

II. Land Use

A. INTRODUCTION

The Land Use Element establishes a comprehensive set of explicit goals, policies and implementation actions which will guide the future use and development of land within the City of San Mateo and the unincorporated area within its sphere of influence to the year 2030. More than any other element, it seeks to establish policies which will achieve the City's vision of the future, one of managed growth.

B. BACKGROUND

AREA DESCRIPTION

The San Mateo Planning Area encompasses 15.7 square miles (3.2 square miles of which are bay waters). The City of San Mateo is divided into ten specific planning areas as delineated on the San Mateo Planning Area, Figure LU-1.

HISTORY

Development of the City of San Mateo began in earnest with establishment of a stagecoach stop along the Old County Road, [El Camino Real] in the 1850's. The center of City activity shifted to the area along Third Avenue and B Street with the advent of the railroad in the 1860's.

The City was incorporated on September 4, 1894 and remained a relatively small community with a very rural character until the 1940's. World War II and the following years were a period of significant growth and development. In 1940 the population was 19,405 persons. By 1960 the population had reached 69,870 persons and the economic base was shifting to office and retail sectors. Significant concentrations of these uses were in the Downtown, Hillsdale Shopping Center and along El Camino Real and amounted to 2.8 million square feet of retail space and 1.2 million square feet of office space.

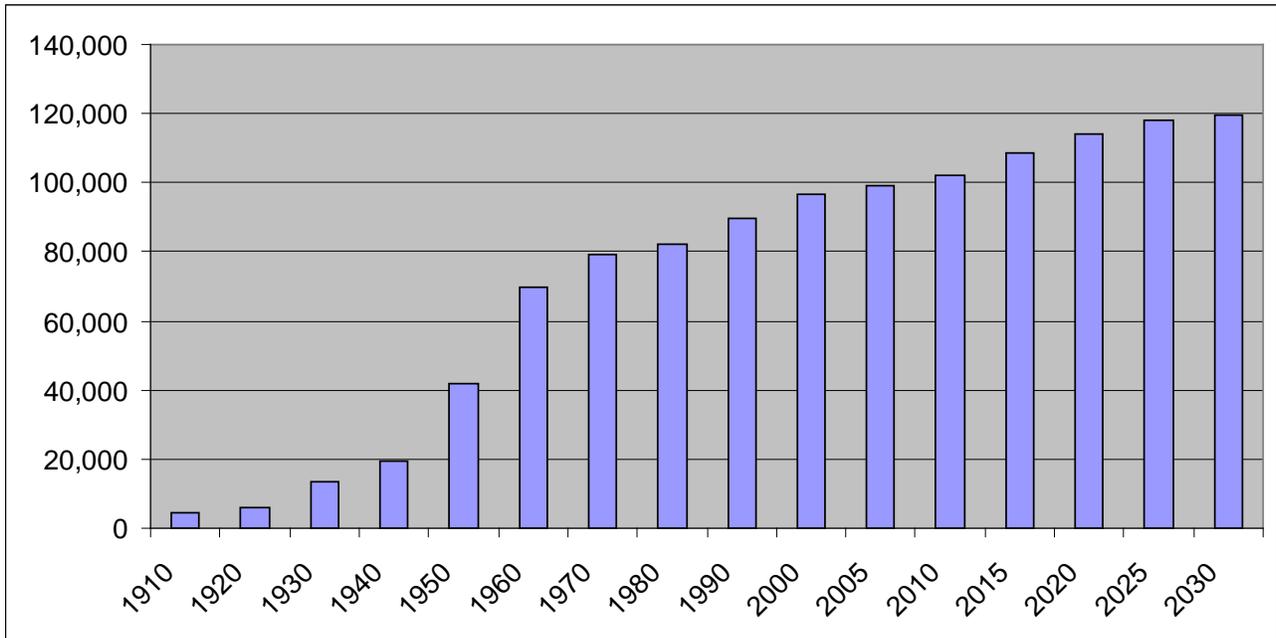
During the 1970's and 1980's, population growth slowed, while both retail space and office space increased significantly to 5.6 million square feet and 7 million square feet, respectively. Retail uses were largely concentrated at Hillsdale Shopping Center, along El Camino Real, and the Downtown. Office uses were concentrated in office parks along the SR 92 corridor and to a lesser extent in the Downtown. These changes altered both the physical shape and the image of San Mateo from a "bedroom community" to a community that is a place wherein people can both live and work establishing it as an important subregional office and retail center.

