental-only housing - affordable housing. And existing housing stock should be preserved as it is generally more affordably, and gets replaced (gentrified) by unaffordable housing, of which there is no shortage in San Mateo.	PUB7-22
Specifically with regard to 4-13 Population and Housing: Page 39 - As discussed in Chapter 4.13, Population and Housing, of this Draft EIR, the expected buildout under the proposed project would exceed the Plan Bay Area 2040 regional growth projections for housing by 32 percent and population by 25 percent. Why are we building so much given all the negative impacts?	PUB7-23

Page 12 - Community benefits - in addition to design standards, quantify and enumerate "community benefit" and get input from community as to what qualifies. "Give to get" from developers.

PUB7-24

Page 13 - Goal LU-13

Goal LU-13: Maintain Development Review and Building Permit processes that are comprehensive and efficient. § Policy LU13.1: 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.

PUB7-25

With regard to the above - the planning process should be efficient, but should NOT attempt to short-circuit public input, as this commission has suggest/attempted to do.

This EIR suggests that there wouldn't be displacement. The reality is that development almost always means displacement and gentrification. Existing affordable units being replaced by office and luxury housing doesn't help the affordability crisis or the jobs/housing imbalance.

PUB7-26

It's critical we get this right. Thank you for your consideration, and for considering the needs and desires of ALL San Mateans.

PUB7-27

Sincerely, Michael Weinbauer

From: LisaTaner [REDACTED]
Sent: Monday, September 18, 2023 2:10 PM
To: Manira Sandhir <msandhir@cityofsanmateo.org>
Cc: Zachary Dahl <zdahl@cityofsanmateo.org>; AlexKhojikian <akhojikian@cityofsanmateo.org>
Subject: Failure of Draft General Plan EIR

All,

The enormity of detail in the General Plan Update and process is enough to spin heads, and the average resident would need to play a lot of catch up to understand some of the greater points, much less the finer ones. While staff has done a tremendous amount of work, and there has been an endeavor to work with the community, it is a glaring failure to note the limited options of only 'maximum growth' or 'no growth' as presently reflected in the Draft EIR.

The residents have been clear in their desire to have moderate growth in their city, and if this failure was known more widely, there would be a clamoring of upset folks knocking on your doors. There is time to rectify this. Please return to the drawing board and ensure that more options are fleshed out to incorporate the wishes of your taxpayers.

Sincerely,

LisaTaner

PUB8-1

Sent: Tuesday, September 19, 2023 11:17 AM

To: Manira Sandhir <msandhir@cityofsanmateo.org>

Cc: Zachary Dahl <zdahl@cityofsanmateo.org>; Alex Khojikian <akhojikian@cityofsanmateo.org>; City Mgr <citymgr@cityofsanmateo.org>

Subject: San Mateo General Plan Draft EIR, Project Alternatives

Hi Manira,

Attached please find my letter regarding the San Mateo General Plan Draft EIR. The focus of the letter is the absence of "reasonable" alternatives as required by CEQA.

Although Alexis not directly involved in the EIR process, I have copied him on this email because the lack of reasonable alternatives has a "thumb on the scale" effect regarding Measure Y and the clear preference of voters for moderate growth.

Thank you for the opportunity to comment on the DEIR.

Keith Weber

San Mateo

PUB9-1

September 19, 2023

TO: Manira Sandhir, Planning Manager

CC: Zachary Dahl, Interim Community Development Director

Alex Khojikian, City Manager

FROM: Keith Weber

SUBJECT: San Mateo General Plan Draft EIR, Project Alternatives

Dear Ms. Sandhir,

The Draft EIR (DEIR) for the 2040 Draft General Plan is inadequate and incomplete because it fails to evaluate a “reasonable range” of alternatives as required by CEQA.

PUB9-2

During the public outreach phase of the General Plan, the City identified four feasible alternatives: the “No Project” alternative plus three others (Alternatives A, B, and C), each with incrementally greater growth potential and impacts. All four alternatives met or exceeded the housing and economic growth objectives of the General Plan revision. The City Council chose the alternative with the maximum development potential as their preferred alternative (the “project”).

PUB9-3

The California Environmental Quality Act (CEQA) requires the analysis of a “range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

The Draft EIR evaluates only two alternatives:

1. No Project
2. Reduced Traffic Noise Alternative, which, according to the EIR, “would accommodate the same amount of proposed development as the proposed project.”

PUB9-4

CEQA considers alternatives to involve changes to the project’s “scope, design, extent,” and “intensity.” But, the DEIR fails to offer alternatives that address these possible changes. Instead, it gives us the same amount of development as the project - an alternative in name only. By disregarding the less impactful alternatives offered to the public and preferred by much of the citizenry, the DEIR provides an all-or-nothing choice between maximum buildout or no project at all. The clear message voters sent to City Hall with the passage of Measure Y is their wish to accommodate moderate growth - to find a compromise between extreme growth and no growth. The DEIR is a tone deaf failure in this regard, presenting the public with only a choice between two extremes.

One of the purposes of an EIR is to identify alternatives to a proposed project and evaluate the comparative merits of feasible alternatives. Instead of providing the public with seriously considered alternatives, the DEIR offers a Sophie’s choice. CEQA requires more and the public deserves better.

In order to satisfy the CEQA requirement that “an EIR shall describe a range of reasonable alternatives to the project,” the feasible alternatives previously identified publicly as Alternatives A and B, must be evaluated and the Draft EIR recirculated for it to meet the threshold of adequacy demanded by CEQA and expected by the public. The additional alternatives analysis represents significant new information and therefore requires recirculation of the Draft EIR, as explained in CEQA Guidelines Section 15088.5. RECIRCULATION OF AN EIR PRIOR TO CERTIFICATION.

PUB9-5

From: [REDACTED] <[REDACTED]>
 Sent: Friday, September 22, 2023 2:15 PM
 To: Manira Sandhir <msandhir@cityofsanmateo.org>
 Subject: DEIRComments

Dear Manira,
 Please find my comments on the DEIRbelow.
 Thank you.
 Lisa

PUB10-1

Response to Draft DEIR

The Noise Element in the DEIR does not address the harmful effects of low frequency noise or discuss the mitigation of such. Besides traffic as a source, HVAC heat pump units are a common source of low frequency noise pollution. San Mateo's Climate Action Plan (CAP) requires the installation of electric appliances or the conversion of gas appliances to electric appliances. Many heat pumps will be located inside and outside of residences and will not only affect inhabitants but neighboring properties. The potential noise problem from the humming of multiple air source heat pumps has prompted an official UK government review (2023) by the Department for Environment, Food, and Rural Affairs. Low Frequency Noise is recognized by the WHO as an environmental problem and states the following in their publication on Community Noise:

PUB10-2

"It should be noted that low frequency noise, for example, from ventilation systems can disturb rest and sleep even at low sound levels"

"For noise with a large proportion of low frequency sounds a still lower guideline (than 30dBA) is recommended"

"When prominent low frequency components are present, noise measures based on A-weighting are inappropriate"

"Since A-weighting underestimates the sound pressure level of noise with low frequency components, a better assessment of health effects would be to use C-weighting"

PUB10-3

"It should be noted that a large proportion of low frequency components in a noise may increase considerably the adverse effects on health"

"The evidence on low frequency noise is sufficiently strong to warrant immediate concern"

Europe, ahead of us in terms of heat pump use, is dealing with the noise complaints associated with them:

German Environment Agency guideline information March 2017

Complaints about low-frequency humming noises have become more frequent in recent years – especially in residential areas. The quiet, constant hum of air source heat pumps, air-conditioning systems or district heating stations in otherwise quiet neighbourhoods is often considered disturbing, even if the noise levels comply with statutory limit values. A guide by the German Environment Agency (UBA) advises all the parties of construction projects to consider the noise emissions of such large facilities in the early planning phase of a project. Once systems which hum are in operation, there are virtually no technical means to eliminating low-frequency noise.

The EIR states that the San Mateo Noise Ordinance will protect people from health impacts however this ordinance is nearly 20 years old and does not even address interior noise in single family homes generated outside the property. It falls short in many other areas especially when compared to other newly adopted ordinances of surrounding Cities and the latest medical studies. The ordinance specifically states the regulations apply to a "reasonable person of normal sensitivities" which excludes those with misophonia or hyperacusis, both considered a disability by the ADA. The potential liability of this bias should be reason enough for San Mateo to update their noise ordinance.

PUB10-4

The current ordinance does not account for low frequency/tonal noise or the cumulative impacts from multiple heat pumps. If the EIR contemplates the noise ordinance as a mitigation measure to protect the

health of the community it should consider that the current noise ordinance needs to be updated to address the impacts of the 2040 General Plan.

The EIR states that the “noise in the community has often been cited as a health problem, not in terms of physiological damage” however several studies have shown that community noise is associated with cardiovascular problems. The Internal Journal of Preventive Medicine 2022 article (Foroughharmajda, Asadya, Pereirab, Fuentec), Is enough Attention Paid to the health effects of low-frequency noise in today’s society? It is cited that exposure to lower frequency airborne pressure wave can cause cellular and tissue damage along with widespread vascular involvement.

PUB10-4
cont.

PUB10-5

From: Erika Gomez <[REDACTED]>
 Sent: Monday, September 25, 2023 2:25 PM
 To: msandir@cityofsanmateo.org; Zachary Dahl <zdahl@cityofsanmateo.org>; Alex Khojikian <akhojikian@cityofsanmateo.org>; Richard Hedges <rhedges@cityofsanmateo.org>; lnash@cityofsanmateo.org; Rob Newsom <rnewsom@cityofsanmateo.org>
 Subject: General Plan GP Draft EIR DONOT reclassify 9th and 5th avenue

Dear City of San Mateo GP2040 leads.

We recognize this can sometimes be a thankless job. So let me first say Thank You for considering our neighborhood concerns.

PUB11-1

We looked at the GP2040 and it appears that 9th. Ave and 5th Ave are being proposed as “Arterials”.

In a city that has worked for decades to keep our streets safe for pedestrians, such as the Traffic Action Plans (TAPs) reclassifying 9th Ave to be able to carry from a max of 10,000 cars up to 50,000 cars goes against all the hours our neighborhood, staff and numerous city council members have invested to prevent additional degradation of local street surfaces and safety of our elderly, kids and general population when residents walk to medical appointments, school or work. Is this long term tradeoff worth whatever short term benefit city administrators anticipate?

PUB11-2

Has a Health Risk Analysis (HRA) associated with Allowing up to 50,000 cars in our little neighborhood been done? I cannot imagine that it would Not have a long term detrimental effect on our general population's health.

PUB11-3

This type of drastic change goes against the City's Vision, Safety and Noise GP goals.

Please let's stop letting the “car centric” mentality we fought so hard to get away from drive decisions for our community's future.

I wish you would get the opinions of the mail carriers and package delivery personnel. Recently a car flipped on 7th and El Dorado after nearly hitting people and actually hitting multiple cars, before flipping. I spoke to the delivery personnel at the crash site and they said it is amazing how often they see people speeding and ignoring stop signs in our neighborhood.

PUB11-4

I would like close by sharing a photo of an adult resident riding their electric scooter on 5th and El Dorado. Something we see on 9th and Fremont all the time as well. Why do adults still ride bikes and scooters on the sidewalk during traffic hours? Because they are afraid, even with all the bike lanes in the street.

Thank you,



PUB11-4
cont.

From: Rowan Paul [REDACTED]
Sent: Saturday, September 23, 2023 3:20 PM
To: msandir@cityofsanmateo.org; AlexKhojikian<akhojikian@cityofsanmateo.org>
Cc: lnash@cityofsanmateo.org; RichardHedges <rhedges@cityofsanmateo.org>; Zachary Dahl <zdahl@cityofsanmateo.org>; Naomi Ture [REDACTED]; [REDACTED]
Subject: Regarding Draft EIR,Draft 2040 General Plan

Dear CityCounciland planning committees,

My wife and I are dismayed to see yet more proposed erosion of our neighborhood at 5th and Delaware with The Draft 2040 General Plan and Draft EIR.

The definition of Arterial is 10,000 - 50,000 vehicles a day. There has been no collaboration on this reclassification. I oppose this reclassification and strongly feel that 5th avenue remain a neighborhood street given that we have families, neighbours with kids and families that have lived here for decades.

PUB12-1

How do we address this increased cut-through traffic? We need assurances for traffic calming for both 5th and 9th Avenues.

A class IIIBikeBoulevard is proposed for 5th Avenue which means we need lower traffic volumes for safer streets for pedestrians and bicyclists. Other cities in San Mateo County plant a tree in the center of the intersection to reduce cut-through traffic and improve air quality. I recommended we do that and add speed bumps or rumble strips. We are thankful for new pavement and repainted bike strips. To reclassify as an arterial would be devastating, contradictory and a move in the wrong direction.

PUB12-2

In addition, 4th and 5th Avenues are included in the Equity Priority Neighborhoods. We request that the boundaries of the Equity Priority Neighborhoods be extended to 9th Avenue and include streets from S Delaware to S Amphlett for more residential protections.

PUB12-3

Our 5th avenue neighborhood is a close one where we all know our neighbors. We do NOT want this to turn into a high density housing project with 7 floor new housing developments as you have been building near the tracks, some without concession or requirement for more parking or significant city infrastructure which is frankly ridiculous. Our neighbourhood is already taking a big hit and we WILL not stand for further erosion.

I have attached an example of the damaging effect of traffic on our neighborhood. This is my neighbor's Porsche that was subject to a hit and run RIGHT OUTSIDE his and our houses. Can you imagine if there was a child playing on the sidewalk?

PUB12-4

Again as a reminder, our son got run over by a car at 5th and Clairmont just 2 blocks from our house. NOTHING was done by the city to increase safety at this intersection or in our neighborhood despite token lip service phone call with Lisa Nash and Eric Rodriguez at the time when it happened.

Needless to say, we are sufficiently energized to fight this proposal.

PUB12-5

Please do the right thing for the invested locals.

Thank you.

Rowan Paul, MD

From: Evan Powell <[REDACTED]>
Sent: Saturday, September 23, 2023 3:33 PM
To: msandir@cityofsanmateo.org
Cc: Zachary Dahl <zdahl@cityofsanmateo.org>; Alex Khojikian <akhojikian@cityofsanmateo.org>; Rob Newsom <newsom@cityofsanmateo.org>; lnash@cityofsanmateo.org; Richard Hedges <rhedges@cityofsanmateo.org>
Subject: General Plan Draft EIR Comments - please do NOT reclassify 9th and 5th avenue

Hello

Thank you for your public service.

I am writing to express my opposition to the outrageous proposal that 9th and 5th avenues be reclassified to accept more cut through traffic.

The Central Neighborhood already bears the brunt of the increased development in San Mateo. Countless times we have been reassured that our neighborhood would be protected with Vision Zero and traffic impact funds and so on. And yet we see that noise, pollution, accidents, and so on are all more prevalent in the Central Neighborhood than most other neighborhoods. Last week down the street from our house in Central Neighborhood a family was out walking when they were nearly killed by cut-through traffic, the incident of which is only increasing due to pro-development policies. Please see attached for a photo of the accident - imagine this was your reality, your neighborhood. Would you feel safe?

PUB13-1



In short, if you want support for the sort of increased density that our neighborhood has pioneered, you should prioritize the protection of our neighborhood. You should be prioritizing traffic calming of the sort prevalent in impacted neighborhoods in Palo Alto, Menlo Park, Redwood City, and elsewhere, not seriously considering prioritizing car traffic over residents by reclassifying 9th and 5th avenue. It's outdated thinking AND it runs counters to the assurances we have received for years.

Thank you for your service and best regards,

Evan

--

Evan Powell

From: Chris & Wayne Rango <[REDACTED]>
 Sent: Sunday, September 24, 2023 3:16 PM
 To: Manira Sandhir <msandhir@cityofsanmateo.org>
 Subject: General Plan Draft EIRComments

I have been a resident of the Central Neighborhood for almost 40 years.
 What is being proposed in the General Plan and the Draft EIR is preposterous!

PUB14-1

Specifically, reclassifying 5th Ave, the street I live on, and 9th Ave to become **Arterials** is not in any neighborhood's best interest, let alone mine.

To permit between 10,000 to 50,000 vehicles per day on these two neighborhoods' streets will only ADD an incredible amount of noise that already exists. It will increase greater danger for pedestrians as well as drivers not to mention decreasing our property value.

PUB14-2

This proposal will also allow 8-10 story buildings in my neighborhood! Are you kidding me? I am becoming more and more appalled at the attempts to RUIN our quaint neighborhood.

PUB14-3

Please do not allow this damage to happen.

PUB14-4

Respectfully,
 Wayne Rango

From: Dave Santos <d[REDACTED]>
 Sent: Sunday, September 24, 2023 6:02 PM
 To: Manira Sandhir <msandhir@cityofsanmateo.org>
 Subject: San Mateo General Plan Draft EIR

The EIR is a tremendous amount of information to digest.

PUB15-1

I want to acknowledge staff contributions to this effort and while there has been a modest attempt to reach out to the community, the report presents limited growth options. Is there not a middle ground of moderate growth as a viable alternative to maximum growth or no growth options?

PUB15-2

Why hasn't a moderate growth option been explored? I believe that is what Measure Y is all about, moderate growth.

I also wonder why the San Mateo Foster City School District was not consulted for input if the San Mateo Union High School District was. Adding 26,000 people to the population will affect the SMFCSD as well as the high school district.

PUB15-3

I think it is wishful thinking to believe that the addition of 26,000 will not have more effect on the environment.

In reviewing the document, input of residents (stakeholders) needs to be considered.

PUB15-4

I would like to recommend a rewrite that lists moderate growth options that are supported by the community along with a specific mechanism to solicit residents input.

Sincerely,

Dave Santos

From: [REDACTED]
 Sent: Monday, September 25, 2023 3:26 PM
 To: Manira Sandhir <msandhir@cityofsanmateo.org>
 Cc: Zachary Dahl <zdahl@cityofsanmateo.org>; Alex Khojikian <akhojikian@cityofsanmateo.org>
 Subject: DEIR for proposed San Mateo 2040 Genreal Plan - comments

Dear Ms. Sandhir,

As a former San Mateo Planning Commissioner (14 years total, 1970's and 1990's) I am familiar with large EIR's. I've reviewed them by the inch and the pound! This current one for the proposed General Plan (over 1000 pages) is well beyond what most everyone - me included - will want to review and comment on, page by page. Instead I am focusing on two issues.

PUB16-1

Noise is a significant issue in San Mateo. Much of the noise we experience is related to traffic (another significant issue) . I reviewed the noise studies and am puzzled that a better range of locations and a better choice of duration and times of day and days of the week were not used. It is usually most helpful to start "at home", with what we know best, so I looked very closely at the noise study on the upper part of West Hillsdale Blvd. The proposed General Plan will allow for greatly intensified development in the W. Hillsdale Blvd/Campus Drive area. Any such increase will certainly funnel much larger volumes of traffic onto Hillsdale Blvd (and likely 31st Ave.) toward the east of the area, especially since the alternative, State Route 92, is so frequently congested. So what evaluation does the DEIR give us? Fifteen minutes on a late Friday morning in mid November on the flat (therefore quieter) part at 931 W. Hillsdale. May I point out that this timing avoids the morning and afternoon commutes - both for CSM, other local schools and the regular workforce. Using a Friday, in a time when work from home was common, especially toward the end of the week, also creates an understatement of the existing conditions. and using a flat spot, when much of Hillsdale has steep roadway (in excess of 14%) also avoids revealing the effect of increased engine noise going uphill and the combined engine/tire noise from increased speed going both uphill and downhill. The measurement did manage to capture *one* of the buses that now use this route *every 20 minutes - from 6AM to 11PM!*, but missed the common noisy situation of 2 buses passing each other. All in all, a pretty useless baseline evaluation for this location. I can only wonder what people who live near the other areas the DEIR evaluated would think of where/when/how those measurements were taken.

PUB16-2

Project Alternatives are very poorly chosen for a project this all encompassing. The community has been discussing a range of alternative development intensities (often called A, B and C for land use) which would result in a range of impacts. Those impacts are not necessarily a smooth continuum as development increases. In many community situations there is an as of now unidentified "tipping point" where impacts become much greater and require much stronger alternate mitigations, as opposed to "more of the same". Ignoring the community understanding of the proposed General Plan in favor of a less than adequate "alternative" of reduced noise (largely through reduced traffic) is not responsive to the CEQA guidelines for requirements in the DEIR. This "alternative" suggests "enhanced" TDM mitigations like subsidies for transit passes, e-bikes, ride

PUB16-3

sharing and bicycles. Those tools, and many others, should be an automatic part of our city process. employed *right now*, aside from any connection to a new General Plan. Even back before 2000, project approvals included conditions for TDM measures, across properties and area boundaries. How does this kind of already existing approach rise to the level of the basis for a project alternative? It doesn't.

PUB16-3
cont.

Of course the alternatives also make mention of ;the environmentally superior choice. This is given lip service by saying it aligns with the only alternative "studied", thus skirting any real discussion. It probably would have been omitted altogether if not for the clear requirement in CEQA guidelines.

PUB16-4

The bottom line for me is that you have a DEIR which does not meet legal requirements and which relies on inadequate studies.

PUB16-5

This document needs a major overhaul prior to certification. .

Karen Herrel
West Hillsdale Blvd.
San Mateo

From: Maxine Turner <[REDACTED]>
 Sent: Monday, September 25, 2023 4:14 PM
 To: Manira Sandhir <msandhir@cityofsanmateo.org>
 Cc: Zachary Dahl <zdahl@cityofsanmateo.org>; Alex Khojikian <akhojikian@cityofsanmateo.org>
 Subject: DEIRcomments

Dear Ms. Sandhir - The purpose of CEQA is to give decision-makers adequate information upon which to base decisions that minimize negative impacts to the community. The Draft EIR (DEIR) for the 2040 Draft General Plan is so filled with vague statements about future actions as to be useless. Words like “suggest, promote and encourage” are meaningless. This DEIR does not give policy makers the data to evaluate the long-term impacts of their proposed GP Project. It is an insult to the residents and businesses in San Mateo who will have no idea of the true fiscal and environmental impacts of the proposed Project nor of viable alternatives that will lessen these impacts. The consultants can and must do better.