ABAG POPULATION PROJECTIONS 2000-2030

The Association of Bay Area Governments (ABAG), as the Bay Area's land use planning agency, is responsible for making annual long-term forecasts of population, households, and employment. The forecast is designed to be a realistic assessment of growth. Chart LU-1 and Table LU-2 include population, household, income, and employment projections until 2030.

The ABAG population projections indicate a continued gradual increase in total population. Persons per household data which includes the unincorporated areas in the City's Sphere of Influence remains largely stable at 2.74. Total jobs, employment and income figures reflect a healthy "dot.com" economy at the turn of the millennium, however, these figures decline after 9/11. Projections show a steady increase in jobs, employment, and income from 2005-2030.

**Chart LU-1
Population Growth
City of San Mateo
(Includes Sphere of Influence)**



Source: ABAG 2007 Projections

**Table LU-2
City of San Mateo
ABAG Projections**

	2000	2005	2010	2015	2020	2025	2030
Total Population ¹	96,692	99,100	102,200	108,500	114,100	118,200	119,800
Persons per Household ¹	2.74	2.74	2.73	2.74	2.74	2.73	2.72
Households	37,338	38,400	39,740	41,880	44,170	46,000	46,770
Mean Household Income ¹	\$121,900	\$108,000	\$115,600	\$124,300	\$132,900	\$141,900	\$151,500
Total Jobs ¹	52,300	45,840	49,050	53,570	57,530	61,200	65,300
Employed Residents ¹	51,630	44,720	48,060	52,660	58,100	62,140	64,520

Note: ¹Includes the unincorporated area.

Source: ABAG 2007 Projections

ECONOMIC PROFILE

1. ECONOMIC BASE.

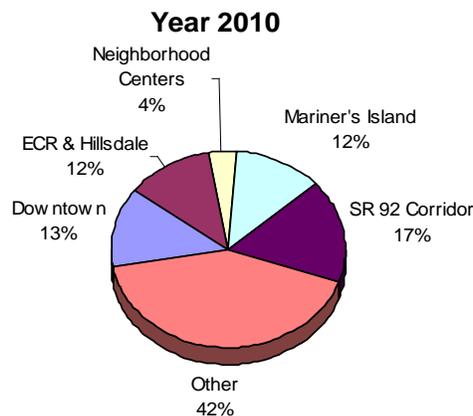
Since 1960 San Mateo's economic base has been comprised of office, retail and medical services. Over the next 15 years, this economic base is not expected to change. San Mateo will continue to be attractive to office and retail development because of its unique location between the technology industry in "Silicon Valley" and downtown San Francisco, proximity to San Francisco Airport, accessibility to the East Bay, and the capacity of local infrastructure and regional circulation system (including the Caltrain railway, SR 92, US 101 and I-280) to accommodate additional growth.

According to ABAG 2007 Projections and city staff analysis, both office and retail business sectors declined from 2000 to 2005; however, steady increases in these sectors are expected from 2005 through 2030. Similarly, medical services also declined from 2000 to 2005 but are projected to increase steadily through 2030. Industrial uses will continue to slowly decline and be converted to other uses due to the limited supply of suitable sites and the high price of local land.

2. EMPLOYMENT LOCATION.

The majority of the City's jobs are projected through 2030 to remain in the same general locations as indicated on Chart LU-3, Employment Locations. Employment intensification is expected in the Downtown, at Hillsdale Shopping Center, at Mariner's Island, Bay Meadows, near Hillsdale Boulevard and US 101, and along the SR 92 corridor, particularly in the vicinity of the SR 92/US 101 interchange. The SR 92 corridor will contain the largest number of jobs, the Downtown the second highest number of jobs, and South El Camino Real and the Hillsdale Shopping Center the third highest number.

**Chart LU-3
EMPLOYMENT LOCATIONS
(Including Unincorporated Area)**



Total Employment 64,810

Source: City Staff

3. FISCAL CONSIDERATIONS.

While the City has a variety of revenue sources, its primary source of revenue is the property tax, with retail sales a close second. Property tax revenues reflect city-wide land and improvement values and tend not to be concentrated. However, land use policies which support new construction and which enhance land values (such as by ensuring property maintenance and high design quality) help support a strong property tax base. The projected increases in office and retail spaces will maintain and improve the City's property tax. Sales tax revenues, on the other hand, tend to be concentrated among fewer properties. Land uses which generate large sales volumes include regional shopping centers, volume discount stores, leasing and sales offices, and auto sales. In San Mateo, major sales tax sources in 2008 included Hillsdale Shopping Center, Bridgepointe Shopping Center, and Downtown. Hotels, motels and auto dealerships can also generate major revenues, but in 2008 the City was comprised of relatively few hotels and auto dealerships.

LAND USE

1. EXISTING.

Residential uses designated on the Land Use Plan (Figure LU-3) are the most predominant land use in the City of San Mateo totaling almost half of the City's land area. Single family residential designations account for approximately 34% of the land area. Multi-family designations which range from low to high density and include duplexes account for 14% of land area. Mixed use designations which include both commercial and residential uses total 2% of the City's area. Land that is within walking distance of transit stations and designated as Transit Oriented Development totals 2% of the City's land area. All of the Commercial designations combined total 4.5%. Service Commercial accounts for .83% of the total commercial. Executive Office is 3.5%. Less than one percent of the land area is vacant within the City limits; however, within the unincorporated area, 265 acres remain undeveloped.

In the unincorporated area, which totals 2.2 square miles, residential uses are the dominant land use. Single-family dwellings constitute over 95% of the dwellings, resulting in a low overall area density. No commercial space exists in the unincorporated area.

2. DEVELOPMENT POTENTIAL.

a. Estimated Development. Estimated development is the likely development given ABAG Projections, detailed assessment of vacant and underutilized lands, current and projected market trends, application of the General Plan Building Intensity and Density standards, and typical experience with local development.

San Mateo is expected to continue to develop and grow through the year 2030, as delineated in Table LU-4 San Mateo Planning Area Development. The majority of new development will consist primarily of infill, reuse, or redevelopment. The community

will continue to diversify with major increases in office and retail space and a substantial number of additional dwellings.

In 2005, commercial development accounted for approximately 20 million square feet. In 2030, commercial development is estimated to be a total of 30 million square feet. Residential development in 2030 is expected to add 8,330 dwellings for a total of 48,360 dwellings in 2030.

Major development is anticipated to occur in the Downtown, Bay Meadows Phase II, and the Rail Corridor area. Downtown revitalization is expected to continue to include new residential, office, retail and mixed use development as the availability of goods and services, walkability, and public transportation services continue to improve and expand. The Bay Meadows Specific Plan Amendment and Phase II Development Agreement permit a base program of 1.25 million square feet of office space, 150,000 square feet of retail space, and 1,250 residential housing units; however, office uses could be maximized to 1.5 million, and housing units to 1,500 units. The Rail Corridor area, which is located within a half-mile radius of the Hillsdale and Hayward Park Caltrain stations, is expected to develop with multi-family housing and employment centers. Neighborhood and commute serving businesses such as small shops and restaurants are also anticipated and would contribute to the area’s vitality. Development around the Hillsdale Caltrain Station is also guided by the Hillsdale Station Area Plan, which provides more detail for a relocated intermodal transit center connected to neighborhoods to the east and west of the station as well as 25th Avenue via walking and bicycling.

Vacant land which may develop is generally constrained by topographic, geologic, and biologic features as well as infrastructure requirements which will limit the intensity and density and will make development difficult and challenging.

Underutilized land will constitute the major source of future development opportunities. Land is considered to be underutilized if the existing floor space is less than 25% of the maximum permitted floor area, or if a large portion of a site area is utilized for open parking. The more prominent of these sites includes 42nd Avenue Shopping Center, San Mateo County Hospital, and the frontage along the northern portion of US 101.

Table LU-4 SAN MATEO PLANNING AREA¹ DEVELOPMENT		
	2005	2030
Residential:		
Total Number of Dwelling Units	40,030	48,360
Non-Residential: Industrial, Retail & Office (square feet)	19,797,636	30,657,198
Note: 1. Includes unincorporated area.		

Source: Hexagon Transportation Consultants Inc., ABAG 2005 Projections

The following language in *italics* was adopted by voter initiative in 2004 and cannot be modified, revised or updated without voter approval.

b. Development Buildout. Development Buildout -- the theoretical maximum development allowed by the General Plan's Building Intensity and Density standards prior to its amendment by initiative in November 1991 -- would have allowed for the addition of up to 16.9 million square feet of commercial development, or a 100% increase over the existing floor space, for an overall FAR of .77. The largest concentrations of commercial space would have been in the Downtown, Hillsdale Shopping Center, and at Mariner's Island. The neighborhood shopping centers would have been able to almost double their existing floor space. Office space would have been able to more than triple, making it the largest concentration of commercial space. The SR 92 corridor would have contained the largest single concentration of office space.