PUB17-1

Staff knows that the City Council can still approve a project with “significant impacts” by making statements of overriding consideration. But misleading the public and decision-makers by avoiding discussion about the true impacts is unconscionable. This adds to the mistrust of government and threatens our fragile democracy. This DEIR must be rewritten and recirculated.

PUB17-2

THE DEIR IS INADEQUATE AND INCOMPLETE BECAUSE IT FAILS TO:

1 - Identify which program level environmental effects City staff intends to utilize as having been addressed as “specifically and comprehensively as is reasonably possible” in this program EIR so that later activities may qualify for a streamlined environmental review process or may be exempt from environmental review. The DEIR does not provide the supporting data for the “no significant impact” conclusions related to land use and zoning, traffic, air quality, noise, infrastructure capacity and water availability, public services and hydrology. If the consultants have given these details to the City this data must be included for public review and the DEIR recirculated.

PUB17-3

2 - Evaluate a “reasonable range” of alternatives as required by CEQA. The GP land use map chosen by the City Council as the “Project” was the highest level of development considered during the public input phase. This high-development project results in Significant and Unavoidable (SU) impacts in Air Quality, Noise, and Wildfire even with mitigations. The DEIR does not adequately evaluate other alternatives that can lessen these and other impacts to less than significant levels. Alternatives A and B were considered during the public input phase of the GP UPDATE with much public support and these should be evaluated for potentially less impacts in the EIR. A highest development level ‘Project’ or no project is not adequate.

PUB17-4

3 - Note specifically in the Land Use Regulations Measure Y paragraph that General Plan 2030 is Measure Y, approved by the voters in 2020, and a vote of San Mateo residents will be required to approve any changes to Measure Y heights and densities in the Project General Plan 2040. Identify specifically where land use changes increase the heights or densities allowed under Measure Y. The DEIR paragraph on Measure Y is inaccurate, incomplete and missing information on the Strive website and must be rewritten. Measure Y is of vital interest to a majority of the voters in San Mateo and needs to be clearly and accurately described in the DEIR.

PUB17-5

Rewrite the Measure Y paragraph to also note that it better supports affordable housing than the state density bonus law. The Measure Y General Plan 2030 requires that 10% of new residential development be for affordable units built on-site at the same time as the market rate units are constructed. Note how many affordable units have been built in San Mateo under Measure Y. It does not allow off-site or in-lieu fee payments that can sit in a pot for years. The state density bonus law only requires 10% affordable units yet gives the developer 2 extra floors of height for doing what is already required in San Mateo. Also note that the Measure Y density allowances result in a larger number of 2-3 bedroom family sized units than the higher density bonus units have resulted in.

PUB17-5
cont.

4- Justify how the conclusion of LU-2 *"The proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect"* was determined. Clearly, GP 2040 land uses conflict with Measure Y unless a mitigation is added to phase the high-development land use changes in the Project to after Measure Y ends in 2030. Staff notes that the current RHNA cycle housing requirements can be met under Measure Y. Projections for the next RHNA cycle will most likely be reduced. Much impact language throughout the DEIR notes that build-out will not occur all at once so this mitigation will not significantly impact GP 2040 policies.

PUB17-6

5 - Identify the conflicts between the Project's high-level of development land uses in the Downtown with the goals of pedestrian oriented and preserving historic and cultural resources. Compare the likely wind and shadow impacts of higher heights, including density bonuses, to existing plan heights on outdoor seating and walking.

PUB17-7

6 - Identify the true potential heights with the density bonus increases in heights. Maximum height potential MUST include the density bonus heights.

PUB17-8

6 - Identify specifically what increased service needs (fire, police, parks, recreation, and libraries) will be required by the high level of new development and how funding will be provided. These service impacts are one of the "Standards of Significance" that the "no significant impact" was based on. More importantly, identify at what level of new development (population or structures) WHEN new "staffing, facilities and equipment" will be needed. *Policy LU 12.1 states: "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."* If new staffing and equipment does not exist to maintain a less than significant impact, will project approvals be delayed until adequate staffing, equipment and facilities are in place? Perhaps this should be added as a mitigation.

PUB17-9

For example, fire services currently closely meet the standard set by the National Fire Protection Association that there be one firefighter for every 1,000 population. At what specific new level of project development and population growth would new facilities, staffing and equipment be required? How tall can buildings be to be served by existing fire trucks? The "no significant impact" conclusion in the DEIR only refers to the construction impacts of new facilities, not the lack of services which negatively impact the community. *"PS-1 The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in*

order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services.”

The same is true for police services. “SMPD has identified that its staffing level has decreased since 2020, and an increase in population would result in a need for increased staffing. Physical expansion of SMPD facilities may be needed to accommodate increases in staffing and maintain response times. The SMPD has indicated that existing stations would be inadequate to accommodate future needs; due to this, a new police substation or substantial adjustments, expansions, or renovations to the existing police headquarters facility have been identified as needed.” If new staffing and equipment does not exist to maintain a less than significant impact, will project approvals be delayed until adequate staffing, equipment and facilities are in place? Perhaps this should be added as a mitigation.

PUB17-9
cont.

Current services are adequately funded by existing revenues. The DEIR makes clear that the large increase in population and structures will require more funding for services. There is no data about how much revenue will be lost or gained by the Project land use changes. How much sales tax revenue will be lost by upzoning downtown and El Camino Real small businesses for housing or office? How much property tax increase stays with the city as opposed to sales, hotel, business and other taxes? This is fundamental information needed by decision makers prior to approving the High-Development 2040 General Plan.

PUB17-10

The DEIR does not provide the public nor decision-makers with the data they need to approve the Project. There is no information about how water will be provided, traffic impacts reduced, the jobs/housing balance maintained, and displacement of affordable housing and small businesses avoided. Every resident, voter and taxpayer in San Mateo understands the Project high-level of development will negatively impact their lives. This DEIR does not meet legal requirements and it must be revised and recirculated.

PUB17-11

Thank you,
Maxine Turner



Zachary Dahl, AICP
Interim Director
Community Development Department
330 W. 20th Ave., San Mateo, CA94403
650-522-7207 | zdahl@cityofsanmateo.org

From: Naomi Ture [REDACTED]
Sent: Monday, September 25, 2023 11:18 PM
To: msandir@cityofsanmateo.org; lnash@cityofsanmateo.org; Zachary Dahl
<zdahl@cityofsanmateo.org>; AlexKhojikian<akhojikian@cityofsanmateo.org>; Rob Newsom
<rnewsom@cityofsanmateo.org>; Richard Hedges <rhedges@cityofsanmateo.org>
Subject: I am your neighbor - Please read - General Plan Draft EIRComments

Dear Manira, Mayor Lisa and Councilmembers Rob, Zachary, Alex, Lisa and Rich,

I write with high hopes that our planning manager and city council will listen to the neighborhood voices, over the developer voices.

I write to oppose Draft General Plan and Draft EIR, and to request that you **protect the tree-lined neighborhood that we love**. My home is at 614 E 5th Avenue. We moved here because it is a friendly, safe, tree-lined street with a bike lane. It's filled with families and folks who have lived here for decades and are proud of this neighborhood. Many people use our street to live, bike, and to walk to downtown San Mateo and the park.

PUB18-1

This is my request - Please protect our neighborhood by including the following boundaries in the Equity Priority Neighborhood: 5th to 9th Avenue and S Delaware to S Amphlett and provide us with the following residential protections:

PUB18-2

- Please install the traffic calming measures including speed humps on 5th Avenue that you promised us after multiple people have been hit by cars.
- Do not allow 5th and 9th to become classified as arterials (this is the opposite of what you promised)
- Keep 5th Avenue as a local street and 9th Avenue as a collector
- Install the proposed class III Bike Boulevard on 5th Avenue
- Please ensure that height limitations within the boundaries of our neighborhood are 2 stories
- Please ensure height limitations right outside our neighborhood are 4-6 stories.
- Please stop ignoring the citizens and pleasing the developers by allowing them to construct 8-10 story structures.
- Please make it harder for developers to construct massive structures near our neighborhood without implementing what the citizens demand - safety, ample parking, and height limitations.

PUB18-3

PUB18-4

PUB18-5

PUB18-6

The planning commission and city have shown in recent years that you are **working against neighborhoods and in collaboration with developers**, to create 8-12 story structures next to a neighborhood of single-story single-family homes. You are ignoring our pleas and **exacerbating problems such as overcrowding, parking issues, traffic, safety and dangerous roadway conditions**.

PUB18-7

The planning commission and city promised to work with our neighborhood to install traffic calming after cars are repeatedly hitting pedestrians. You have not added even one speed hump to 5th Avenue.

PUB18-8

The planning commission and the city promised to work with our neighborhood regarding 8-12 story high rises. Instead, **the city is working WITH developers and AGAINST residents to build as many high rises as it can fit near our neighborhood** without regard for parking, traffic and safety issues.

PUB18-9

Please listen to the people who live and work here now. **Please protect us, your neighbors, over the developers. Please tell me exactly how you will protect my beloved neighborhood.**

PUB18-10

Thank you,

Naomi Ture

Naomi Ture

[REDACTED]

Filmmaker@[Fanny](#) | [Pick of the Litter](#) | [Batkid Begins](#)

From: Naomi Ture <[REDACTED]>
Sent: Monday, September 25, 2023 11:29 PM
To: msandir@cityofsanmateo.org; lnash@cityofsanmateo.org; Zachary Dahl
<zdahl@cityofsanmateo.org>; Alex Khojikian<akhojikian@cityofsanmateo.org>; Rob Newsom
<rnewsom@cityofsanmateo.org>; Richard Hedges <rhedges@cityofsanmateo.org>
Subject: Protect Central Neighborhood - General Plan Draft EIRComments

I just took this photo yesterday, of a dad riding his 2 kids along our tree-lined 5th Avenue. Please protect our neighborhood.

PUB19-1

Picture removed

In order to assure us that you have no intention of altering 5th and 9th, do not reclassify 5th and 9th Avenues as arterials.

PUB19-2

In addition, please assure us that you will slow down development, not the opposite (i.e. Kiku Crossing) so that we can prevent increases in air pollution, noise, traffic, safety issues and wildfire risk.

PUB19-3

Thank you,
Naomi Ture

From: noreply@konveio.email <noreply@konveio.email>
 Sent: Sunday, October 1, 2023 8:07 PM
 To: General Plan <generalplan@cityofsanmateo.org>
 Subject: [KonveioInquiry] This plan needs to be rewritten and revised

SanMateoCinderella [REDACTED] sent a message using the contact form at <https://strivesanmateo.konveio.com/contact>.

The city needs to put a beneficial pause on the General Plan & Draft EIR. We the People of the City of San Mateo have not had an ample opportunity to review and comment on this drastic change to our city. The magnitude of these plans is an assault on our way of life, liberty, pursuit of happiness, public health and safety.

PUB20-1

The bulk of these plans have been put through during the unprecedented Covid-19 public health emergency. As many people were distracted by fearing for their lives, safety, family and businesses, we did not have the opportunity to thoroughly analyze and provide input on 1,000-page documents which have major ramifications to the city and its residents.

We the People of the City of San Mateo should not have to bear the burden of Sacramento and San Francisco's mismanagement. The common theme appears to be just sardine pack everyone into San Mateo and figure it out from there. There have been no plans to require the major tech companies to move some of their offices to neighboring cities in order to help alleviate traffic congestion in the Bay Area, given they are one of the leading causes of this traffic as the jobs are all concentrated in one area. It is easier for these trillion-dollar corporations to help the environment and shorten the commute times by spreading out their offices, instead of requiring the residents of San Mateo to accept lower environmental quality and thus lowering the quality of life. The city has failed to consider and advocate for this less harmful alternative and instead is assaulting our way of life and drastically changing the fabric of San Mateo.

PUB20-2

During the 9/12/2023 Planning Commission meeting, one of the commissioners themselves said "I still have a lot of questions...air quality and noise impacts are being flagged as significant and unavoidable". The Environmental Impact Report, has looked at things such as air quality, pollution, noise, etc. Another commissioner claims "the greenhouse gas emissions will be lower by adopting the General Plan update", the public needs to verify these outrageous claims that contradict logic and common sense.

PUB20-3

A consultant from ECORP Consulting confirms that "the updated plan does increase population and traffic, and that the plan allows for more population increase than the old plan", and a commissioner confirms. In addition, the consultants struggled to explain the logical contradictions and admitted that without modeling the existing plan they can't say whether the environmental impact would be the same as in the updated plan. Furthermore, the consultants admitted that "my assumption is that this (new) general plan is really looking to maximize the benefits of getting people out of cars". Since this seems to be the core principle, the entire assumptions and math need to be revisited.

PUB20-4

During the same 9/12/2023 Planning commission comment period after returning from break, a commissioner said "I don't have any comments". A 1,000-page document and a commissioner doesn't comment at all on a plan that would fundamentally change the entire landscape of San Mateo? Then right after a commissioner says "I don't consider myself an expert in EIR (environmental impact reports), so I wouldn't, I don't feel confident enough to get into too many weeds with things where I just don't have much reason to disagree with what was written". This is precisely why we need to place a beneficial pause on such plans, since even the commissioners do not have the proper knowledge to weigh the impacts to the residents of San Mateo.

PUB20-5

Thus, again these are major drastic changes to the city and its residents. To not give the public more time to educate themselves coming out of a historic pandemic is a travesty and breach of public trust. We are constantly told that the State of California has passed laws requiring densification of housing development. However, what we are not told and omitted from the conversation is this key sentence: "The city or county is not required to waive or reduce development standards that would cause a public health or safety problem, cause an environmental problem, harm historical property, or would be contrary to law", as stated in the California density bonus law.

PUB20-6

The city has been forced to try and pass an \$8 increase to help fund and fix the crumbling infrastructure which led to major flooding recently. The city's budget does not have the capacity to

help support such population increase. Will the city be forced to raise taxes to help fund emergency services on already burdened residents or risk creating dangerous conditions of public property?

Like Gulliver tied down by thousands of little strings, we lose our freedom one regulation at a time

PUB20-6
cont.

Somer Smith

From: Meg Spicer, DC, QME [REDACTED]
 Sent: Sunday, October 8, 2023 7:08 PM
 To: City Council (San Mateo); General Plan
 Subject: survey on building heights

- I am a resident of San Mateo. Own a storefront business in San Mateo
- I am discouraged (dismayed, troubled, etc) I couldn't participate in the building heights survey.
- District 5 (our district) is far more impacted by taller buildings than other districts
- I support residential building heights of 2 stories.
- I do not support buildings that are predominantly non-residential exceeding 5 stories or Measure Y limits in height.
- I also advocate for the preservation of single-family home neighborhoods, along with small businesses and retail.
- I do not support additional housing units beyond what is required by the State
- The DEIR should have looked at a moderated option, not just the maximum development.
- I am concerned about how services and infrastructure for all the new development will be paid for.

PUB
21-1

PUB
21-2

PUB
21-3

PUB
21-4

PUB
21-5

PUB
21-6

Thank you,
 Margaret Spicer

Somer Smith

From: (null) (null) [REDACTED]
Sent: Monday, October 9, 2023 8:51 AM
To: General Plan
Subject: Survey on building heights

- I am a resident of San Mateo. PUB 22-1
 - I am discouraged (dismayed, troubled, etc) I couldn't participate in the building heights survey
 - District 5 (our district) is far more impacted by taller buildings than other districts
 - I support residential building heights of _____ stories. PUB 22-2
 - I do not support buildings that are predominantly non-residential exceeding 5 stories or Measure Y limits in height.
 - I also advocate for the preservation of single-family home neighborhoods, along with small businesses and retail. PUB 22-3
 - I do not support additional housing units beyond what is required by the State PUB 22-4
 - The DEIR should have looked at a moderated option, not just the maximum development. PUB 22-5
 - I am concerned about how services and infrastructure for all the new development will be paid for PUB 22-6
- Sent from my iPhone

Somer Smith

From: [REDACTED]
 Sent: Wednesday, October 11, 2023 7:36 PM
 To: City Council (San Mateo)
 Cc: General Plan
 Subject: Building Heights and 2040 General Plan

Dear Councilmembers,

I have the following comments regarding building heights and the 2040 General Plan:

Building heights and density:

District 5 is disproportionately affected by the growth proposed in the General Plan yet very few neighbors received the survey regarding building heights. I believe that the survey sampling will not reflect the views of residents. I favor increasing building heights over Measure Y limits only for residential buildings (or Mixed use with over 80% residential). I support a maximum of 8-stories for a residential building (including any density bonus height) and only if required to meet RHNA housing numbers. The General Plan included over 21,410 new dwelling units and RHNA requirements are closer to 15,000 dwelling units. This is a 40% buffer and given the latest State population projections the next cycle should be less than 8,000 dwelling units. I am inclined to only support a ballot measure to increase building heights that place a threshold on the dwelling units built, such as 15,000.

GP and DEIR

The DEIR evaluated only a maximum project or no project. Given that there are "Unavoidable" Significant Noise and Air quality impacts associated with greater health risks, it would have made sense to study a more moderate alternative. It also seems completely inconsistent that these significant impacts are caused by traffic, but traffic itself is not a significant impact. Policy LU 6.1 Rail Corridor Plan speaks of "maintaining and improving the quality of life for those who already live and work in the area" but the increase of noise and air quality impacts indicated by the DEIR are in complete contradiction to this statement. I suspect that future traffic congestion and inadequate parking will also reduce the quality of life among residents.

Sincerely,
 Lisa Maley

San Mateo Planning Commission Public Hearing (9/12/23)

- Maurine Killough asserts that San Mateo deserves the best objective design standards since there are many distinct neighborhood zones and each neighborhood has its own visual and physical character and deserves respect. Killough also points out that, with regard to commercial development adjacent to residential new infill building, designs need to respect existing community character using established designs found in San Mateo. Killough requests the City encourage new developments to be compatible and harmonious with building types and architecture styles prevalent in San Mateo especially with the surrounding residential neighborhoods and downtown historic district. Killough also requests the City consider a project design review for proposed projects in the downtown and surrounding neighborhoods by a qualified historic preservation architect consultant. Killough asserts that aesthetics of new illuminated contemporary glass buildings will have an impact on existing older neighborhoods and the historic downtown and points out that a consultant could creatively bridge the design look between existing historic architecture and new buildings. Killough expresses concerns regarding street lighting standards and asserts that more green street lamps are needed at dark residential intersections and longer residential blocks, as this impacts safety for pedestrians and cyclists in the equity priority and underserved neighborhood areas in Central and North Central neighborhoods. Killough requests the City protect the character of older residential neighborhoods and prohibit neon commercial signs on the new tall buildings facing towards surrounding residential neighborhoods at night, as housing is at the upper level in these buildings, and prohibit older lighted outdoor billboards advertising alcohol and equity priority neighborhoods along 101 which generate blight. Killough also requests the City encourage drought tolerant green landscaping in residential neighborhoods and commercial projects and expand the tree canopies and front yards and plant more street trees through Street Tree Plan especially in equity priority neighborhoods.

PH1-1

- David Light refers to the seismic hazard map in Chapter 4.6, Geology and Soils, of the Draft EIR that shows the risk of soil liquefaction during major earthquakes, which is broadly divided between a moderate risk region roughly from downtown to Highway 101 and a high-risk region east of 101 to the Bay. Light expresses concern that developers are going to prefer to locate their multi-story projects in low-risk areas rather than on historic landfill areas that are in the higher risk liquefaction areas. Light points out that there are many single-family and duplex home neighborhoods that are currently located in these desirable moderate risk areas and these neighborhoods should not be displaced by large developments. Light asserts that San Mateo needs to protect and preserve charming older homes in single-family and duplex neighborhoods that make San Mateo the desirable place that it is to live. Light refers to Chapter 4.7, Greenhouse Gas Emissions, of the Draft EIR discusses the need to reduce carbon dioxide from cars and trucks. Light notes that new developments located near Caltrain or SamTrans public transportation stops are routinely allowed to provide less than adequate parking spaces in their plans; however, there's continued lack of cooperation between Caltrain and BART with low ridership decreasing on SamTrans and Caltrain. Light asserts that city planners need to be realistic about the use of public transportation and that new building projects should provide adequate parking spaces and include parking with chargers for electric cars as a more realistic solution to greenhouse gas emissions. Light asserts that electric cars are much quieter than traditional internal combustion

PH1-2

engine cars. Light also requests more neighborhood preservation and protection, updated surveys in Central and North Central neighborhoods and older neighborhoods as potential historic districts, protection of historic pre-war homes and small duplexes for middle and low-income families in the equity priority neighborhoods, avoidance of demolition of homes in older neighborhoods (especially on the east side of San Mateo), and preservation of the street level exteriors of existing Craftsman Spanish and Tudor Revival and Victorian homes. Light asserts that new construction should be compatible with the existing neighborhoods and respect existing community character. Light requests the City encourage new developments to be compatible and harmonious with building styles and Architectural Styles prevalent in San Mateo.

PH1-2
cont.

- Laurie Watanuki states that the impact of the buildout results in unacceptable cumulative traffic noise within the EIR study area and notes that no mitigation measures are available, according to the EIR. Watanuki points out that temporary construction noise can be reduced by staggering the projects and that taking the trucks out through the state highways (El Camino Real, 92, 101) would reduce the toxic dust pollution. Watanuki argues for reduced construction impacts in the equity priority neighborhoods and reduced heights of three stories in the land use map along 4th and 5th Avenue and the west side of South Delaware in the central neighborhood, as well as reduced heights of Mixed Use High I and Mixed Use High II in Downtown. Watanuki notes that bicycle boulevards are described in the Draft EIR and it says to include traffic calming on low traffic volumes. Watanuki also notes that 5th Avenue as described as a traffic boulevard from Delaware to South Amphlett. Watanuki requests the City keep 5th Avenue as a local street, versus having it reclassified as an arterial. Watanuki asserts that this conflict is in the General Plan and needs to be addressed. Watanuki points out that Central neighborhood has been an underserved neighborhood an equity priority boundary should be extended to 9th Avenue include streets from Amphlett to Delaware. Watanuki points out that the General Plan policy states to implement traffic calming on residential streets to reduce the cut through traffic and traffic noise. Watanuki requests the City install traffic circles on 9th Avenue and 5th Avenue from Delaware to South Amphlett, to keep the four-way stop signs, to not reclassify these streets to arterials, to do not put a truck route on 5th Avenue from South Delaware to South Amphlett on 5th Avenue (since it's going to be a proposed bike boulevard), and to not put a truck route on South Humboldt between 4th and 9th. Watanuki asserts that the City needs to make these streets safer for the bicyclists. Watanuki states that the neighborhood traffic management program is a living document and asserts that it needs to be updated to better address the cut through traffic volumes and provide more flexibility to address traffic impacts on local streets collectors and arterials in residential neighborhoods. Watanuki questions the ADT volumes on Peninsula and Popular Avenues from Delaware to South Humboldt and whether this is included in the Draft EIR. Watanuki also questions the percentage of Burlingame traffic that uses the Popular exit in San Mateo. Watanuki requests the City perform a separate study for the six grade separations and questions why there are so many grade separations between 1st and 9th and why Peninsula Avenue doesn't have grade separations.
- Ken Abreu points out that there is a ballot measure next year to amend Measure Y and questions whether the passing of this ballot measure would affect the City's ability to meet the RHNA, the General Plan itself, or the Draft EIR.

PH1-3

PH1-4

- Michael Weinbauer expresses concerns about the accessibility of the Draft EIR and notes that it's very technical and includes a lot of acronyms. Weinbauer asserts that the Draft EIR does not adequately address issues and makes unreasonable assumptions that people will not drive and alternative modes of transportation would be readily available. Weinbauer also asserts that the General Plan and Draft EIR plans for extreme levels of growth (about 40 percent) that would worsen air quality, traffic, noise, and other key areas and questions why the City is planning for absurd growth levels. Weinbauer also points out that the General Plan and EIR focused on per capita statistics and asserts that we should not lose sight of absolute numbers. Weinbauer notes that the General Plan and EIR claims to require balancing jobs and offices and asserts that given the massive imbalance, it should be focused on housing (not only luxury and rental-only housing, but also affordable housing) and existing housing stocks should be preserved, as it gets gentrified and replaced with unaffordable housing, which there is no shortage of in San Mateo. Weinbauer asserts that the non-committal language used in the Draft EIR are meaningless without concrete legislation, quantifiable targets that someone is accountable for, and funding to ensure aspirational plans are actually put into place and impacts are truly understood and mitigated. Weinbauer points out that the Draft EIR calls for decarbonizing housing stock but there are serious doubts around PG&E's ability to export to support the existing demand, much less doubling that demand and the significant costs to property owners.

PH1-5

A P P E N D I X H

MITIGATION MONITORING
AND REPORTING PROGRAM

Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Strive San Mateo General Plan 2040 and Climate Plan Update, herein referred to as the “proposed project” or “project.” The purpose of the MMRP is to ensure the implementation of mitigation measures identified as part of the environmental review for the proposed project. The MMRP includes the following information:

- The full text of the mitigation measures;
- The party responsible for implementing the mitigation measures;
- The timing for implementation of the mitigation measures;
- The agency responsible for monitoring the implementation; and
- The monitoring action and frequency.

The City of San Mateo (City) must adopt this MMRP, or an equally effective program, if it approves the proposed project with the mitigation measures that were adopted or made conditions of project approval.

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency
AIR QUALITY					
<p>AQ-2: Prior to discretionary approval by the City for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), future project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with Bay Area Air Quality Management District (BAAQMD) methodology for assessing air quality impacts identified in BAAQMD's CEQA Air Quality Guidelines. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD-adopted thresholds of significance, the City shall require feasible mitigation measures to reduce air quality emissions. Measures shall require implementation of the BAAQMD Best Management Practices for construction-related fugitive dust emissions; examples of best management practices include:</p> <ul style="list-style-type: none"> Water all exposed surfaces (e.g., parking areas, staging areas, soil piles, grading areas, and unpaved access roads) at least twice daily or as often as needed to control dust emissions. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. All vehicle speeds on unpaved roads shall be limited to 15 mph. All roadways, driveways, sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seedling or soil binders are used. 	Construction Contractors/ Project Applicants	Prior to Discretionary Approval; Appropriate Implementation during Construction	City of San Mateo Planning and Building Divisions	Review Technical Assessment and Construction Documents	Once with Planning Application; Once prior to Building Permit Issuance

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency
<p>■ All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.</p> <p>■ All trucks and equipment, including their tires, shall be washed off prior to leaving the site.</p> <p>■ Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compact layer of wood chips, mulch, or gravel.</p> <p>■ Prior to the commencement of construction activities, individual project proponents shall post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to ensure compliance with applicable regulations.</p> <p>Measures shall be incorporated into appropriate construction documents (e.g., construction management plans) and shall be verified by the City.</p>					
<p>AQ-3: Prior to discretionary approval by the City for development projects subject to California Environmental Quality Act (CEQA) review (i.e., nonexempt projects), future project applicants shall prepare and submit a technical assessment evaluating potential project operational air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with Bay Area Air Quality Management District (BAAQMD) methodology in assessing air quality impacts identified in BAAQMD's current CEQA Air Quality Guidelines at the time that the project is considered.</p> <p>If operation-related air pollutants are determined to have the potential to exceed the BAAQMD-adopted thresholds of significance, the City shall require the project applicant(s) to incorporate mitigation measures to reduce air pollutant</p>	Construction Contractors/ Project Applicants	Prior to Discretionary Approval; Appropriate Implementation during Construction	City of San Mateo Planning and Building Divisions	Review Technical Assessment and Mitigation Measure(s)	Once

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency
<p>emissions during operational activities. The identified measures shall be included as part of the conditions of approval or a mitigation monitoring and reporting plan adopted for the project as part of the project CEQA review. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:</p> <ul style="list-style-type: none"> ■ Implementing commute trip reduction programs. ■ Unbundling residential parking costs from property costs. ■ Expanding bikeway networks. ■ Expanding transit network coverage or hours. ■ Using cleaner-fueled vehicles. ■ Exceeding the current Title 24 Building Envelope Energy Efficiency Standards. ■ Establishing on-site renewable energy generation systems. ■ Requiring all-electric buildings. ■ Replacing gas-powered landscaping equipment with zero-emission alternatives. ■ Implementing organics diversion programs. ■ Expanding urban tree planting. 					
<p>AQ-4: Prior to discretionary approval by the City, project applicants for new industrial or warehousing development projects that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes) or Overburdened Community (as defined by the Bay Area Air Quality Management District [BAAQMD] Community Air Risk Evaluation Program), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City for review and approval. The HRA</p>	Project Applicant	Prior to Discretionary Approval; Appropriate Implementation of Mitigation Measures and Conditions of Approval	City of San Mateo Planning and Building Divisions	Review Health Risk Assessment, Mitigation Measures, and Conditions of Approval	Once

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency
<p>Mitigation Measures shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and BAAQMD. If the HRA shows that the cumulative and project-level incremental cancer risk, noncancer hazard index, and/or PM_{2.5} exceeds the respective threshold, as established by BAAQMD (all areas of the City and Sphere of Influence) and project-level risk of 6.0 in Equity Priority Communities (as defined in the City of San Mateo General Plan) at the time a project is considered, the project applicant will be required to identify best available control technologies for toxics (T-BACTs) and appropriate enforcement mechanisms, and demonstrate that they are capable of reducing potential cancer, noncancer risks, and PM_{2.5} to an acceptable level. T-BACTs may include but are not limited to:</p> <ul style="list-style-type: none"> Restricting idling on-site beyond Air Toxic Control Measures idling restrictions Electrifying warehousing docks Requiring use of newer equipment Requiring near-zero or zero-emission trucks for a portion of the vehicle fleet based on opening year. Truck Electric Vehicle (EV) Capable trailer spaces. Restricting off-site truck travel through the creation of truck routes. <p>T-BACTs identified in the HRA shall be included as part of the conditions of approval or a mitigation monitoring and reporting plan adopted for the project as part of the project CEQA review.</p> <p>AQ-6: Implement Mitigation Measures AQ-2, AQ-3, and AQ-4.</p>					
				See Mitigation Measures AQ-2, AG-3, and AQ-4.	

MITIGATION MONITORING AND REPORTING PROGRAM

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placeworks.com

MEMORANDUM

TO San Mateo City Council

FROM Joanna Jansen and Carey Stone, PlaceWorks

SUBJECT Summary of Community Engagement on the Draft General Plan

This memorandum provides a summary of the community outreach and engagement effort that supported the publication of the Draft General Plan between July and early October 2023. The overarching goal of this outreach and engagement effort was to comprehensively promote awareness of the Draft General Plan, engage with all segments of the San Mateo community and provide many channels and opportunities for the community to provide input and feedback on the draft goals and policies. This Summary Memorandum includes a list of all outreach events that occurred; Public input channels used to collect feedback and comments; Methods used to publicize and broadcast information; Outreach focused on the City's Equity Priority Communities; and statistics on the demographics that were engaged with during this outreach phase.

Community Outreach Events

Table 1 includes a list of all outreach events that occurred during this phase of the General Plan Update effort, between July 17, 2023 and October 9, 2023.

TABLE 1 COMMUNITY OUTREACH EVENTS

Date	Outreach Event	# of Participants
Friday, July 17, 2023 to Sunday, October 1, 2023	Draft General Plan Online Comment Tool	236 Comments
Friday, July 17, 2023 to Monday, October 9, 2023	Written Public Comments	52 Comments
Monday, June 12, 2023	Meeting with Neighborhood Group (25th Ave Speaks)	4
Wednesday, July 26, 2023	Sierra Club Land Use Subcommittee Staff Presentation	6
Tuesday, August 15, 2023	Video Loco (North B St) Pop-up	20
Tuesday, August 15, 2023	Canvassing and passing out flyers to local businesses in North B Street	25
Tuesday, August 15, 2023	Distribute flyers at La Huerta Market & El Ranchito Market	n/a
Tuesday, August 15, 2023	Beresford Hillsdale Neighborhood Association Meeting Staff Presentation	34
Wednesday, August 16, 2023	Virtual Workshop	30
Wednesday, August 16, 2023	Canvassing at Idaho & Poplar Neighborhoods	6
Wednesday, August 18, 2023	Flyers were left at local businesses at Kingston Street in North Shoreview	n/a
Tuesday, August 22, 2023	Canvassing at Tilton/Delaware Food Distribution	20
Friday, August 25, 2023	Canvassing at Norfolk and 3rd Ave Shopping Center	10

TABLE 1 **COMMUNITY OUTREACH EVENTS**

Date	Outreach Event	# of Participants
Saturday, August 26, 2023	Firefighter's Chili Cook-Off Pop-Up	85
Sunday, August 27, 2023	North B Street Fiesta Pop-up	115
Monday, August 28, 2023	Canvassing Rogell Street Food Distribution	35
Tuesday, August 29, 2023	Canvassing at North Shoreview Shopping Center	30
Thursday, August 31, 2023	District 5 Town Hall Meeting	125
Wednesday, September 6, 2023	Canvassing at Hacienda Market and commercial center on North Amphlett	40
Wednesday, September 6, 2023	Canvassing at La Raza Family Market	40
Wednesday, September 6, 2023	District 1 Town Hall Meeting	120
Thursday, September 7, 2023	Canvassing at King Center/Soccer Fields	60
Thursday, September 7, 2023	September Nights on B Pop-Up	100
Friday, September 8, 2023	Movies in the Park Pop-Up	50
Wednesday, September 13, 2023	District 2 Town Hall Meeting	40
Thursday, September 14, 2023	September Nights on B Pop-Up	100
Friday, September 15, 2023	Movies in the Park Pop-Up	75
Sunday, September 17, 2023	Canvassing at Iglesia Pentecostal de San Mateo, Second Baptist Church, Sturge Presbyterian Church, Shoreview United Methodist Church, St. Timothy Catholic Church	8 individuals + 300 total fliers left with church staff
Tuesday, September 19, 2023	Canvassing at Chavez Market, North Shoreview Shopping Center and along Cary Avenue	30
Tuesday, September 19, 2023	Phone call and email reminders to religious institutions and businesses	5
Wednesday, September 20, 2023	District 4 Town Hall Meeting	30
Thursday, September 21, 2023	Home Association of North Central San Mateo (HANCSM) Meeting Staff Presentation	25
Friday, September 22, 2023	Movies in the Park Pop-Up	75
Friday, September 23, 2023	Autumn Moon Festival Pop-Up (materials provided in simplified Chinese with bilingual staff)	75
Thursday, September 28, 2023	District 3 Town Hall Meeting	50
Saturday, September 30, 2023	Chamber of Commerce Downtown Festival Pop-Up	100

Public Input Channels

This section summarizes the public input channels that were used to collect feedback on Draft General Plan 2040. The City collected feedback via:

- **Draft General Plan Online Comment Tool.** The online tool was available on www.strivesanmateo.org from July 17, 2023 through October 1, 2023 to allow community members an opportunity to share reactions and feedback on Draft General Plan 2040. Respondents could add comments directly into a PDF of the Draft General Plan and share feedback on all components of the plan.
- **Pop-up Events.** The City planned 10 pop-up events at locations throughout the city to ensure the outreach process was aimed at collecting input from the following groups per Council direction:
 - Non-English speakers
 - Renters
 - Residents 44 and under
 - Low-income and very low-income households
 - Under-represented neighborhoods: North Shoreview, Shoreview, North Central, Central, and East of 101.

At the pop-up events, City staff shared information about Draft General Plan 2040 and publicized the upcoming outreach event.

- **Virtual Workshop.** The City hosted a virtual workshop on Wednesday, August 16, 2023. At this event, participants could ask questions and provide feedback on the Draft General Plan 2040.
- **Town Hall Meetings.** The City hosted five District Town Hall Meetings around the city to gather feedback on Draft General Plan 2040, with one town hall meeting held in each Council District. The meetings occurred in August and September 2023. The meetings included an open house format where the community could engage with staff and various General Plan topics, a presentation about the Draft General Plan 2040 with focused topics for each District and a follow-up question and answer session. City Staff were available to answer questions about the Draft General Plan 2040, as well as other projects related to roadway safety, transportation improvements and stormwater protection.
- **Staff Presentations.** The City met with local neighborhood organizations and other interest groups to help spread the word about Draft General Plan 2040 and respond to questions. This included providing a presentation to the Sierra Club Land Use Subcommittee, Beresford Hillsdale Neighborhood Association, North Central Neighborhood Association, and meeting with a neighborhood group about 25th Avenue.
- **Written Comments.** Throughout the General Plan Update process, the City has encouraged people to submit written comments to generalplan@cityofsanmateo.org. during the Draft General Plan outreach phase, from July 17, 2023 to Monday, October 9, 52 written comments were received. The written comments can be viewed at www.StriveSanMateo.org/documents/publiccomments.

Getting the Word Out

To ensure the community was aware of the Draft General Plan and the proposed goals and policies, and to spread the word about project updates and upcoming events, the City utilized a variety of outreach methods and tools:

- **StriveSanMateo.org Project Website.** The project website provided background information, meeting dates, workshop materials, and other ways to get involved.
- **Self-Guided Open House.** The City distributed Draft General Plan 2040 self-guided open house stations throughout the city that included boards and materials with information about the General Plan. The stations were available at City Hall and Council Chambers, Downtown Library, Hillsdale Branch Library, Marina Branch Library, and King Community Center.
- **Social Media.** City staff made regular posts on Facebook, Instagram, Twitter, and Nextdoor.com to update the public about the project, including a different Big Idea featured each week. A total of 53 posts were made to spread the word about the Draft General Plan.
- **Citywide Newsletter.** The City published a newsletter that announced the publication of the Draft General Plan which was mailed to every residence in San Mateo. The newsletter had information about the outreach events, a QR code to the project website, a description of the ten big ideas, in addition to other information.
- **Town Hall Postcard.** A postcard was mailed to every residence in San Mateo advertising information about the five Town Hall meetings, including the time and location of each event.
- **Sidewalk Decals.** The City placed over 190 sidewalk decals around the city that included the Strive San Mateo logo and a QR code to the project website.
- **Earned Media.** Publication of the Draft General Plan was prominently featured in a July 18, 2023 article in the *San Mateo Daily Journal*, as well as in multiple other articles and editorials in the *Daily Journal* between July and October.
- **Eblasts.** PlaceWorks sent out eight emails to 897 people subscribed to the project mailing list prior to every Town Hall Meeting and workshop. Information about the Draft General Plan and outreach opportunities were also regularly featured in the City's eNewsletter, which has approximately 13,000 subscribers.
- **Print Advertisement.** Information about the Draft General Plan was featured on the inside cover of the City's Fall Recreation Activity Guide.
- **Canvassing and Flyer Distribution.** Bilingual staff (English and Spanish) from the Peninsula Conflict Resolution Center (PCRC) and Good City Company distributed flyers to raise awareness of the Draft General Plan and upcoming outreach opportunities by visiting businesses, markets, religious institutions, and by walking or standing in key areas of the city.
- **Draft General Plan 2040 User Guide.** The City prepared a user guide for the Draft General Plan that explains what the General Plan is, identifies ten big ideas from the General Plan, and highlights where community members can find the issues they care about in the General Plan.
- **Ten Big Ideas in San Mateo's Draft General Plan 2040.** The City developed a list of ten big ideas that will guide the next 20 years of San Mateo for community members to use as a resource.

Outreach to Equity Priority Communities

North Central and North Shoreview/Shoreview are both identified as Equity Priority Communities and are located within Council Districts 2 and 4. Leading up to the District 2 and District 4 Town Hall meetings, PCRC and Good City conducted outreach to increase awareness of the Draft General Plan 2040 among residents of equity priority communities and also increase attendance at the District 2 and District 4 Town Hall meetings. This effort was guided by the following principles:

- Meet community members where they already are. Proactively go to places where the target audience already is rather than creating new events.
- Focus on Non-English speakers. Multilingual with a focus on Spanish speakers and lower-income households.
- Use clear and concise language, avoid jargon and technical terms.
- The information provided should be relevant to the community.

Outreach locations were chosen because of their potential for high pedestrian traffic (parks, supermarkets, major thoroughfares, commercial centers), including community wide events such as the North B Street Fiesta, food distribution events, as well as nonprofit and religious institutions such as the San Mateo Adult School and St. Timothy's Catholic Church. All activities were conducted by Spanish speaking volunteers from PCRC and Good City. Outreach was completed in many areas of District 2 and District 4 and were effective at reaching residents in the targeted audience that spoke Spanish.

The following is a summary of the outreach effort that focused on reaching community members from North Central and North Shoreview/Shoreview:

- Staff/volunteers from PCRC and Good City conducted outreach on 12 separate dates in the afternoons, evenings, weekdays and weekends leading up to Town Hall meetings.
- Approximately 1,400 total flyers were distributed.
- Visited five religious institutions and the Adult School of San Mateo and dropped off flyers.
- Distributed flyers at approximately 35 businesses located at 6 different commercial shopping centers/strips (El Video Loco and North B Street, Chavez Market, La Hacienda Market, Primas Market, La Raza Family Market, Mercado El Nayarita).
- Attended and passed out information to attendees at 1 community wide event (North B Fiesta) and two food distribution events.
- Canvassed at Martin Luther King Park twice (afternoon and evening).
- 1 pop-up event and tabling event on North B Street.

Outreach Demographics

This section summarizes the demographic characteristics of the outreach participants that provided voluntary demographic data. This includes participants from the outreach events listed in Table 1 and demographic data from participants at past outreach events that answered the same question. The summary below includes demographic data from January 2022 to October 2023. The demographic data below helps the project team determine if the outreach program is reaching the full range of San Mateo's demographics. This data indicates that the outreach program should continue to be refined to increase involvement of renters, younger residents, and residents who identify as Asian, Hispanic, and Black/African American. A summary of the demographics of the outreach participants is presented below. Please note, the demographics summary below is not inclusive of all participants, since participants were not asked to provide voluntary demographic data during the pop-ups or canvassing events.

Is this your first time joining us for a General Plan event?

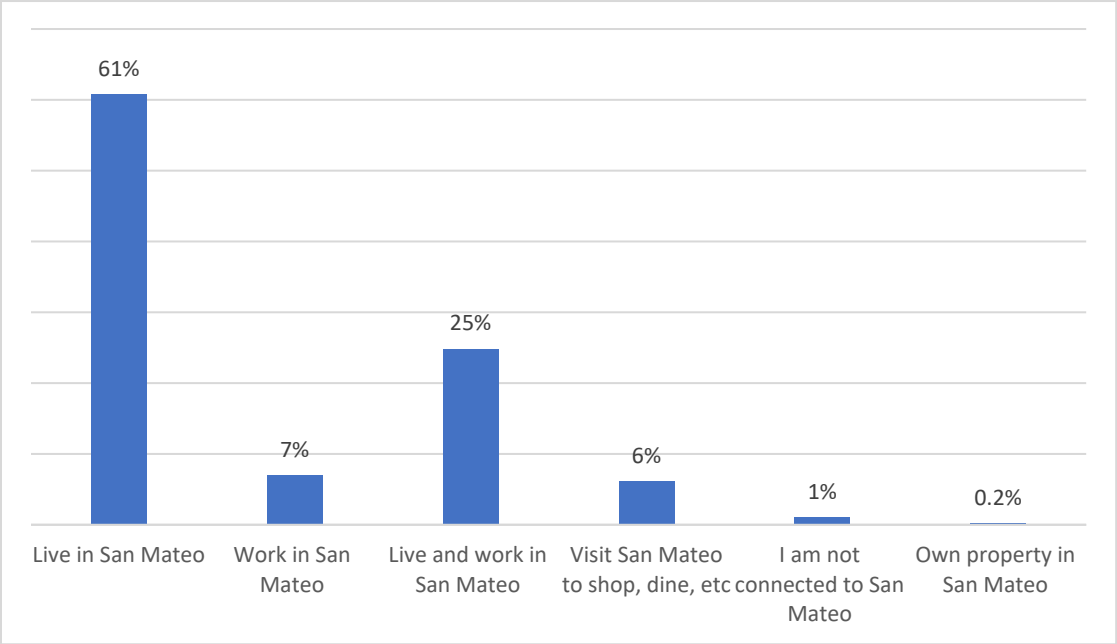
Number of Respondents: 405

- 44 percent of the workshop participants were new.