Maximum theoretical residential buildout would have resulted in a total of 48,700 dwellings with multi-family accounting for over 59% of all units. The number of dwellings could have been significantly higher depending on the number of commercial/residential mixed-use developments. Residential densities would have increased to a city average of 17 units/net acre, the equivalent of an R-2 (two-family dwellings) District.

The November 1991 initiative General Plan amendments reduced the maximum theoretical buildout to bring it more into conformity with estimated (anticipated) development during the General Plan timeframe. The distribution of land uses remained similar to maximum theoretical buildout under the General Plan prior to the initiative, but the amount of development was reduced. Maximum theoretical residential development under the initiative is 1,815 units on vacant land, and 16,465 units in areas that are currently zoned to permit residential uses, for a total of 56,880 potential units. (See Appendices F and H) Maximum redevelopment for this amount of housing reduced the amount of commercial development.

3. LAND USE STANDARDS.

State Planning Law requires that the Land Use Element incorporate standards for population density and building intensity to provide a clear guide as to the appropriate use and maximum development potential for all sites in the City of San Mateo. The Land Use Plan (Figure LU-3), the Building Height Plan (Figure LU-4), the Building Intensity Plan (Figure LU-5), and the Land Use Categories contained in Appendix B provide these standards by which all developments in the City of San Mateo will be reviewed.

C. GOALS AND POLICIES

CITY WIDE

1. COMMUNITY DEVELOPMENT.

GOALS

GOAL 1a: Maintain San Mateo as the pre-eminent city in San Mateo County.

GOAL 1b: Continue the balance between development and open space, between conserving the lower density residential neighborhoods and meeting the City's fair share of new dwellings, between residential and commercial development, between conserving old buildings and new buildings, and between jobs and housing.

GOAL 1c: Establish a distinctive city image distinguishable from other Peninsula communities to improve the quality of both the built and natural environments, and assure that future development is both of high quality and compatible with the City's existing character. Guide development to provide efficient circulation and to protect existing neighborhoods, views and natural resources.

GOAL 1d: Concentrate major high-intensity commercial office and retail development in specific focal areas, as delineated on the City Image Plan, Figure UD-1.

GOAL 1e: Provide adequate transportation, utilities, cultural, educational, recreational, and public facilities, and ensure their availability to all members of the community. Establish San Mateo as the cultural center of San Mateo County.

GOAL 1f: Provide a wide range of land uses, including retail, commercial services, office, industrial, parks, open space, and housing, to adequately meet the needs of the community.

GOAL 1g: Attain development which occurs in an orderly fashion and which limits adverse environmental impacts to the community.

GOAL 1h: Encourage participation of residents and representatives of local businesses and neighboring jurisdictions in planning for and reviewing community development.

GOAL 1i: Consider the effects of Climate Change on the City of San Mateo. Incorporate Sustainability into the City's policies, work programs and standard operations.

POLICIES

LU 1.1: Planning Area Growth and Development to 2030. Plan for land uses, population density, and land use intensity as shown on the Land Use, Height and Building Intensity and City Image Plans for the entire planning area. Design the circulation system and infrastructure to provide capacity for the total development expected in 2030. Review projections annually and adjust infrastructure and circulation requirements as required if actual growth varies significantly from that projected.

The policies included in this plan support a wide variety of land uses and substantial growth of both the commercial and residential sectors. The building intensity and density standards will permit greater development in a more favorable market.

LU 1.2: Land Use Plan. Adopt and maintain the Land Use Plan which graphically displays the intended uses and development intensity/density for all land within the planning area.

LU 1.3: Land Use Standards. Adopt and maintain the land use categories included in Appendix B defining the range of intended uses and linked to development intensity/density limits.

LU 1.4: Development Intensity/Density. Adopt and maintain the development intensity/density limits as identified on the Land Use Map and Building Intensity Plan, and as specified in Policy LU 6A.2. Development intensity/density shall recognize natural environmental constraints, such as flood plains, earthquake faults, debris flow areas, hazards, traffic and access, necessary services, and general community and neighborhood design. Maintain a density and building intensity range, with densities/intensities at the higher end of the range to be considered based on provision of public benefits such as affordable housing, increased open space, public plazas or recreational facilities, or off-site infrastructure improvements.