- 56 percent had participated in a pervious General Plan meeting.

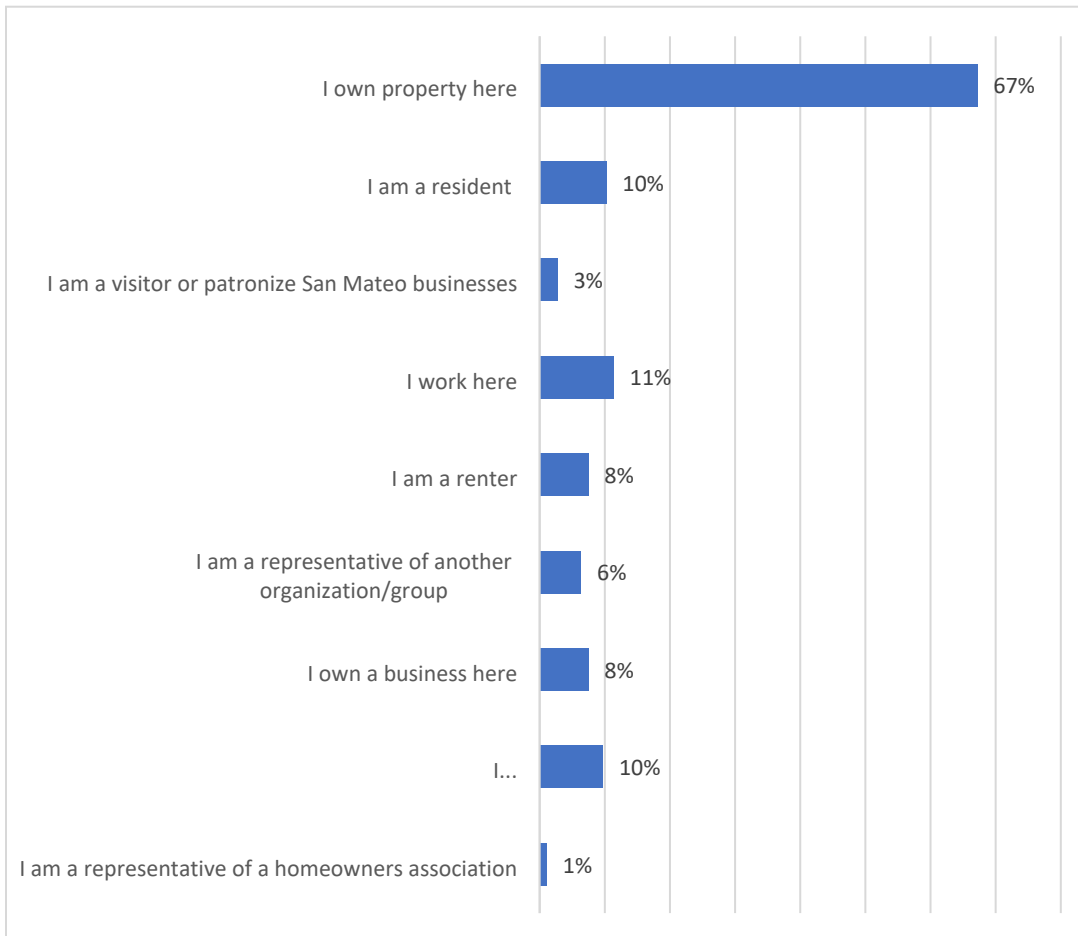
How are you affiliated with San Mateo?

Number of Respondents: 459



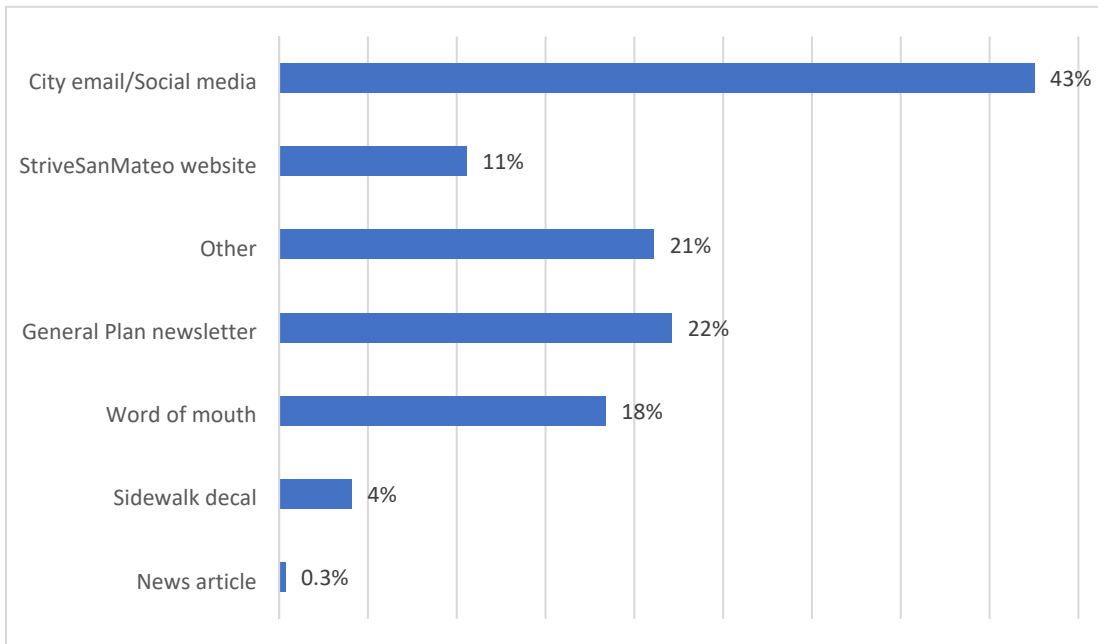
What kind of stakeholder are you?

Number of Respondents: 360



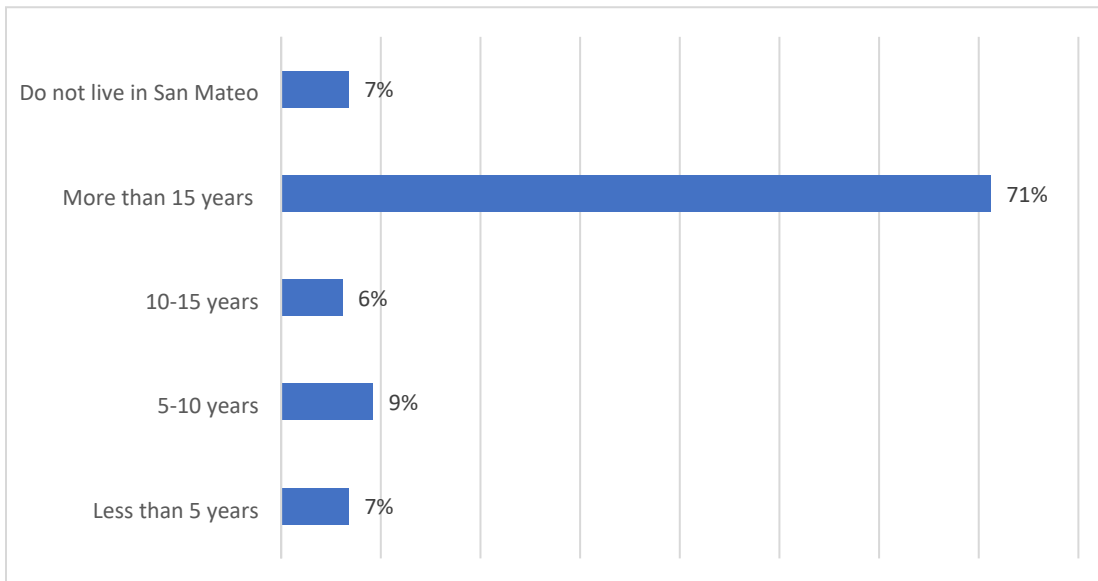
How did you hear about the event?

Number of Respondents: 294



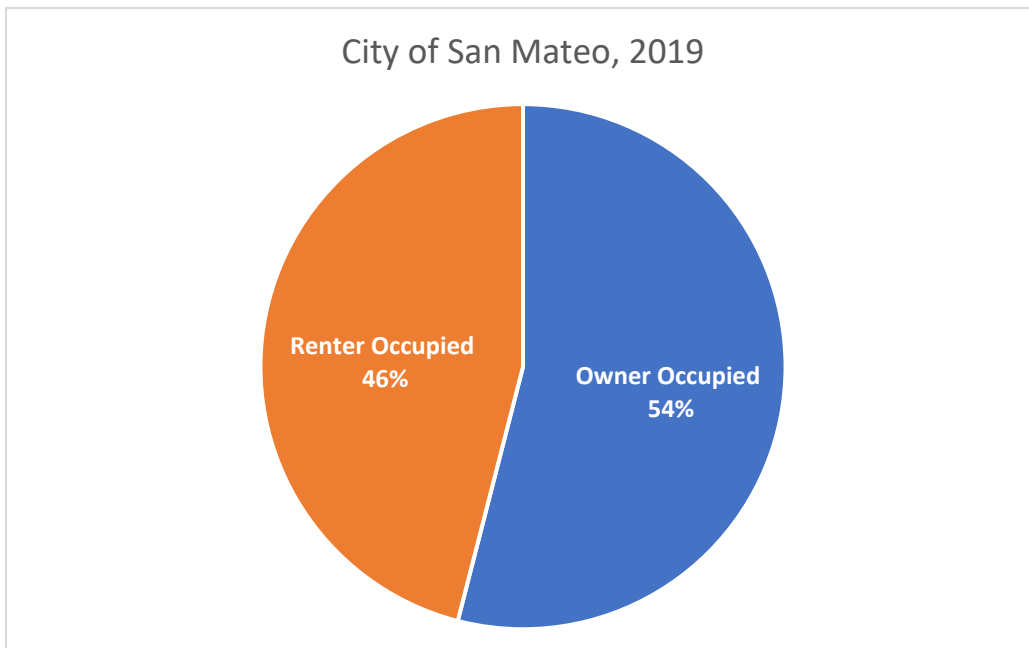
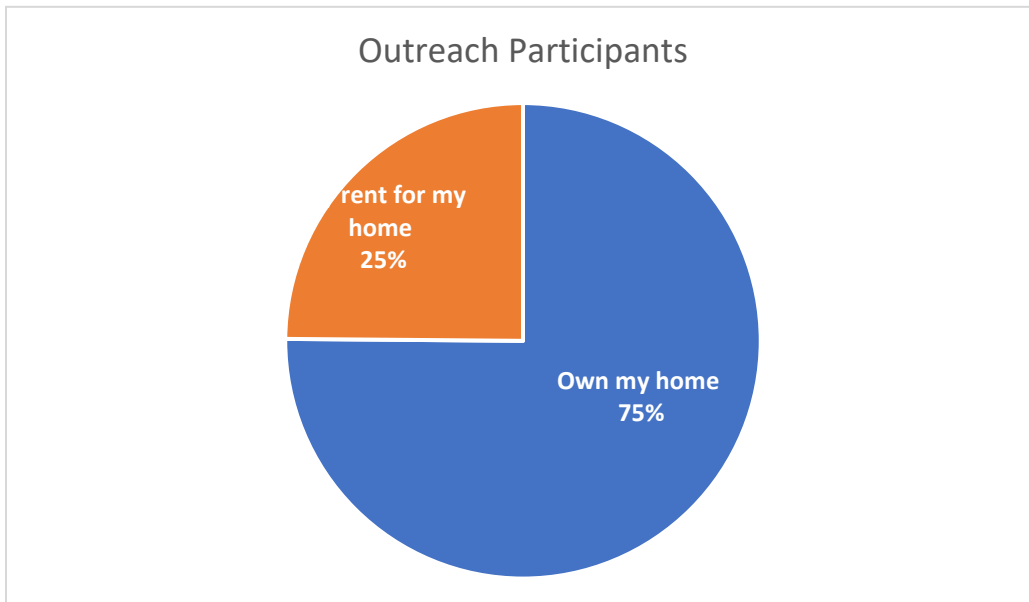
How long have you lived in San Mateo?

Number of Respondents: 186



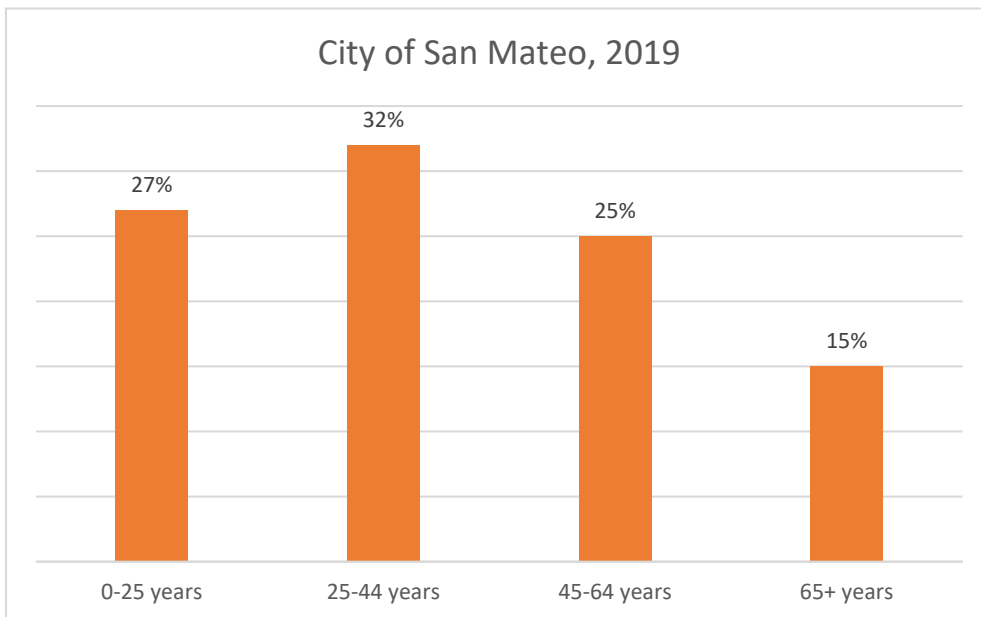
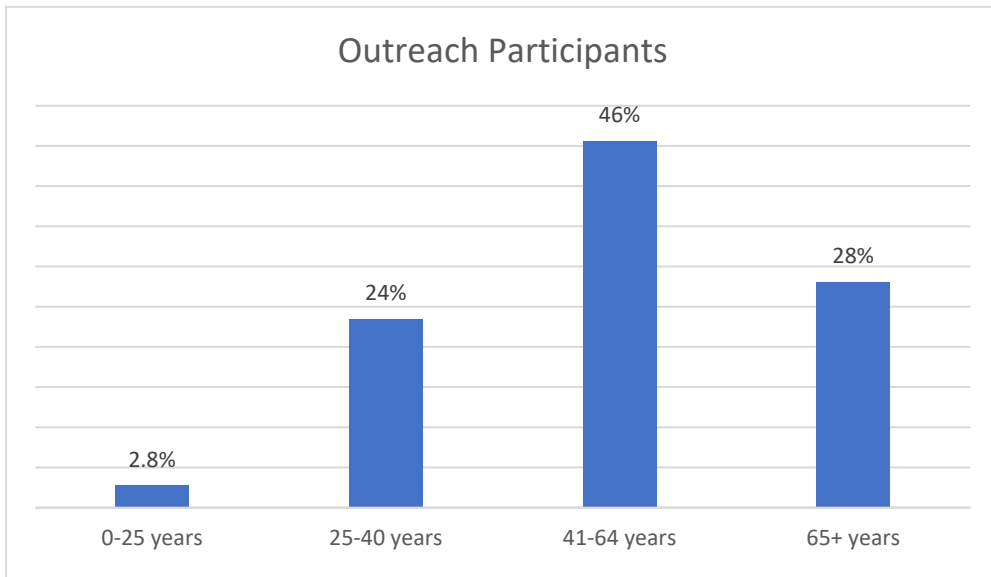
Which best describes your current housing situation?

Number of Respondents: 386



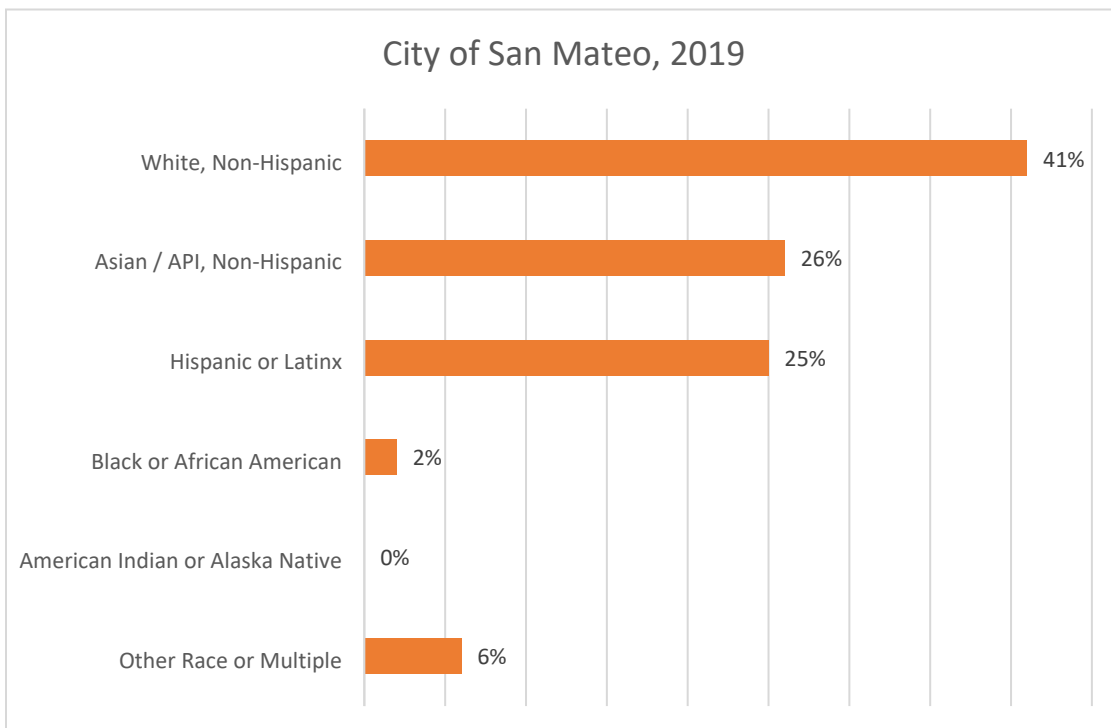
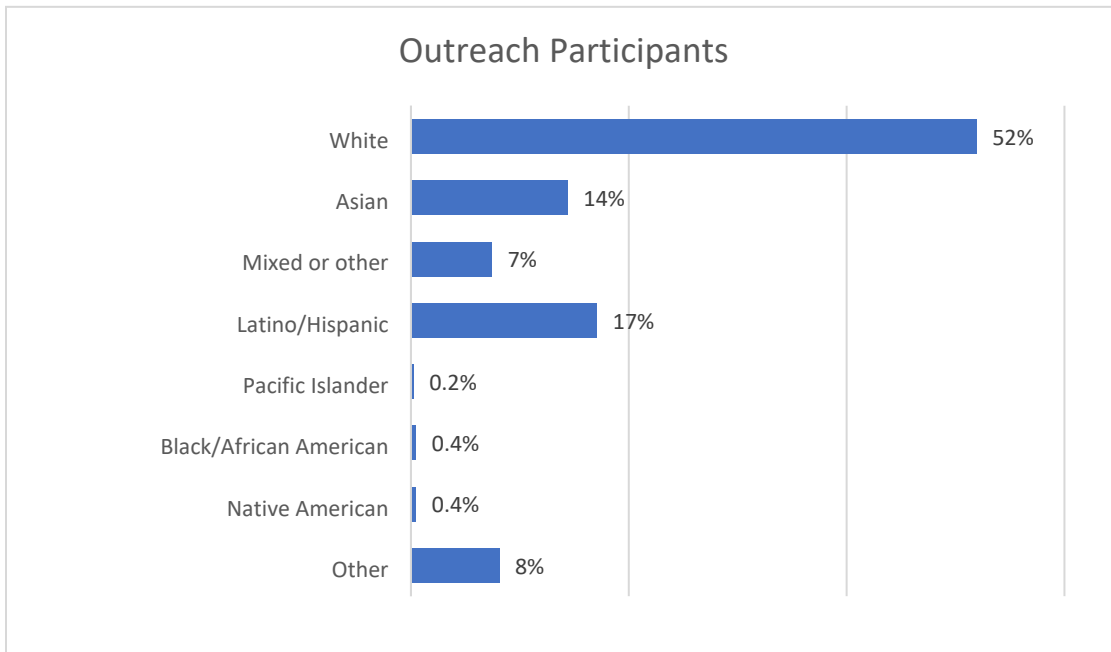
What is your age group?