In addition to criteria such as community design, protection of single-family neighborhoods, avoidance of population overcrowding and traffic congestion, the determination of appropriate intensity and density limitations has taken into account natural environmental constraints such as topography and geotechnical hazards. Hazards such as landslide, flooding, and wildfire are discussed in detail in the Safety Element.

Density of residential development is generally thought of as the number of dwelling units per acre. However, State Planning Law requires that density also be expressed as population density: the number of persons in a given land area. Density is displayed in both forms in the Land Use Plan, Figure LU-3 and in the Land Use Categories, Appendix B.

The following language in *italics* was adopted by voter initiative in 2004 and cannot be modified, revised or updated without voter approval.

The plan permits new multi-family residential development at a range of densities from 9 to 50 units net per acre, with the higher end of the density range to be used only for projects which provide substantial public benefits or amenities. Residential development is also allowed in commercial districts. If expected development takes place, the city-wide average density is expected to increase from 10 to at least 12 units per net acre.

Building intensity is a measurement of the amount of physical development allowed on a parcel. The Land Use Element utilizes a combination of building height and floor area ratio (FAR) (the gross floor area of a building divided by the net lot area to measure building intensity.

The plan anticipates a range of new non-residential development by providing an FAR range of 0.5 up to a theoretical maximum of 3.0, and by establishing a range of permitted building heights from 25 feet to 90 feet. Higher height limits and the higher end of the FAR range are available only for projects which provide public benefits or amenities substantially greater than code requirements.

The city-wide average FAR is expected to increase from .59, but to stay below .70, while average height will remain less than 45 feet.

LU 1.5: Building Height. Maintain maximum building height limits contained in Appendix C, and as specified in Policy LU 6A.2, closely matched with the Land Use categories and Building Intensity standards.

Requests for height changes consistent with the height ranges for specific land uses as designated in Appendix C, entitled “Building Height”, may be considered by the City Council only when accompanied by a request for change in land use designation. Such requests may be approved only if the following findings are made:

- 1. The building has high design quality, which is enhanced by additional building height;*
- 2. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;*
- 3. Increased building heights will still provide for a variety of building heights in the vicinity of the project and the surrounding areas;*
- 4. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and*
- 5. The City’s infrastructure is adequate to accommodate the proposed development*

Maximum height limits are intended to permit development which will not overburden the City's infrastructure or circulation system, which is consistent with the plan's intensity/density

standards and is compatible with surrounding land uses, and which will preserve, to the extent feasible, the City's existing character. Height limits range from 25 feet to 90 feet and are contained in Appendices B and C.

Generally, the residential areas are restricted to low maximum heights (32 feet) to protect established neighborhoods, although medium- and high-density multi-family areas have height limits up to 55 feet, to accommodate increased density.

Non-residential maximum heights range from 25 feet (nearest low-density residential areas) to 90 feet (manufacturing, public facilities, and major institutions). Generally, the maximum height is 55 feet.

- LU 1.6: Residential Development.** Facilitate housing production by carrying out the goals and policies in the Housing Element.
- LU 1.7: Multi-Family Areas.** Allow multi-family areas to develop at densities delineated on the Land Use Plan.
- LU 1.8: Mixed Use Commercial-Residential.** Facilitate housing production by allowing commercial mixed use development which includes multi-family dwellings in all non-residential land use categories except service commercial, manufacturing/industrial and parks/open space.
- LU 1.9: Single-Family and Duplex Preservation.** Protect established predominantly single-family areas by limiting new development in such areas to single-family uses, and protect predominantly duplex areas by limiting new development to low-density residential uses as delineated on the Land Use Map. Consider redesignating multi-family areas to single-family and low-density residential uses where such uses predominant and where the creation of additional legal non-conforming uses would be minimized.
- LU 1.9a: Single-Family Dwelling Projects.** Enhance the livability of San Mateo neighborhoods by reviewing Single-Family Dwelling Design Review planning applications for compatibility with neighborhood character, relationship to the neighborhood, and elements of design and site layout as described in the City's Single-Family Design Guidelines.
- LU 1.9b: Duplex Projects.** Provide a transition between neighborhoods of differing densities by ensuring two-family dwelling construction and remodeling projects are consistent with the Duplex Design Guidelines which emphasize neighborhood character, relationship to the neighborhood, and elements of design and site layout.

It is the City's intent to provide ample housing and job opportunities for all its citizens by encouraging a balance of commercial and residential growth.

Land Use

To meet the need for more housing, the City encourages multi-family residential development in multi-family areas, on vacant land, and on non-residential sites appropriate for housing. At the same time, San Mateo's pleasant single-family and low-density neighborhoods are prominent community assets that merit conservation. In order to protect these neighborhoods from the impacts of higher density redevelopment, it is intended that future development in these areas be restricted to either single-family or low-density development, as designated.

The following language in *italics* was adopted by voter initiative in 2004 and cannot be modified, revised or updated without voter approval.

Maximum permitted density ranges for development are established to promote the increase of housing stock consistent with the desired character of development. Residential density ranges are:

<i>DENSITY</i>	<i>UNITS/ NET ACRE</i>	<i>POPULATION/ NET ACRE</i>
<i>Single-Family</i>	<i>0-9</i>	<i>0-20</i>
<i>Low-Density Multi-Family</i>	<i>9-17</i>	<i>21-39</i>
<i>Medium-Density Multi-Family</i>	<i>18-35</i>	<i>40-80</i>
<i>High-Density Multi-Family</i>	<i>36-50</i>	<i>81-115</i>

The low-density category is intended for duplex and townhouse development which is generally in close proximity to single-family areas, and often provides a buffer from higher density residential or non-residential uses.

The medium-density category generally consists of apartment and condominium buildings developed at two to four stories in height. The high density category includes multi-unit buildings of up to 55 feet and three to five stories in height, generally located on or near major streets, in non-residential areas, surrounding the Downtown, and near train stations.

LU 1.10: Commercial Development. Encourage industrial, service, retail, and office development which is compatible with the desired character of the area and with adjacent residential areas in terms of intensity of use, height, bulk and design as delineated on the Land Use Plan, Building Height Plan and Building Intensity Plan. Commercial development adjacent to residential areas shall address concerns pertaining to traffic, truck loading, trash/recycling activities, noise, visual impacts, and public safety including hazardous material storage, fire safety, air pollutant emissions and odors.

Factors such as building height, bulk, design and intensity of use help to achieve high quality urban design, to regulate traffic, and to minimize impact on neighboring uses.

Permissible land uses, heights, and floor area ratios have been determined taking into account existing uses, traffic conditions, urban design, and desired character of the area.

All categories of residential development are allowed in all non-residential land use categories other than the service and industrial categories and those listed as categories 7-11 in part B of Appendix B; except that the maximum density residential category allowed in areas designated as neighborhood commercial is medium-density multi-family.

Residential development in these commercial zones would be consistent with the descriptions in the discussion of Policy LU-1.9.

To ensure that future commercial development is compatible with the desired future character, projects shall meet the criteria established on the Land Use, Heights, and Building Intensities Plans. Commercial development adjacent to residential areas shall address concerns pertaining to traffic, truck loading, trash/recycling activities, noise, visual impacts, and public safety.

LU 1.11: Commercial Focal Areas. *Concentrate the most intense office and retail uses at locations delineated on the Land Use Plan. Discourage such uses outside the commercial nodes delineated on the Land Use Plan.*

By concentrating major commercial development in nodal areas such as the Downtown, Mariner's Island, and along SR 92, the City achieves comparatively efficient design of its infrastructure and greater opportunities for transit usage. The viability and value of commercial areas are also enhanced by concentrating high quality development in compatible areas. Additionally, a more distinctive city image is established, and neighborhood impacts caused by regional traffic are minimized.

LU 1.12: Neighborhood Shopping Centers. Retain neighborhood shopping centers, with retail being the predominant use, at low to medium intensities and locations delineated on the Land Use Plan and Building Intensity Plan.

Neighborhood shopping centers provide convenient and accessible goods and services for residents. They help to reduce traffic because they are typically within walking or short driving distances from residences. Neighborhood shopping centers also provide a unifying element and more distinctive community image to neighborhoods. It is the intent of the Plan that existing neighborhood shopping centers be retained with neighborhood serving retail uses. These centers are indicated on the Land Use Plan with a Neighborhood Commercial land use designation. Maximum development potential is limited so that their neighborhood scale is maintained and that potential impacts of larger regional centers on neighborhoods are avoided.

LU 1.13: Prohibit Residential Uses in Service Commercial/Manufacturing Areas. To promote the retention of service commercial areas which provide convenient, vital community services and a balanced local economy; prohibit new residential development in service commercial/manufacturing areas delineated on the Land Use Plan. Require businesses locating adjacent to residential areas to minimize

nuisance impacts such as noise, odors, lighting glare, litter, intrusion of overflow parking and traffic.