Number of Respondents: 434



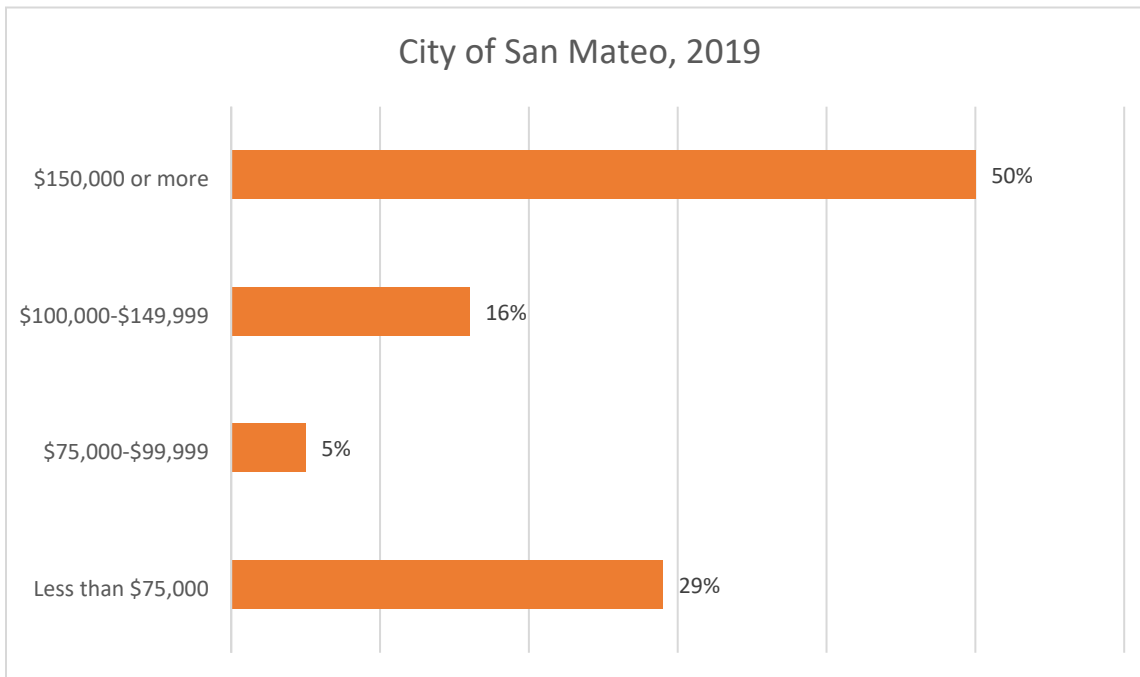
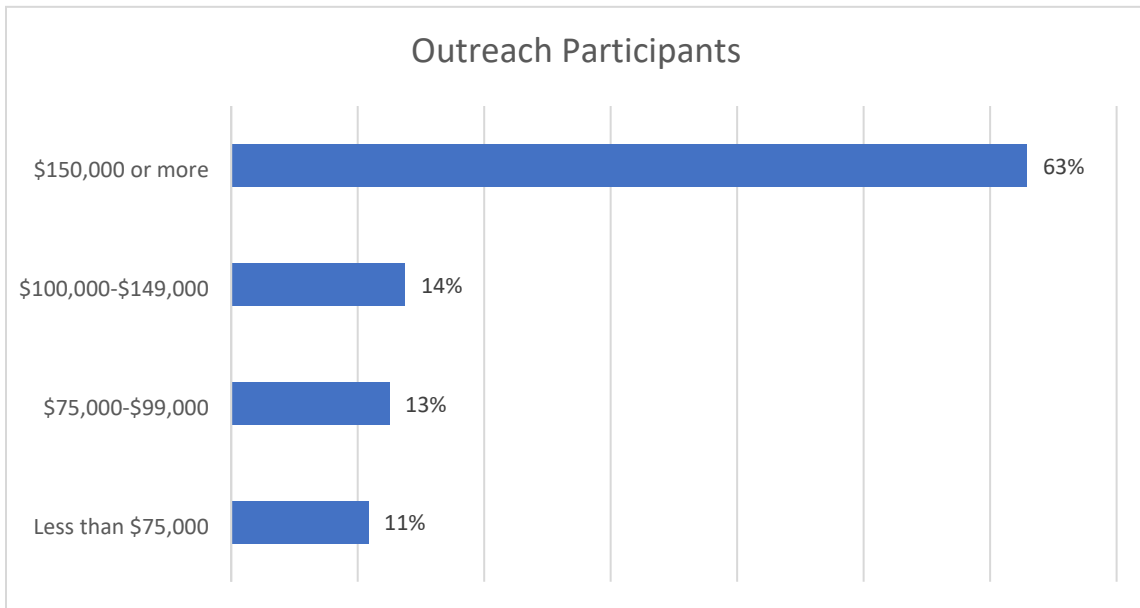
What is your race or ethnicity? (Check all that apply).

Number of Respondents: 445



Which best describes your household annual income?

Number of Respondents: 240



Name: Sharon DiPierro

Email: [REDACTED]

Message: there shouldn't be any zoning that is commercial only (restricts residential) unless some hazard exists, like industrial use/waste

while I like the additions of speed bumps on the 28th ave bike corridor, I hate the city signs that point to local attractions. It detracts from the quaint neighborhood feel, instead looking more like a busy urban downtown area.

reducing speed limits to 20mph won't work unless you actually narrow the streets

convert rolled sidewalks into regular ones, so people don't park on the sidewalks. this would slow down traffic in neighborhoods.

I think you should eliminate parking meters/paid parking in the downtown area. time limits are good, but free parking changes my behavior as to where I shop and eat and play, creating a draw for businesses. consider a business fee to replace lost income.

It's a bit insulting that San Mateo would have consultation with native tribes in the general plan, but with no other cultural communities. There is no need to specifically bow to indigenous peoples who no longer are in charge of this land, as there was no one tribe with rights to this land; multiple tribes constantly warred over it. Eventually American settlers won control, and nobody who lives here now was a part of that. Eventually San Mateo has become an immigrant haven. This land belongs to Americans, Californians, San Mateans - all of us, native or immigrant; no one has more right to it than the others based on the year that their ancestors arrived.

I absolutely love "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." I have been trying to work with our neighborhood school for years to help the community have access to the schoolyard.

Date: February 21, 2024

Time: 6:32 pm

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

User Agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_15_7) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/17.3 Safari/605.1.15

Remote IP: 135.180.184.48

Powered by: Elementor

From: Doris Nishimoto [REDACTED]
Sent: Wednesday, February 28, 2024 6:50 PM
To: Lisa Diaz Nash [REDACTED]; Amourence Lee <alee@cityofsanmateo.org>; Adam Loraine <aloraine@cityofsanmateo.org>; Rob Newsom <rnewsom@cityofsanmateo.org>; Richard Hedges <rhedges@cityofsanmateo.org>; Noel Nish [REDACTED]; City Mgr <citymgr@cityofsanmateo.org>
Cc: David Canepa [REDACTED]; [REDACTED]
Subject: A Posting from social media on building height in City of San Mateo

Hi City Council and City Manager,

If you want to hear what your constituents think but are afraid to tell you, join a social media platform.

Your City of San Mateo Police Department is on one of these social media platforms.

Here is a copy and paste (without author) regarding the building heights proposed for City of San Mateo:

"A few months ago, I was sent a survey from the City of San Mateo regarding the housing shortage. I was asked multiple questions phrased differently about a preference for clusters of tall buildings closer to downtown with shopping, public transportation, etc, or buildings within neighborhoods built to house around four to six families. These would go on existing home lots. There were renderings of what each would look like. I was not fond of the pictures. They showed a multi-story building filling a lot in a neighborhood of mainly one-story homes. Can you imagine having people nearby looking in your yard? What about the shadow it would cause, not to mention noise and parking? Would there be a motivation for people to sell their homes to accept an offer from a developer creating a negative impact on the neighborhood? If you drive south on Norfolk St. across from Bayside Building, there is a small development of two-story houses and apartment buildings. The unfortunate people on Norfolk St have this exact scenario. Their neighbors look down into their yards. Take a look next time you drive by. One way or another, the handwriting is on the wall. The City is pushing the building of these structures to comply with the ruling. I just wonder where they are going to find occupants."

This posting shares the CANDID sentiments of many people who ordinarily do not show up at your meetings because they most likely think what they say won't change the City's agenda.

Doris Nishimoto, D.D.S.

From: Shirley Melnicoe [REDACTED]
Sent: Thursday, February 29, 2024 3:59 PM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: General Plan Comments

Dear Mayor Nash & City Council Members:

As a long-time San Mateo resident, I am concerned that the term ***contributors*** to historic districts was removed by staff. This is a policy decision, not a staff decision. Please reinstate this important term and add **contributors** to historic resources to the definition of historic resources in the General Plan Policy CD 5.3.

To plan for the future, I think we need to look at the current resources of our community and we need to ensure their protection so that they continue to exist and remain as a resource in our future. I moved to San Mateo because of its historic downtown and the lovely neighborhoods with classic and historic homes and gardens. Such resources need to be preserved as they contribute to San Mateo's identity, character, and value. Please add language to acknowledge and strive to protect historical properties and contributors with distinct architectural traits for current and future generations.

Thank you.

Shirley Melnicoe

San Mateo Resident

March 1, 2024

File Number: 68FL-298947

VIA EMAILMayor Lisa Diaz Nash
and Members of the City Council
City of San Mateo
330 W. 20th Ave
San Mateo, CA 94403Re: **Bayshore Corporate Commons - 1720 South Amphlett Boulevard**

Dear Mayor Diaz Nash, Deputy Mayor Newsom and Members of the City Council:

We are writing on behalf of B9 Sequoia Bayshore Owner LP ("Owner"), the owner of the property located at 1720 South Amphlett Boulevard in San Mateo, CA ("City"), known as Bayshore Corporate Commons ("Site"). The Owner appreciates the countless hours and hard work that has gone into this important General Plan Update effort over the past few years. We continue to be supportive of the City's process and have actively participated since 2022. In anticipation of the City Council's meeting on March 4, 2024, we submit the following letter requesting that the City Council adopt the Planning Commission's unanimous January 30, 2024 recommendation for the **Mixed-Use Medium I** designation for the Site.

As a reminder, below is a chart outlining the major General Plan Update milestones regarding the Site:

Date	Action	Outcome
February 2022	Requested Mixed-Use Medium from General Plan Subcommittee	Mixed-Use Medium recommended to Planning Commission
March 2022	Requested Mixed-Use Medium from Planning Commission	Mixed-Use High recommended to City Council
April 2022	Owner supported CEQA analysis of Mixed-Use High	City Council approved CEQA analysis of Mixed-Use High
2022 to 2023	GPU CEQA Evaluation	GPU approvals in early 2024
January 2024	Reiterated original request of Mixed-Use Medium I from Planning Commission	Mixed-Use Medium I recommended to City Council

Mayor Lisa Diaz Nash
March 1, 2024
Page 2

Based on our evaluation of current and projected economic and market conditions, a final designation of Mixed-Use Medium I will allow for the following anticipated outcomes:

- Provide the flexibility and certainty needed to accelerate the redevelopment of the Site with housing and community benefits that enhance the community around it.
- Allow for both lower density housing and opportunities for more dense housing, including Site planning sensitivity to existing single family homes to the west and north.
- Improve the site's potential to support the City's current Housing Element goals, including the possibility of ownership housing.

Ownership is fully committed to working with the City to develop housing at the Site as quickly as possible following the final adoption of the 2040 General Plan Update. Consequently, we respectfully request that the City Council adopt the Planning Commission's unanimous recommendation to designate the Site **Mixed-Use Medium I**.

The Owner looks forward to continuing this dialogue with the City. In the meantime, please feel free to reach out should you have any questions. Thank you for your consideration.

Sincerely,



Jennifer E. Renk
for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

SMRH:4892-3689-3610.1

cc: Alex Khojikian, City Manager
Zachary Dahl, Interim Director of Community Development



SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

March 1, 2024

City of San Mateo
330 W 20th Ave
San Mateo, CA 94403

Subject: Comments on San Mateo General Plan 2040

Dear Mayor Diaz Nash and Members of the San Mateo City Council,

The Sierra Club Loma Prieta Chapter's Sustainable Land Use Committee (SLU) advocates on land use issues in San Mateo and Santa Clara Counties. Thank you for providing the opportunity for SLU to provide input on the January 2024 San Mateo General Plan 2040 (GP), which is being considered for adoption in March 2024.

The GP has many very good features and, if fully implemented, would be a significant step forward to meeting the needs of San Mateo through 2040. Never the less, some final considerations and adjustments would further strengthen this important GP and fully meet the challenges through 2040.

SLU has two concerns that the GP could address further. They have been described in detail in the prior SLU letters (November 16, 2023, September 7, 2023, et al) but they are summarized once more, as you are now considering the final adoption of this GP.

The lack of housing, particularly affordable housing, is a continuing crisis and should be more strongly addressed , as well as the need for more urban greening and open space in the City for climate change and livability.

One important key to addressing the housing shortage is increasing housing density and supporting affordable housing, particularly near transit.

Greening of the City improves the quality of life for residents and has major environmental benefits as well. The greening of a City includes more open space, more park space, wider sidewalks to encourage safe pedestrian travel and more street trees, a safe slow network of Green Corridor/Green Streets¹ for pedestrians and wider and safer bike lanes to encourage bike travel, among other benefits.

The Land Use Designations such as "High II" were developed to provide for higher density for more housing, including affordable housing, near transit, but it is no longer in the GP.

Allowing "High II", along with limiting lot coverage, has the real potential to create more open space, parks, bike paths, pedestrian walkways and green streets in conjunction with more housing. We believe

¹ [Master Planning for a Green Street Network](#), City of San Mateo, Sierra Club Loma Prieta Sustainable Land Use Committee

that, linked with zoning mechanisms limiting lot coverage, it would be advantageous to include the “High II” designation in order to free land for urban greening and open space in the heart of the City.⁴

We ask that you consider this issue as you finalize the General Plan.

Respectfully submitted,

Gita Dev

Chair, Sustainable Land Use Committee

Sierra Club Loma Prieta Chapter

Cc James Eggers, Chapter Director, Sierra Club Loma Prieta Chapter

⁴ A good example of this was demonstrated in the scenarios put forward as part of the “Re-imagine Hillsdale” presentation of March 8, 2023. The scenario that stayed with the current 5-story limit produced a design with very little open space and with the area facing the neighborhood on Edison Street being high and dense. However, the scenario that allowed heights as much as 10 to 12 stories for buildings near the railroad and along El Camino Real (ECR) produced a design with a large amount of open space, parks, and a much more compatible neighborhood design along Edison Street. The higher height allowed, adjacent to the railroad and ECR, made it possible to lower heights near the existing neighborhood on Edison Street and to provide much more park and open space for the entire community to enjoy in a central location.

From: Keith Weber <[REDACTED]>
Sent: Sunday, March 3, 2024 4:46 PM
To: Amourance Lee <alee@cityofsanmateo.org>; Rob Newsom <rnewsom@cityofsanmateo.org>; Adam Loraine <aloraine@cityofsanmateo.org>; Lisa Diaz Nash <lisadnash25@gmail.com>; Richard Hedges <rhedges@cityofsanmateo.org>; City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Cc: Alex Khojikian <akhojikian@cityofsanmateo.org>; Christina Horrisberger <chorrisberger@cityofsanmateo.org>; Zachary Dahl <zdahl@cityofsanmateo.org>; Patrice Olds <polds@cityofsanmateo.org>; Jon Mays <jon@smdailyjournal.com>
Subject: General Plan 2040/March 4, 2024 City Council Meeting

Mayor Diaz-Nash and Members of the City Council:

The San Mateo Draft General Plan 2040 appears untethered to both current and future reality. So why are we fast-tracking its approval?

The plan proposes up-zoning to accommodate a 50% population increase when the CA Department of Finance forecasts the state's population will remain flat for the next 40 years. GP2040's bright idea is to add 55,000 new residents to San Mateo, equal to the combined populations — and traffic — of both Burlingame and San Carlos.

Office vacancies are at record highs throughout the Bay Area and San Francisco's office vacancy rate is over 30%. Yet, in GP2040's world, San Mateo would add 3.2 million more square feet of office space, the equivalent of 2.2 new Salesforce towers.

In a "soft" real estate market where landlords routinely give prospective tenants several month's free rent, GP2040's notion is to 'reimagine' 22,000 new apartments, the equivalent of 220 additional 11-12 story high-rises.

San Mateo residents have been reliably consistent in their community vision and desire for reasonable, responsible growth. The recent passage of Measure Y was a definitive repudiation of the extreme growth envisioned in GP2040. Nevertheless, GP2040, rife with arrogance and vastly out of tune with the electorate, ignores common sense and forges ahead, tone-deaf to reality and those it is obligated to serve.

Insatiable in its overreach, GP2040 is out of step in every respect -- send it back, it's way out of whack.

Keith Weber
San Mateo

4 March 2024

Mayor Lisa Diaz-Nash ldiaznash@cityofsanmateo.org
Deputy Mayor Rob Newsom rnewsom@cityofsanmateo.org
Council Member Rich Hedges rhedges@cityofsanmateo.org
Council Member Amourence Lee alee@cityofsanmateo.org
Council Member Adam Loraine <aloraine@cityofsanmateo.org>
City Council <citycouncil@cityofsanmateo.org>
San Mateo City Hall
330 West 20th Avenue
San Mateo, CA 94403

RE: *General Plan 2040 & Climate Plan Update EIR*
Lack of Impacts Analysis on Yoshiko Yamanouchi House Historic District

Dear Mayor Diaz-Nash, Deputy Mayor Newsom, Council Member Hedges, Council Member Lee, and Council Member Loraine:

The Yoshiko Yamanouchi House Historic District at 1007 East 5th Avenue was listed on the National Register of Historic Places on 26 December 2023 (National Register Reference No. 100009653). The Yoshiko Yamanouchi House is listed on the National Register of Historic Places at the local level of significance under Criteria A and B in the areas of Ethnic Heritage: Asian (Japanese) and Social History: Women's History for its association with Yoshiko Yamanouchi, a member of the pioneer *Issei* generation who was a leader in the San Mateo Japanese American community. Additionally, it meets the *Asian Americans and Pacific Islanders in California, 1850-1970* National Register Multiple Property Submission Registration Requirements for Property Types Associated with Prominent Persons in Asian American History and for Property Types Associated with Community Serving Organizations.

The Yoshiko Yamanouchi House Historic District includes nine contributing resources: the House, the Entrance Gateway and Fence, a Storage Room and Pumphouse, the Patio and Swimming Pool, the West Side Garden, a Japanese Style Hill-And-Pond Garden, the Katsura Building, the Katsura Walkway, and the Katsura Garden. Each of these resources contribute to the historical significance and integrity of the property. Please see the attached Sketch Plan from the National Register Nomination that identifies the location of each of these nine contributing resources.

Denise Bradley
Denise Bradley Cultural Landscapes
1388 Haight Street \$ No. 79 \$ San Francisco, CA \$ 94117
(415) 751-2604 (phone) \$ sfodab@hotmail.com (email) \$ www.denisebradley.us

Mayor Diaz-Nash, Deputy Mayor Newsom, Council Member Hedges, Council Member Lee, and Council Member Loraine
4 March 2024
Page 2

The National Register Nomination noted that Yoshiko Yamanouchi would recognize the property as largely unchanged from the years she lived there, and the feeling within the property continues to be one of a private residence with features that express the Japanese heritage of the owner. The property is enclosed by a combination of privacy fencing and a sound wall. This enclosure enhances the feelings of calmness and serenity associated with the property's Japanese style designed landscape and architecture and helps to mitigate visual and sound intrusions into the property.

The analysis for the *General Plan 2040 & Climate Plan Update EIR* did not evaluate direct and indirect impacts from the proposed increased development in the surrounding area on the Yoshiko Yamanouchi House Historic District. For example, the impacts from proposed increased traffic, the closer proximity of traffic along S. Humboldt Street, and the related truck vibrations and disposition of particulates were not evaluated. Additionally, the proposed change in traffic along S. Humboldt Street has the potential to increase noise within the Yoshiko Yamanouchi House Historic District. As the primary author of the Yoshiko Yamanouchi House Historic District National Register Nomination, I am concerned that all of these factors have the potential for direct and indirect impacts on the Yoshiko Yamanouchi House Historic District. These should be evaluated as part of the EIR process.

Thank you for your attention to my concerns.

Sincerely,

A handwritten signature in black ink that reads "Denise Bradley". The signature is written in a cursive, flowing style.

Denise Bradley

Attachment: Yoshiko Yamanouchi House Sketch Plan

cc: Alex Khojikian, City Manager akhojikian@cityofsanmateo.org
Christina Horrisberger, Assistant City Manager chorrisberger@cityofsanmateo.org
Zachary Dahl, Interim Director of Community Development zdahl@cityofsanmateo.org
Patrice Olds, City Clerk polds@cityofsanmateo.org

Yamanouchi, Yoshiko, House
Name of Property

San Mateo, California
County and State

Sketch Map

Google Earth 2020 map annotated by Denise Bradley



From: Nancy Cussary [REDACTED]
Sent: Monday, March 4, 2024 4:09 PM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Subject: Health and Safety

The Safety Element of the General Plan of the city of San Mateo “sets forth the City’s goals and policies which are intended to minimize risk to people and property associated with natural and man-made hazards” ([City of San Mateo General Plan](#)). The small cell towers installed throughout the city are a hazard and in direct opposition to the intended goals and policies. Radiation emissions from cell towers are continuous and accumulated exposure over time can be serious, including cancer, headaches, gastrointestinal and cardiovascular problems ([David O. Carpenter](#), <https://www.recorder.com/my-turn-Carpenter-Ashfield-MUST-TUESDAY-39137782>)

It is unfathomable to me that two hundred towers have been installed next to homes without consideration of the health and safety of the people in the homes and of the people who walk and play by these towers daily. It clearly shows that there is a blatant disregard for the people and the General plan to minimize risk associated with this man-made hazard. Why?! To what avail?