Service commercial uses, including auto and truck repair, building material yards, and animal hospitals, are recognized as important components of the overall land use mix. They provide convenient access to needed services, generate tax revenues, and contribute to a diverse employment base. However, given the nature of these uses, provisions are needed to minimize nuisance impacts such as noise, odors, litter and blight, especially near residential neighborhoods. This may include limitations on outdoor storage, screening, and upgrade of buildings. Major service commercial strips include: Amphlett Boulevard, Claremont/Railroad Avenue and Palm Avenue.

LU 1.14: Special Use Permit for Residential Uses. To ensure a balanced mix of land use categories and to minimize nuisance impacts between conflicting uses a special use permit shall be required for residential uses in areas designated as neighborhood commercial, regional community commercial, and executive office on the Land Use Plan. However, mixed use land use designations are exempt from this requirement, as is development on the Hillsdale Shopping Center Property subject to the Q5 Qualified Overlay District, so long as such development is consistent with a Master Development Plan prepared consistent with the policies of this General Plan.

The City must strike a careful balance between the need and demand for housing and eroding its office and commercial bases. Requiring a special use permit for residential uses in neighborhood commercial, regional community commercial, and executive office areas will allow for a change in land use from commercial or office to residential on case-by-case basis when appropriate.

LU 1.15: Mixed Use. Encourage developments which mix commercial retail and office uses with residential uses at locations and intensities/densities as delineated on the Land Use Plan and Building Intensity Plan.

Mixed use development joins two different land uses on one parcel, or a combination of uses on different parcels. Typical mixed use development combines retail or office use with residences. Mixed use can benefit the community by providing a diversity of services and activities, providing greater proximity between jobs and housing, promoting more pedestrian activity, and reducing traffic congestion.

These areas are typically served by heavily traveled roadways, and include properties along El Camino Real, 20th Avenue, the Downtown, and San Mateo Drive. Areas of the City where mixed use is especially encouraged are indicated on the Land Use Plan. To encourage residential development, building intensity bonuses are provided, as delineated on the Building Intensity Plan.

LU 1.16: Hotels. Encourage development of hotels in commercial areas and allow small "bed and breakfast" hotels in multiple family areas where they are consistent with the density of adjacent uses.

Development of hotels is allowed in all commercial areas unless specifically prohibited by a Planning Area policy. Hotel development has both a regional and local benefit. San Mateo is a prominent business center on the Peninsula, is close to San Francisco International Airport, and has a major events center at the County Fairgrounds. Hotels are high tax generators for the City; help support tourism, the office sector, and convention/exhibition space; and provide local employment opportunities for less skilled workers.

LU 1.17: Transportation Corridors. Maintain adequate transportation corridors to accommodate highway and rail transit. Consider redesignation of portions of the railway corridor not required for transportation purposes for development which is compatible with adjacent uses and does not generate significant adverse impacts.

The primary intended use of "Transportation Corridors" is circulation. These corridors include US 101, SR 92 and the rail line. It is intended that these corridors be protected from encroaching development which might interfere with the transportation use or create a hazardous condition. However, the City recognizes the potential opportunity for development on portions of the transportation corridors which could benefit the intended transportation use. The General Plan therefore allows for potential redesignation of portions of the corridor. An example of a project would be a train station in conjunction with an office and retail development which would serve and attract commuters. This policy also addresses possible air rights development over the rail line.

LU 1.18: Major Institutions/Special Facilities. Encourage the retention of major institutions and special facilities 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. Allow reuse or redevelopment of institutions and special facilities subject to the approval of a Specific Plan and/or Master Plan.

A number of major institutions provide recreational, educational, or medical services that are important to the community. It is the City's intent to retain these facilities by encouraging development consistent with the primary goal of the institution and which supports its long-term viability. Housing on Lower Lot 17 at the College of San Mateo for faculty and staff of the San Mateo County Community College District, the San Mateo Union High School District and the San Mateo-Foster City Elementary School District is found to be consistent with this policy.

It is recognized; however, that over time, there is the potential for these institutions to redevelop to other uses. Given the size of these properties and relationship to adjacent neighborhoods, an appropriate intensity of use and sensitive site design would be necessary to avoid adverse community impacts. In order to ensure that any future redevelopment occurs in a

comprehensively planned manner, it is the City's policy that a Specific Plan and/or Master Plan be prepared for the entire property, prior to redevelopment or reuse.