Assuming that you care about the health and well-being of the people in San Mateo, I implore you to do the right thing and protect us and not the interest of Crown Castle.

Sincerely,

Nancy Cussary
Shoreview resident

Sent: Monday, March 4, 2024 3:27 PM

To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>; rhedges@cityofsanmateo.org; Lisa Diaz Nash <ldiaznash@cityofsanmateo.org>; Rob Newsom <rnewsom@cityofsanmateo.org>; Amourence Lee <alee@cityofsanmateo.org>; Adam Loraine <aloraine@cityofsanmateo.org>; Patrice Olds <polds@cityofsanmateo.org>

Cc: Keith Weber <[REDACTED]> Shirley Melnicoe <[REDACTED]>; Lisa Vande Voorde <[REDACTED]>

Subject: Comments on General Plan and EIR

Dear Mayor Diaz Nash and Council Members:

Please see my attached letter regarding:

- Including contributors to historic districts in the definition of historic resources in the General Plan, and
- Deficiencies in the EIR.

The protection of historic resources is in your hands tonight. Please follow through on your commitment to make historic preservation a priority in San Mateo before it is too late. Once they are gone, it will change our city forever.

Thank you for your serious consideration.

Sincerely,

Laurie



**SAN MATEO
HERITAGE ALLIANCE**

March 4, 2024

City Council
City of San Mateo
330 W. 20th Ave
San Mateo, CA 94403

Dear Mayor Diaz Nash and City Council Members:

The City is at risk of challenges to the EIR and subsequent litigation. There are at least four key flaws in the General Plan EIR:

1. **Inadequate mitigation.** The General Plan policies and CEQA are **not adequate to mitigate the loss of historic resources** because both allow for the demolition of historic resources. Additional mitigation must be defined or it must be identified as a significant unavoidable effect and requires findings.
2. **Analysis of removing contributors.** Removing contributors to historic districts from the definition of historic resources in the 2040 General Plan was a policy decision made by staff, not explained to the City Council, and reduces the protection of historic resources. This impact was not analyzed in the EIR.
3. **Analysis of effects to new historic district.** The EIR impact analysis did not evaluate the direct and indirect **effects on the Yoshiko Yamanouchi House Historic District** from increased traffic and deposition of particulates.
4. **Inadequate cumulative impact analysis.** The cumulative impact analysis is not adequate because it did not address the effects on historic resources described above.

General Plan

"Contributors to historic districts" was **removed** from the General Plan Policy CD 5.3 Historic Resources Definition in the 2040 General Plan. **Please return contributors to historic districts to the definition of historic resources in the General Plan Policy CD 5.3 and revise the EIR.** The General Plan is like the constitution; important definitions need to be defined in the policies, not in a glossary, which is not enforceable.

I reviewed historic preservation ordinances for Peninsula cities from San Francisco to San Jose. Two cities do not have ordinances and one is being updated. *Every city with a historic preservation ordinance included contributors to historic districts as historic resources.*

The 2030 General Plan Policy C/OS 8.1 includes contributors:

- d. **Historic building shall mean** buildings which are on or individually eligible for the National Register of Historic Places, California Register of Historical Resources, or Downtown Historic District **contributor buildings** as designated in the 1989 Historic Building Survey Report, or as determined to be eligible through documentation contained in a historic resources report.

Please add contributors (added language underlined) to General Plan Policy CD 5.3:

Policy CD 5.3: Historic Resources Definition. Define historic resources as buildings, structures, sites, and districts (including contributors to historic 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.

Similarly, adding contributors to Action CD 5.12: Historic Resources Design Standards is not adequate to ensure protection of contributors to historic districts, as is in the current General Plan.

Action CD 5.12: Historic Resources Design Standards. Create objective design standards for alterations to historic resources and contributors to a designated historic district, 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.

2030 General Plan Policy C/OS 8.2 defines historic districts as concentrations of buildings. The 2040 General Plan changes the definition to “concentrations of historic resources.” This seemingly minor change actually raises the bar for defining a district to include “historic resources,” which by definition are individually eligible for listing on the State or National Register. The Registers do not require buildings to be individually eligible for listing to qualify as a historic district.

2030 C/OS 8.2: Historic Districts. Consider the protection of concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity, after additional study.

2040 Policy CD 5.12: Historic Preservation. Actively identify and preserve historic resources and concentrations of historic resources buildings which convey the flavor of local historical periods, are culturally significant, or provide an atmosphere of exceptional architectural interest or integrity, as feasible, when they meet national, State, or local criteria. Historic resources, including individual properties, districts, and sites to that 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.

San Mateo Growth

The majority of voters have made it clear in multiple elections that we don’t want intense urbanization with high rises in San Mateo. San Mateo can meet its RNHA requirements through 2031, without repealing Measure Y, and especially in light of the declining population. Measure Y passed only 3 years ago and sunsets in 2030. It is not clear why the City needs to spend the money on consultants and a ballot initiative in 2024.

Please make these changes to implement your commitment to making historic preservation a priority. Thank you.

Sincerely,

A handwritten signature in blue ink, reading "Laurie Hietter". The signature is written in a cursive style with a large initial "L" and a stylized "H".

Laurie Hietter
President
San Mateo Heritage Alliance

From: Maxine Turner [REDACTED]
Sent: Monday, March 4, 2024 3:27 PM
To: Lisa Nash <Lisadnash25@gmail.com>; Rob Newsom <rnewsom@cityofsanmateo.org>; Richard Hedges <rhedges@cityofsanmateo.org>; Amourence Lee <alee@cityofsanmateo.org>; Adam Loraine <aloraine@cityofsanmateo.org>
Cc: Patrice Olds <polds@cityofsanmateo.org>; Alex Khojikian <akhojikian@cityofsanmateo.org>; Jon Mays <jon@smdailyjournal.com>
Subject: 2040 General Plan

March 3, 2024

Dear Mayor and Councilmembers:

San Mateans for Responsive Government (SMRG), as the proponents of Measure Y, the resident-led height and density standards measure, cannot support the proposed 2040 San Mateo General Plan as presented. SMRG respectfully requests that you do not approve it at this time. It overrides Measure Y and will displace many small businesses and service providers. We will actively work to oppose it if it goes on the 2024 ballot because it ignores the will of San Mateo voters.

No valid, public reason has been given for rushing a vote to overturn Measure Y in 2024, instead of keeping it in the General Plan until its legal expiration date of 2030.

1. There is no legal rush for higher heights and densities to meet state housing requirements. Development under Measure Y can meet the City's cycle 6 Housing Element and state RHNA requirements, valid until 2031. The next housing cycle is likely to have reduced requirements since the State Department of Finance has released new population projections showing CA growth is flat through 2060.
2. There is no economic rush for higher heights and densities. Many already approved projects have asked for extensions and are not being constructed. There are high rates of office and retail vacancies throughout the Peninsula and Bay Area.
3. Measure Y expires in 2030 and is currently part of the existing 2030 General Plan. In 2031 a majority of the City Council can revise the 2040 General Plan height and density limits without a vote to comply with the next Housing Element cycle. This is how General Plan changes were always made prior to the Measures H, P and Y voter initiatives.
4. Measure Y's zoning limits (55 foot height and 50 units per acre density) are but a small percentage of construction costs. Buildings exceeding 5-7 stories (50'-70') are substantially more expensive to construct. The increased cost of land (directly related to increasing heights and densities) and the high cost of construction (labor, materials, financing, insurance) make construction of new buildings unaffordable, not Measure Y. Construction of new housing costs almost \$1M per unit - increased zoning and taxpayer subsidies cannot build enough affordable housing to make a significant difference with these extreme development costs.
5. The General Plan study areas do not protect key community serving land uses that residents rely on, such as grocery stores, car repair, independent restaurants, small businesses and service providers. Most existing small businesses along El Camino Real and surrounding

Downtown will be displaced by allowing maximum development. The cost of new construction significantly raises rents.

6. The Council and the residents need to review a fiscal analysis PRIOR to General Plan adoption. The DEIR makes clear that the large increase in population and structures will require additional funding for services. There is no data about how much revenue will be lost or gained by the Project land use changes. How much sales tax revenue will be lost by upzoning downtown and El Camino Real small businesses for housing or office?

7. The DEIR does not provide the public nor decision-makers with the data they need to approve the Project. There is no information about how water will be provided, traffic impacts reduced, the jobs/housing balance maintained, and displacement of affordable housing and small businesses avoided. Voters and the Council deserve to know the truth BEFORE approving the General Plan.

The majority of San Mateans have consistently supported the construction of more housing, particularly affordable housing, continued job growth and economic development. But they don't believe it is necessary, nor are they willing, to sacrifice their homes, neighborhoods, quality of life, or character of their historic downtown in the process.

Thank you,
Michael Weinbauer, Spokesperson
San Mateans for Responsive Government

From: Lisa Vande Voorde [REDACTED]
Sent: Monday, March 4, 2024 3:54 PM
To: City Council (San Mateo) <CityCouncil@cityofsanmateo.org>
Cc: Patrice Olds <polds@cityofsanmateo.org>
Subject: Comment Regarding General Plan 2040 for 3/4/24 Meeting

Honorable Mayor Diaz-Nash and City Council Members,

I'm writing to provide my feedback about the General Plan 2040 under consideration tonight.

I'm very concerned about the Historic Resources Element, specifically about the deletion of the word "contributors" to **Policy CD 5.3: Historic Resources Definition.**

This important word was removed by City Staff from the draft General Plan without approval of the City Council. This has been pointed out to City Staff on numerous occasions, and the answer is always "it's in the glossary". Being in the glossary is not enough! The General Plan is like the Constitution, and City ordinances and guidelines are the implementation. And if the word is not in a provision of the Constitution, it doesn't exist! Not having the word "contributors" could have an adverse impact on historic properties that comprise an historic district, including our Downtown Historic District, because historic districts are made up of listed, determined to be eligible, AND contributors.

Please update Policy CD 5.3 to include the underlined words below:

Policy CD 5.3: Historic Resources Definition. Define historic resources as buildings, structures, sites, and districts (including contributors to historic 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.

Other cities include the word "contributors" in their historic resources definition, and San Mateo did as well in the *current* General Plan. It's time that staff rectify this oversight and put that word BACK into the General Plan BEFORE it is approved by the City Council.

Words have meaning. Words have impact. Our historic resources ARE valuable. And one word can make a difference to keeping them for generations to come. Thank you.

Lisa Vande Voorde
San Mateo Resident

March 4, 2024

Dear Mayor Diaz and Members of the City Council,

These are our comments on Final EIR 2040 General Plan.

1. **Street classifications in the Circulation Element** - In the Circulation Element a classification for Minor Collector is not included by appears to be lumped in with Major Collector. Both a Minor Collector and Major Collector have the same number of trips, 1100 to 2600 per day. However, a Major Collector has trips over a distance greater than 3/4 of a mile, while a Minor Collector has trips of a distance less than 3/4 of a mile. There are streets that fit this Minor Collector classification in San Mateo. The NTMP needs to add Minor and Major Collectors, Minor Arterials and Emergency Routes for traffic calming. We do not want Truck Routes in the Central Neighborhood that will bring more pollution impacts for residents.

2. **Air quality and construction impacts** - There will be a significant number of construction trucks passing through 3rd, 4th, and 5th Avenues because of inadequate signage and the current 'NO TRUCK' sign at 5th and Delaware is hidden from view. These are residential streets and the many trucks that haul toxic soils to waste sites need to be directed away from our homes. There could be up to 100 trucks a day passing through. We need more mitigation measures to reduce the traffic and air pollution impacts for our residents due to cut-through trucks and construction parking.

a. A San Mateo City contact person should be identified who will monitor air pollution, noise and construction impacts. Today residents need to call a Project Manager for each project in order to discuss these construction impacts such as with the new Kiku Crossing Garage and Housing Project. Will the construction businesses cover window washing for residents with all the construction dust impacts? Our residents are unable to control the large speeding trucks from construction sites and their dust impacts. The EIR is deficient in the analysis of more construction protections for the surrounding residents is needed.

b. Construction workers continue to park on residential streets along South Delaware and 7th Avenue. The on-site parking for construction workers is insufficient and workers park their personal vehicles along residential streets. This is a significant impact on the neighborhood and construction worker parking is underestimated in the Conditions of Approval when projects get approved at the Planning Commission.

c. New Construction Projects on the west side of the railroad should be required to utilize state highways, El Camino Real, Interstate 92 to Interstate 101 in order to reduce the pollution impacts to Priority Equity Neighborhoods. The mitigation measures in the project's Conditions of Approvals further impact the Equity Priority Neighborhoods.

3. **Policy LU3.10 - Service Commercial/ Light Manufacturing** - The EIR fails to recognize the current and future diesel truck traffic impacts from Service Commercial and Light Manufacturing zoning on South Amphlett from 5th Avenue to Folkstone to residential streets. This Service Commercial / Light Manufacturing land-use is incompatible with Central and Sunnybrae. The 2040 General Plan EIR does not analyze these environmental impacts associated this land-use change and the difficulty of access from 101. These truck impacts have been experienced by residents over the last 50 years and this land-use change in 2040 General Plan will increase these adverse impacts. The EIR does not provide any alternatives to Service Commercial to reduce the significant impacts to the neighborhood, but instead adds Light Manufacturing which will bring more adverse impacts to our neighborhood that have not been addressed. The EIR went as far as discouraging uses that are allowed elsewhere in the city from locating in Service Commercial and Light Industrial areas. Amphlett and the surrounding neighborhoods cannot improve with the addition of Service Commercial and Light Industrial zoning.

a. The health risks and quality of life impacts from more diesel trucks servicing these businesses have not been measured. What mitigation will be provided to reduce the air pollution and cancer risks associated with new industrial businesses and more diesel trucks with Light Manufacturing added to Service Commercial? How will noise and vibration issues be mitigated from trucks with trailers carrying landscaping and heavy construction equipment?

b. The on-site parking requirements is inadequate for these car and boat repair businesses, construction and food preparation businesses in the Service Commercial zoning. In addition, the EIR does not recognize employee parking overflow issues impacting South Idaho Street residents. The South Amphlett area is beyond the 1/2 mile distance from the Transit Center so workers on South Amphlett will continue to drive to work and park in the residential neighborhood. These increased commercial parking impacts that will increase with increased Light Manufacturing should be identified in the EIR and mitigation measures should be defined in the EIR so the neighborhood is not impacted.

c. Service Commercial land-use generates Code Enforcement issues such as on-going dumping and bad seafood odors from food processing businesses. The EIR does not identify these existing issues, the likely increase of these impacts, and does not adequately address how to mitigate these impacts associated along South Amphlett with this zoning classification.

e. The trucks servicing Service Commercial businesses strike our street trees breaking tree branches on 5th Avenue, South Humboldt Street, 4th Avenue, and South Idaho Street. These trucks have damaged side mirrors on vehicles and generate

heavy diesel soot on properties. Our residential streets are not designed for large trucks over 5 tons. These significant impacts will increase and require mitigation

f. This EIR did not provide mitigation for a taller sound wall along South Amphlett businesses with plantings and street trees to absorb the freeway carbons to make the environment healthier and less toxic for residents. New housing will be built at the former Fish Market, the Concar Passages, and at 1650 - 1730 South Amphlett along 101 and 92. New housing developments can be built with specialized windows for noise reduction and air filtration systems for health protections. Why is South Amphlett from 5th Avenue to Folkstone excluded from R2 housing options with the same specialized building options? Adaptive re-use of warehouse businesses to non-industrial businesses will help transition this area to reduce the adverse impacts of toxic diesel trucks fumes with 5 ton load limits to reduce noise impacts. South Amphlett needs further analysis and mitigation to identify and reduce the significant environmental impacts in the 2040 General Plan EIR.

4. **Historic Resources** - The Yoshiko Yamanouchi House is listed as a state and federal historic district on the National Register of Historic Places. It is also listed on the Asian American and Pan Pacific site. The 2040 General Plan EIR does not analyze the increased traffic and truck traffic impacts from all new construction proposed combined with the impacts from the trucks from the Service Commercial businesses along South Amphlett. Recently, seven residential parking were removed on the west side of South Humboldt, and more parking was removed next to the Yoshiko Yamanouchi House to accommodate more vehicular traffic in the right turn lane to 101 South and to install the new Humboldt Street Bike Lane between 4th and 5th Avenue. Over the years, the interior bamboo Katsura fences along Humboldt Street have been significantly damaged by truck vibrations and diesel soot. These interior Katsura fences along South Humboldt Street were rebuilt to match the original fence design from Japan. Increased traffic and pollutant deposition caused by the General Plan changes will result in additional significant effects on this historic resource. Street classifications on 5th Avenue, S. Humboldt Street, and 9th Avenue are now Minor Arterials in the 2040 General Plan and need to be reclassified to non-arterials to reduce traffic and truck impacts. Mitigation with traffic calming should be provided to reduce these effects. The sound wall currently on South Humboldt Street should be extended with more plantings to allow protection of the 9 contributing resources comprising the Yoshiko Yamanouchi House which includes 3 buildings, 3 sites and 3 structures.

Best,

Francie Souza
Maurine Killough

David Light
Laurie Watanuki

Michael Weinbauer



City Council

General Plan 2040 Public Hearing

March 4, 2024



Tonight's Agenda Discussion

- » **Presentation**
- » **Clarifying Questions**
- » **Public Comment**
- » **City Council Discussion**



General Plan Team

» City of San Mateo

- Zachary Dahl, Interim Director
- Manira Sandhir, Planning Manager
- Somer Smith, Associate Planner
- Bethany Lopez, Senior Engineer
- Mary Way, Administrative Assistant

» Technical Advisory Committee

- Over 40 staff members from all City departments and SMCFD

» Consultants

- Joanna Jansen, PlaceWorks
- Carey Stone, PlaceWorks
- Angelica Garcia, PlaceWorks
- Evelia Chairez, PCRC
- Sabina Mora, Good City Co
- Nelson\Nygaard
- Kittelson Associates, Inc.
- Economic & Planning Systems (EPS)
- BKF Engineers
- ECORP
- Forget Me Not History

Objectives for Tonight

- » Receive an overview of General Plan 2040, CAP Technical Update and the Final EIR
- » Receive public comments
- » City Council discussion and direction on any remaining updates or revisions



Project Overview

General Plan: Vision Statement

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

Our Values:


Diversity
Balance
Inclusivity
Prosperity
Resiliency

Past General Plan Milestones

Timeframe	Task
Fall - Winter 2018	Establish communitywide vision for 2040
Spring - Summer 2019	Identify study areas
Fall 2019	Create a range of land use alternatives
Winter 2019 - Summer 2021	Finalize draft land use alternatives
Fall 2021 - Summer 2022	Select a preferred land use and circulation scenario
Spring 2022 - Fall 2022	Prepare draft goals, policies, and actions (GoPAs)
Winter 2023 – Fall 2023	Prepare Draft General Plan

Where Are We Now and What's Next?



City Council adoption hearings:

- » March 4, 7:00 PM
- » March 18, 7:00 PM

General Plan 2040 Online Resources

» **StriveSanMateo.org** has information to assist with the community's review:

- General Plan
- User Guide
- Ten Big Ideas
- Interactive General Plan 2040 Land Use Map
- Measure Y FAQ
- And much more!



General Plan 2040 is Ready for Adoption!

Since 2018, the City has been working on General Plan 2040 – the plan that lays out the community's vision for how our city will look, feel, and change over the next 20 years. After 5.5 years of extensive community conversations and engagement, General Plan 2040 is now ready for adoption! The final General Plan reflects community input and Council's direction provided on the Draft General Plan during the Fall of 2023.

Brand New to the General Plan? Start here:

- [What is a General Plan?](#)
- [Draft General Plan 2040 User Guide](#)
- [Ten Big Ideas in San Mateo's General Plan 2040](#)

Ready to Explore General Plan 2040? Use these links:

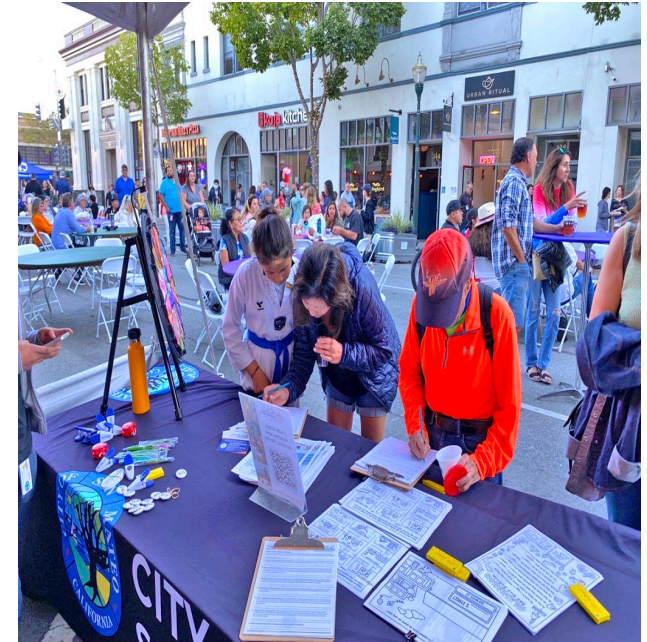
- [General Plan 2040 \(full PDF\)](#)
 - [Cover Page](#)
 - [Vision and Values](#)
 - [Chapter 1: Introduction](#)
 - [Chapter 2: Land Use Element](#)
 - [General Plan 2040 Land Use Map](#)
 - [Chapter 3: Circulation Element](#)
 - [Chapter 5: Community Design and Historic Resources Element](#)
 - [Chapter 6: Conservation, Open Space, and Recreation Element](#)
 - [Chapter 7: Public Services and Facilities Element](#)
 - [Chapter 8: Safety Element](#)
 - [Chapter 9: Noise Element](#)
 - [Chapter 10: Abbreviations and Glossary](#)
- [General Plan 2040 Fiscal Analysis \(Report to be published 1/22 or 1/23\)](#)

Questions or Comments?

Please submit public comments on General Plan 2040 by emailing: generalplan@cityofsanmateo.org

General Plan 2040 Community Outreach

- » **Community input shaped General Plan 2040 at every step in the process**
- » **From 2018 to end of 2023 the City hosted or held:**
 - 80+ events, a combination of workshops, staff presentations, and pop-up events
 - 7 online activities
 - 13 General Plan Subcommittee meetings
 - 7 Planning Commission meetings
 - 16 City Council meetings



General Plan 2040

General Plan Elements

- 2. Land Use**
- 3. Circulation**
- 4. Housing (adopted separately)**
- 5. Community Design and Historic Resources**
- 6. Conservation, Open Space, Parks and Recreation**
- 7. Public Services and Facilities**
- 8. Safety**
- 9. Noise**

General Plan – Other Components

1. Introduction

[Elements – 2 through 9]

10. Glossary

11. Implementation Plan (separate from General Plan)

- Explains how actions will be implemented
 - Who is responsible
 - Timing
- Tracks progress
- Finalized after completion of the General Plan

General Plan 2040 Key Themes

» **General Plan embodies three key themes which are woven throughout the document:**



- Sustainability. Help ensure that San Mateo can meet its current needs and leave viable resources for future generations.



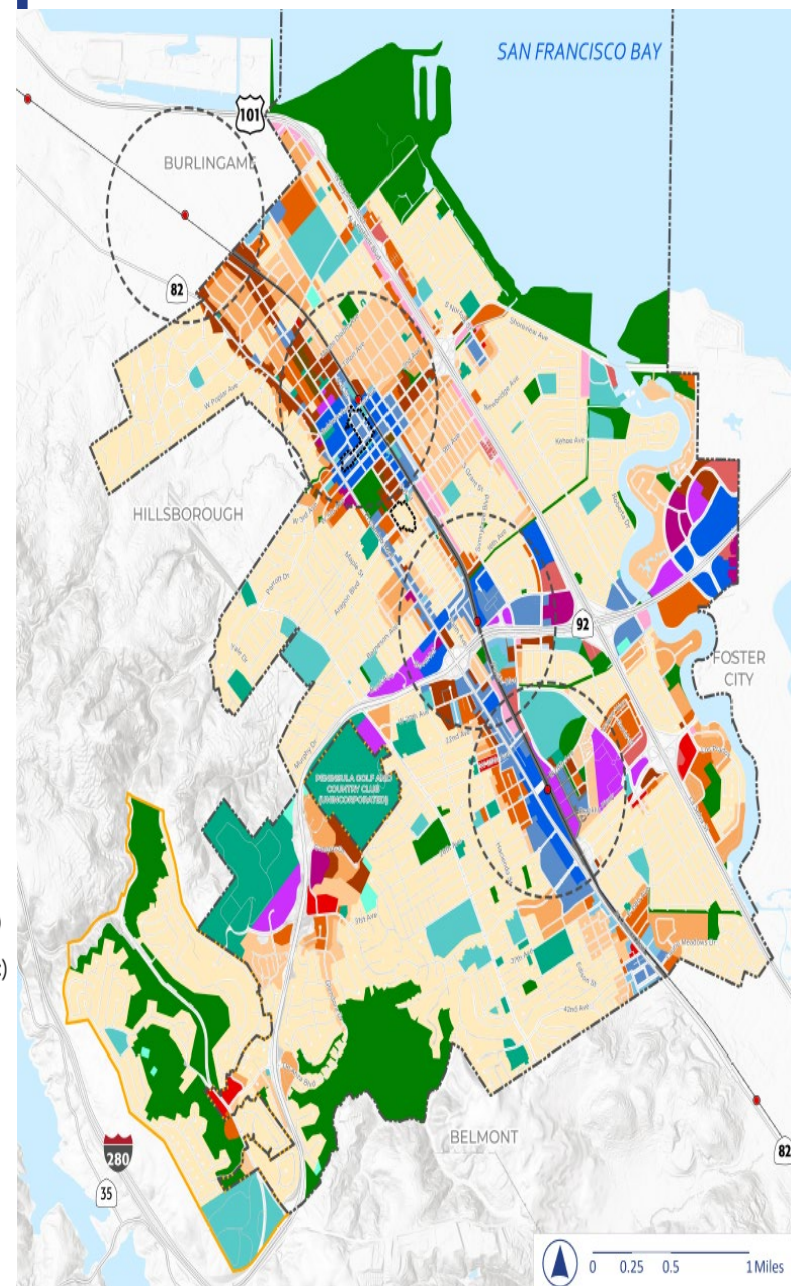
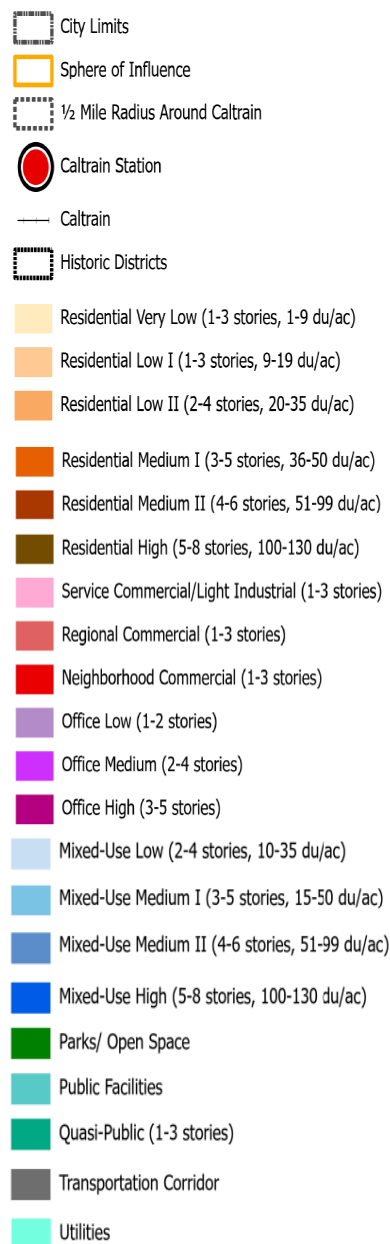
- Environmental Justice. Reduce the unique or compounded health risks in San Mateo's equity priority communities.



- Community Engagement. Increase community participation in the planning and development processes

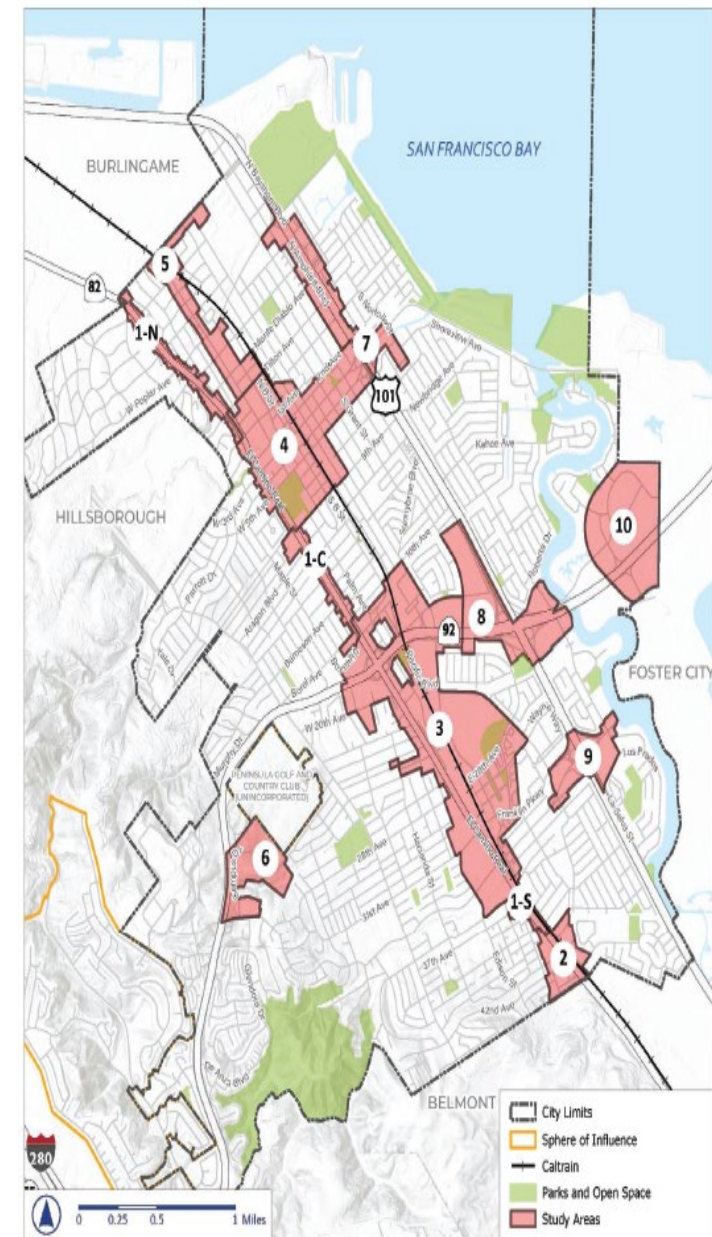
General Plan 2040 Land Use Map

- » Designations identify where specific types of land uses may occur.
- » Allowed uses are broad enough to give the City flexibility, but also provide clear enough direction to achieve the General Plan Vision.



10 Study Areas from Land Use Alternatives

- » Greatest potential to experience and accommodate land use changes over the next 20 years
- » Areas near transit, services, and jobs
- » Areas where current buildings are aging, vacant, or not maintained
- » Areas where property owners have expressed interest in considering redevelopment



Draft General Plan 2040 Review Process

- » **Draft General Plan published July 17, 2023**
- » **Draft Environmental Impact Report (EIR) published Aug. 11, 2023**
 - Public comment period: August 11 – Sept. 25, 2023
- » **Community Engagement July through October 2023**
 - Including five (5) Town Hall meetings in August and September
- » **General Plan Subcommittee meeting in August 2023**
- » **Planning Commission meetings (2) in September 2023**
- » **City Council meetings (4) in October and November 2023**
- » **Public Comments posted at:**
 - <https://strivesanmateo.org/documents/publiccomments/>

General Plan Updates and Revisions

- » **The Final General Plan reflects updates and revisions provided by the community and directed by City Council**
- » **Some of the more substantive updates include:**
 - Consolidate and enhance support for senior issues and aging population
 - Mitigate outdoor air quality in residential areas close to pollutant sources
 - Strengthen flooding and sea level rise policies and actions, including action to evaluate sea level rise/flooding overlay zone
 - Study feasibility of new restrooms in City parks
 - Conduct a comprehensive park accessibility analysis
 - Highlight safety as a cornerstone of Circulation Element
- » **Attachment 4 of Agenda Report lists all updates and revisions to goals, policies and actions made per Council direction since Draft General Plan publication last July**

General Plan 2040 Land Use Map Changes

- » Incorporate Council direction to remove Residential High II and Mixed-Use High II designations
- » Reduce the height limits and intensities for the Office designations
- » Reduce the heights and density limits along some study area edges to support transitions between high- and low-density areas
- » Six parcel specific recommended land use changes proposed to better align with existing land use and per owner request
 - Attachment 5 in the Council Agenda Report

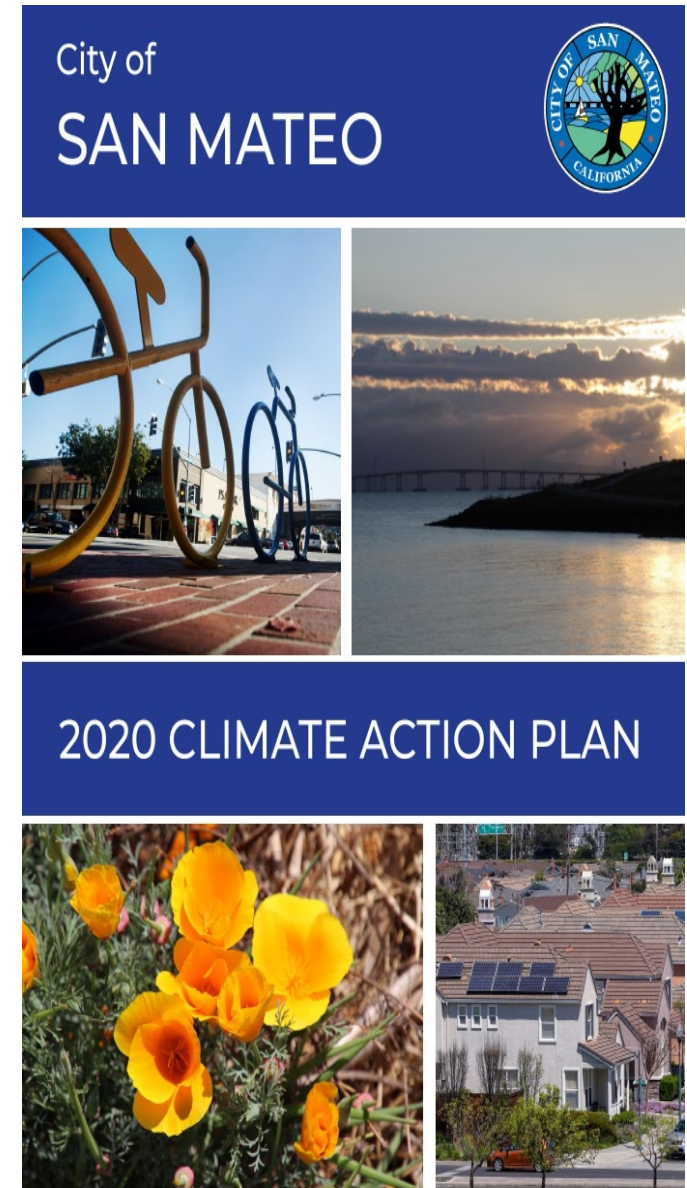
General Plan 2040 Net New Buildout

Category	Draft General Plan 2040 Total Net Change (2019–2040)	Final General Plan 2040 Total Net Change (2019–2040)
Housing Units	21,410	19,760
Total Population	52,020	48,040
Jobs	16,920	15,000

Climate Action Plan Technical Update

San Mateo Climate Action Plan Technical Update

- » City's comprehensive strategy to reduce GHG emissions.
 - Implementation program of the 2030 General Plan.
- » First prepared in 2015, based on earlier plans from 2007-2010.
- » Updated in 2020.
- » Serves as a "CEQA Qualified" GHG Reduction Strategy.



San Mateo Climate Action Plan Technical Update

- » Aligns CAP with new State laws and best practices since 2020
- » New State target of carbon neutral by 2045
- » Revised emission reduction calculations to reflect buildout of General Plan 2040
- » Sustainability and Infrastructure Commission reviewed the CAP Technical Update in August 2022 and recommended approval

Final Environmental Impact Report

CEQA Overview

- » The California Environmental Quality Act (CEQA) is the State's primary environmental protection law.
- » An Environmental Impact Report (EIR) is an informational document:
 - Discloses the potential physical environmental impacts of projects
 - Identifies mitigation measures
 - Describes feasible project alternatives
- » The EIR is the highest-level environmental review document under CEQA.
- » CEQA does not dictate project approval or denial.

EIR Process

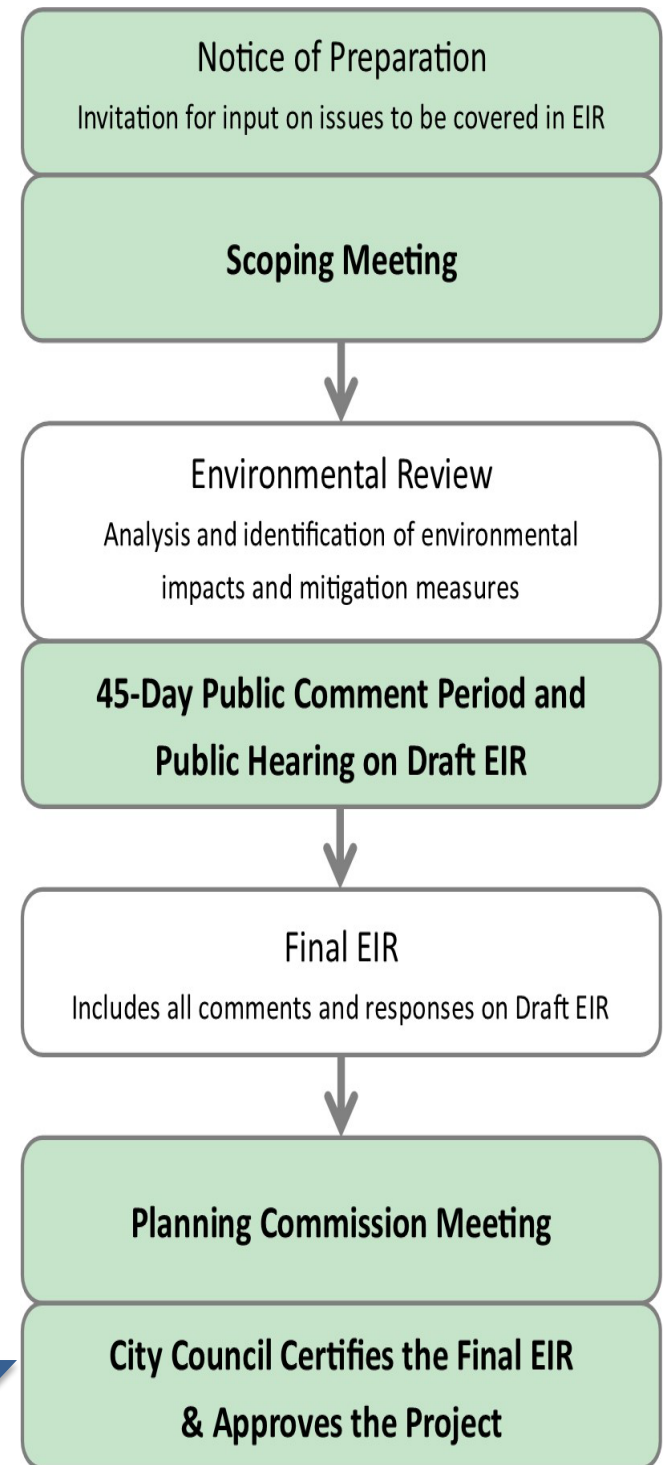
- » This chart summarizes the EIR process mandated by State Law
- » Comment period on the Draft EIR was August 11 to September 25, 2023
- » Final EIR published on January 19, 2024



= current phase



= opportunities for public input



EIR Project Description

The Project Description consists of two main project components:

» **General Plan 2040**

- Land use map
- Projected buildout
- Goals, policies, and actions

» **Technical update to the Climate Action Plan**

Environmental Topics Evaluated in the EIR

- Aesthetics *
- **Air Quality**
- Biological Resources *
- Cultural Resources *
- Energy *
- Geology and Soils *
- Greenhouse Gas Emissions *
- Hazards and Hazardous Materials *
- Hydrology and Water Quality *
- Land Use and Planning *
- **Noise**
- Parks and Recreation *
- Population and Housing *
- Public Services *
- Transportation *
- Tribal Cultural Resources *
- Utilities and Service Systems *
- **Wildfire**
- **Cumulative Impacts from: Air Quality, Noise, and Wildfire**

** Impacts found to be less than significant because General Plan policies avoid or lessen.*

Final EIR

» Includes these additions:

- Status of the Baywood and Yoshiko Yamanouchi House historic designation requests
- California Geological Survey Earthquake Required Zones of Investigation
- Measure Y consistency
- Updated references to goals, policies, and actions
- Updated Figures:
 - 4.9-2 Potential Flood Hazards
 - 4.15-1 Existing Street Classification
 - 4.18-5 Potential Evacuation Routes

» Changes do not constitute “significant new information”; recirculation is not required

Statement of Overriding Considerations

- » **Identifies how the project's benefits outweigh the potential impacts, e.g.:**
 - Supporting local businesses and services
 - Providing a legally adequate General Plan
 - Supporting multimodal transportation that emphasizes safety and access
 - Directing City investments in public improvements to equity priority communities
 - Protecting open spaces and natural habitats
 - Prioritizing the development of a climate change adaptation plan
 - Establishing clear actions to protect the community from flooding, wildfires and earthquakes and plan ahead for disaster recovery

General Plan Fiscal Analysis

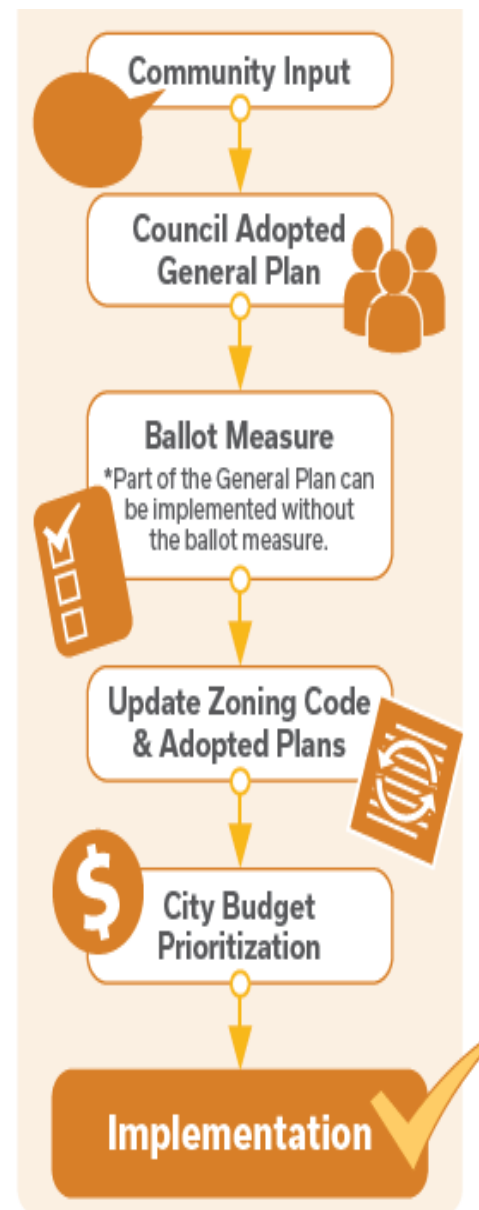
General Plan 2040 Fiscal Analysis

- » Fiscal analysis is based on most current General Plan Land Use Map and projected buildout.
- » Assumed buildout of General Plan 2040 would generate annual General Fund revenues of \$15.8 million (in 2024 dollars) in the future buildout year.
- » Economic development policy objectives, such as focusing development along El Camino Real corridor and near transit, could be accomplished.

Implementing the General Plan

How the General Plan Will Be Implemented

- » After adoption, City staff will work to implement the General Plan's to-do list, or “Actions”
- » Level of effort for each action varies: some are ongoing, some are one-time tasks
- » Example actions:
 - Prepare a comprehensive adaptation plan to reduce climate change risks
 - Establish and maintain an inventory of historic resources
 - Coordinate with Caltrain and SamTrans on transit improvements



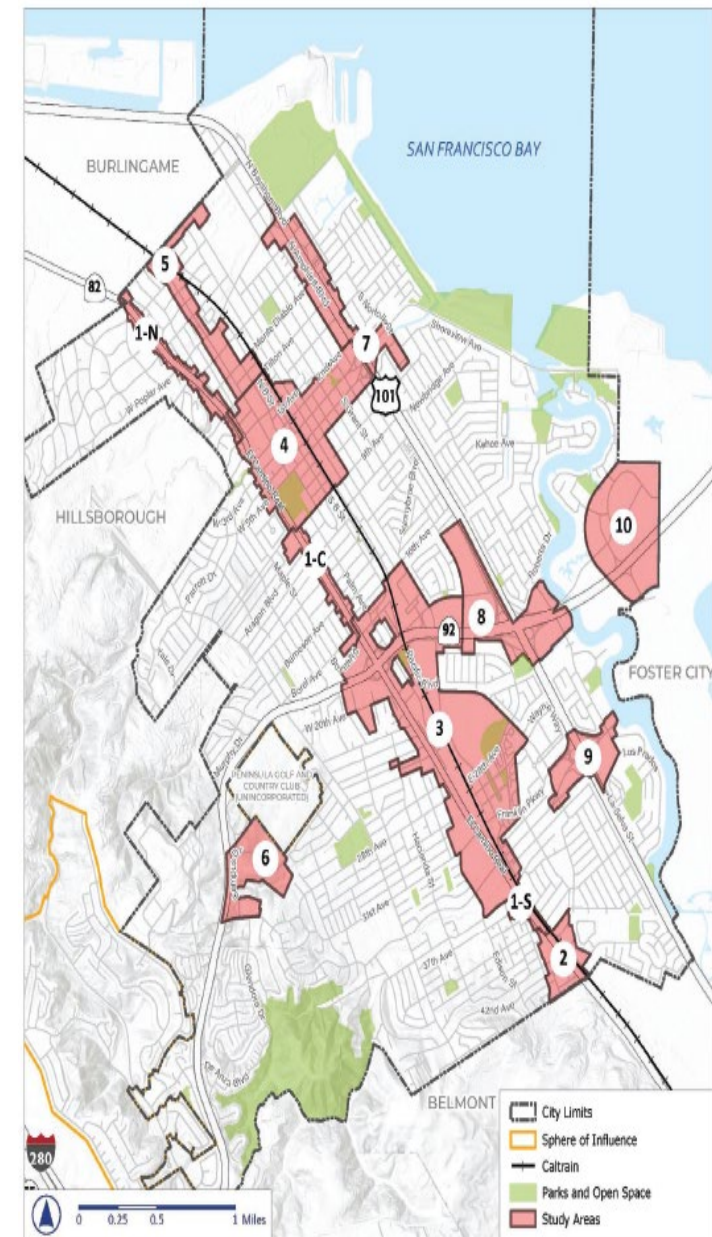
General Plan Implementation + City Budget Prioritization

- » **General Plan Implementation Plan will identify general timeframe for implementation of each action**
- » **Process to fund General Plan actions:**
 - Each City Department recommends a list of actions and estimated budget for each action for Council consideration to fund prior to start of each fiscal year
 - Many of the recommendations originate from the General Plan
 - City Council prioritizes what initiatives will be funded based on available budget

General Plan 2040 & Measure Y

General Plan 2040 and Measure Y

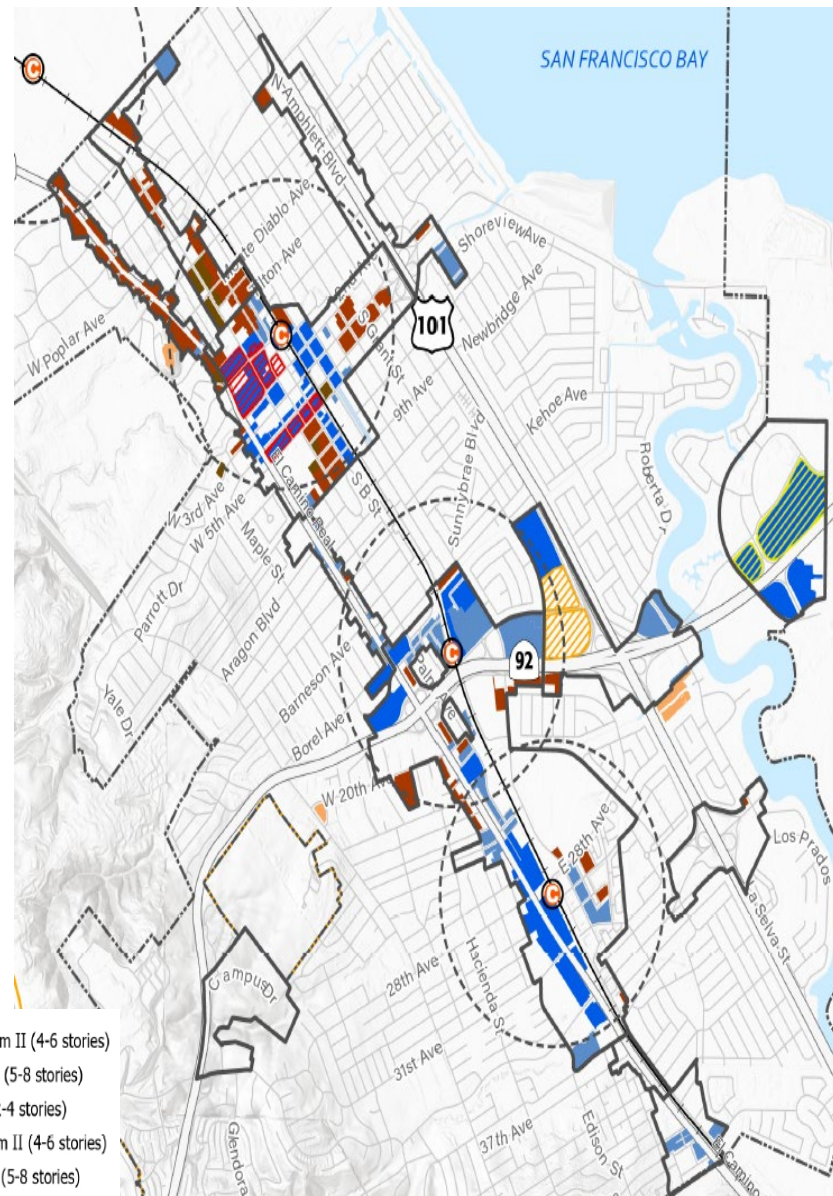
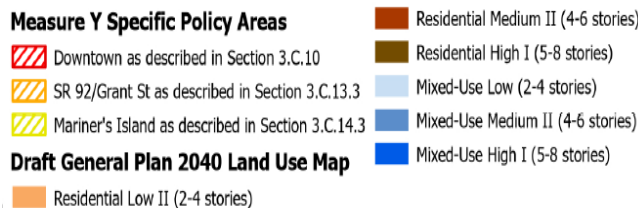
- » San Mateo voters approved Measure Y in November 2020, which set limits on new building heights and densities.
- » In 2019 and 2020, community input guided the establishment of ten General Plan study areas to accommodate future housing and jobs.
- » General Plan 2040 only proposes heights and densities that exceed Measure Y limits within these ten study areas.
- » Height and density increases would help ensure the City can meet State-mandated housing requirements while maintaining lower heights and densities outside of the study areas.
- » Voters would need to approve any change to Measure Y.



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

How General Plan 2040 Reflects Measure Y

- » **General Plan 2040 Land Use Map aligns with Measure Y with these exceptions:**
 - Medium II, 4 to 6 stories, 51 to 99 units per acre
 - High, 5 to 8 stories, 100 to 130 units per acre
- » **Draft General Plan Policy LU 1.9, “Voter Approved Growth Limits,” would allow for all portions of the General Plan 2040 aligned with Measure Y to take effect.**
- » **Where there are conflicts with Measure Y, General Plan 2040 will defer to the Measure Y limits until it is updated by the voters or sunsets in 2030.**



Measure Y and Next Steps

» General Plan Adoption

- **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.

- » **Explore potential ballot initiative language to amend Measure Y**
- » **Place initiative on November 2024 ballot**

Planning Commission Recommendation

Planning Commission Recommendation

Unanimous recommendation that the City Council certify the General Plan's Final Environmental Impact Report and adopt General Plan 2040.

- » Remove definition of “story” that references 11 feet average per story to avoid confusion during implementation and allow the Zoning Code to establish specific height limits based on the range of stories specified in the General Plan.
- » Clarify that the density range in the Land Use Element, specifically Table LU-1, sets the maximum allowed density, but does not set a minimum required density.
- » Change the land use designation for the Bayshore Corporate Commons site (1650-1730 S. Amphlett Blvd) from Mixed-Use High to Mixed-Use Medium I per the owner's request.
- » Change the land use designation for the office sites on Borel Ave, between Shafter St and Bovet Rd, from Office Medium to Office High to align with the height of the existing buildings (5-7 stories) to avoid creating a non-conforming situation.

Next Steps and City Council Discussion

Public Comments

Since Final General Plan Publication, 21 written public comments received *(as of 2pm today)*

- » Multiple comments/concerns about amount and intensity of new development allowed
- » A comment asking for more focus on cleaning up downtown and attracting new businesses
- » Owner of Hillsdale Mall sites raising concern about the story definition being tied to 11-ft and potentially limiting office/commercial development
- » Housing Leadership Council recommending that the High II land use designation with increased heights/densities be reinstituted
- » Sierra Club supporting the High II land use designation and more urban greening and open space for climate change and livability
- » Owner of Bayshore Corporate Commons (1720 S. Amphlett Blvd) requesting their site be redesignated as Mixed-Use Medium I (currently Mixed-Use High)
- » Heritage Alliance requesting that historic district contributors be identified as historic resources and increase protections for homes over 50 years old
- » Multiple comments related to historic preservation and including contributors as historic resources
- » A comment supporting nature-based solutions to things like storm water management and sea level rise.
- » Multiple comments about the Caltrans street classification of 5th Avenue
- » A letter requesting consider upzoning additional residential lots in the area between Hacienda Street and El Camino Real from 25th to 31st Avenues to Low and/or Medium densities.
- » Comments/questions about pending closure of Marriott at 1770 S. Amphlett Blvd

Historic Policies

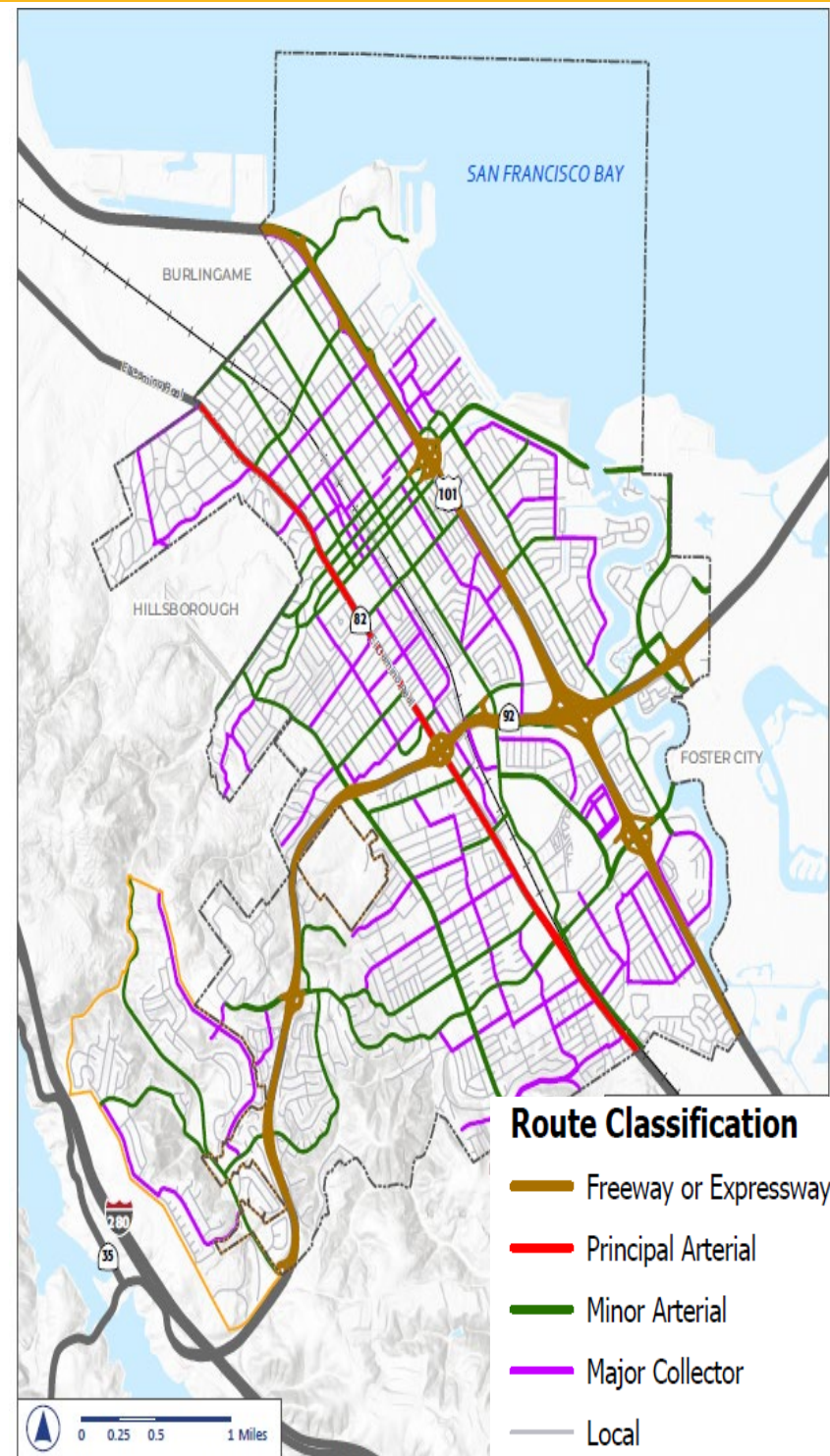
- CD 5.1 Comprehensive Approach to Historic Preservation.** Implement a comprehensive approach to historic preservation based on community input and best practices from State and federal agencies, to find an appropriate balance between preservation with other important priorities, such as affordable housing production and supporting local businesses.
- CD 5.2 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, as feasible, 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.
- 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.

Historic Resources Environmental Analysis

- » **General Plan EIR is a programmatic analysis**
- » **State regulation and General Plan policy mitigate potential impacts to historic resources**
- » **Potential impacts from Air Quality, Noise, and Transportation are evaluated in separate chapters**
- » **Future projects in vicinity of historic properties would be subject to additional environmental analysis**

Roadway Classifications

- » **Caltrans Functional Classification data is basis of Road Classification Map**
- » **Functional classification based on existing conditions:**
 - Average daily traffic
 - Number of access points
 - Speed limits
 - Number of travel lanes
- » **Changing a Caltrans roadway classification:**
 - Would not change the amount of traffic
 - Could result in reduced maintenance funds Caltrans allocates to the City
- » ***New Action C 6.9 Neighborhood Traffic Management Program***
 - Evaluate whether updates are needed to the City's Neighborhood Traffic Management Program to determine if the program should be expanded to include collectors and minor arterials.
- » ***New Action C 6.13 Street Classification Update***
 - Request Caltrans and Federal Highway Administration update roadway classifications based on Complete Streets Plan



Source: ESRI, 2022; CalTrans, 2022; PlaceWorks, 2023

Land Use Map Request

Change ID	Location/Address	Current Land Use	Recommended Land Use	Notes
3	1650-1730 South Amphlett Boulevard	Mixed-Use High (5 to 8 stories, 100 to 130 du/ac)	Mixed-Use Medium I (3 to 5 stories, 15 to 50 du/ac)	Property owner request for Mixed Use Medium I; property owner stated that Mixed-Use High is not feasible under current market conditions and would delay the production of housing on this site.



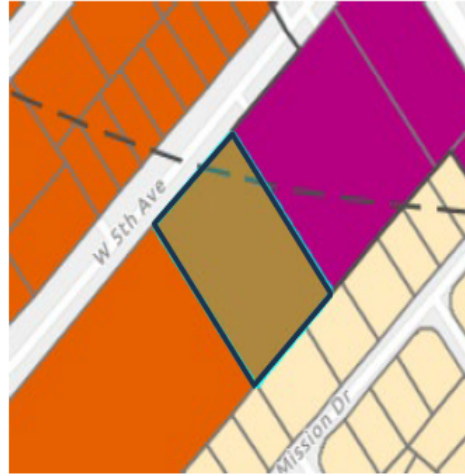
General Plan Lodging Policies

- » **Policy LU 3.7 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 3.8 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, cultural, 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 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 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.



Land Use Map Clean-ups

Change ID	Location/Address	Current Land Use	Recommended Land Use	Notes
5	55 W 5 th Ave.	Residential Medium I (3 to 5 stories, 36 to 50 du/ac)	Residential Medium II (4 to 6 stories, 51 to 99 du/ac)	This parcel has an existing building over 10 stories with 85 units. Residential Medium II would better align with the height and density of the existing building.



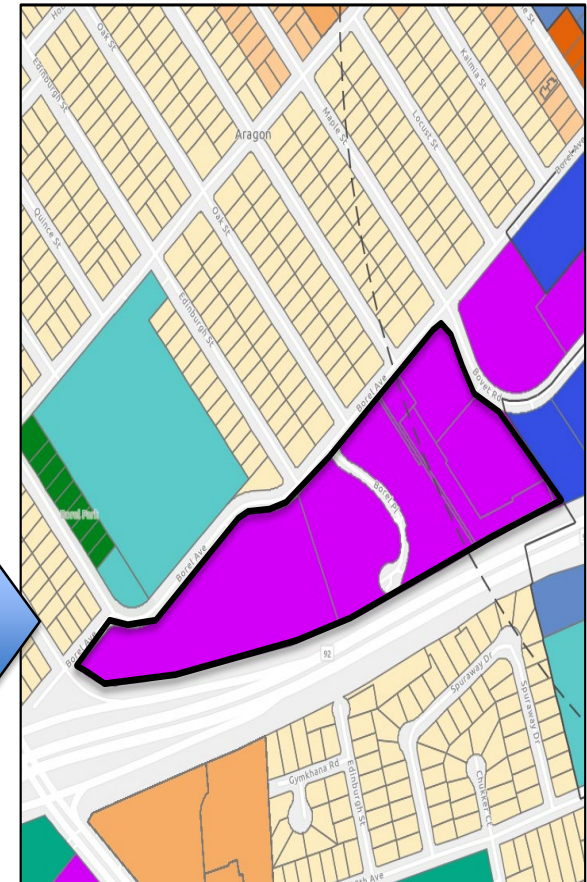
*Given (e) building height (16 stories)
– updated staff recommendation is
for Residential High designation*

4	155 and 181 Bovet Road	Office Medium (2 to 4 stories)	Office High (3 to 5 stories)	Office Medium allows up to 4 stories. Update to Office High to better align with the existing six and seven story office buildings on these sites.
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*Include the following additional sites that have
5-7 story buildings along south side of Borel Ave:*

- 1611 Borel Place
- 1650 Borel Place
- 1777 Borel Place
- 411 Borel Avenue



Next Steps: Council Adoption Hearings

» **March 4, 2024 at 7 pm (*tonight*)**

- Receive an overview of General Plan 2040 and the Final Environmental Impact Report
- Take public comments
- Provide direction on any remaining updates or revisions
 - Support Planning Commission and staff recommendations?
- General Plan Team technical consultants available to answer questions
 - Historic, Transportation/Traffic, Noise, Air Quality, Economic

» **March 18, 2024 at 7 pm**

- Certification of Final EIR and Statement of Overriding Considerations
- Adoption of General Plan 2040
 - Adoption includes rescinding General Plan 2030

Next Steps: Post-Adoption

» Summer 2024

- General Plan 2040 Implementation Plan presented to Council
- Explore Measure Y ballot language and adopt election resolution

» November 2024

- Voters consider Measure Y Ballot Initiative

» Winter 2025

- Initiate comprehensive Zoning Code Update to align with General Plan

Recommendation

- » **Receive an overview of General Plan 2040 and the Final Environmental Impact Report, take public comments, and provide direction on any remaining updates or revisions.**
- » **Does Council support the Planning Commission and staff recommendations?**