LU 1.19: Legal Non-conforming Developments. Allow legally established non-conforming uses and buildings to be maintained and to be reconstructed if destroyed by fire or natural disaster; allow minor expansion of legal non-conforming developments. Encourage reconstruction and/or minor expansion to have a design which is visually compatible with surrounding development.

This policy continues the 1989 policy which provides that when a building or use is more than 50% destroyed by fire or natural disaster, the building may be rebuilt or the use re-established if it is located in a district which generally allows the same type of use. The policy also allows for minor expansion of legal non-conforming uses, as long as the design of the expanded portion is visually compatible with adjacent development, the intensity and density limits are not exceeded and it complies with the City's development standards.

LU 1.20: Code Enforcement. As a high priority support code enforcement to ensure that all uses are in compliance with City codes and conditions of development approval.

Code enforcement is provided as a service to city residents and businesses to ensure compliance with the City's codes and conditions of development approval. Code enforcement actions include administering the nuisance ordinance, coordinating health and safety inspections, following through on citizen complaints and insuring compliance with the conditions of development approval. Strong code enforcement creates a more safe and livable environment.

2. ECONOMIC DEVELOPMENT.

GOAL 2a: Promote economic vitality which provides jobs for existing and future residents and maintains the City's ability to finance public improvements and human services.

GOAL 2b: Develop and implement a long-term economic development plan and take actions to create financial stability for the City and high-value-added jobs for its residents.

GOAL 2c: Promote an intensity of commercial activity that enhances the business climate in the City to increase the level of business types which will benefit existing commercial uses.

GOAL 2d: Encourage the development and redevelopment of major sites delineated in the City's economic development plan.

GOAL 2e: Maintain streamlined Development Review and Building Permit processes.

POLICIES

- LU 2.1: Economic Development.** Attract new businesses and encourage the retention and expansion of existing businesses which enhance the City's economic base.
- LU 2.2: High City Revenue Generators.** Retain existing businesses and attract new businesses which are high City revenue generators.
- LU 2.3: Local Employment.** Encourage uses which provide opportunities for employment of all the City's residents, with emphasis placed on major employers that provide high value-added jobs.

It is the City's intent to promote continued economic growth and to expand job opportunities for San Mateo residents. To accomplish these goals, the City will continue to encourage the retention and expansion of existing businesses and attract new ones. A modern state of the art telecommunications infrastructure is vital to support this effort. The City should particularly encourage businesses which pay salaries high enough to permit employees to live in San Mateo.

Uses such as auto dealerships, hotels, or major retail centers are high revenue producers, generating income for the General Fund. This income ensures adequate resources to pay for infrastructure improvements and to finance needed City services such as police, fire, parks and recreation and libraries. The City also desires to retain existing businesses and attract new ones that emphasize high value-added jobs. These jobs are typically created and required in the areas of high-technology, software, and financial industries.

- LU 2.4: Downtown Plan.** Establish downtown San Mateo as the social, cultural, and economic center of the City with a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities while encouraging pedestrian activity and bicycle connectivity to adjacent neighborhoods.

A major goal of the General Plan and the Downtown Plan is to establish the City's downtown as the social, cultural, and economic center of the City. The plan envisions a downtown core that includes a strong retail and office center, high-density housing, public uses, and utilizes the transit center as a major transportation hub. At the same time, it is important to retain the character of San Mateo. The downtown will also benefit by an increase in patrons from nearby neighborhoods traveling by foot and bicycle. This activity enlivens the sidewalks and streets, while encouraging active, healthy lifestyles.

- LU 2.5: Economic Development Plan.** Update and maintain the Economic Development Strategy that encourages new private investment, increases employment opportunities, ensures a variety of commercial uses, develops a balance between high value-added employment and revenue generating business, and promotes San Mateo as an economically viable and competitive location.

This policy recognizes the responsibility of the City to work with local businesses, economic development organizations, residents, the Chamber of Commerce, and the Downtown San Mateo Association in maintaining the Economic Development Strategy plan for the City. The elements of the plan outline the City's current economic situation, strengths and weaknesses; state goals and objectives to achieve a desired level of economic certainty; improve linkages with existing businesses; provide strategies for business retention and attraction; identify targeted sites and businesses; and include implementation measures such as a marketing program.

LU 2.6: 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.

The development review process is provided by the City to ensure compliance with City codes, policies, and regulations, while striving for high quality development that is compatible with its surroundings and provides tangible community benefits including the creation of good jobs, increased revenue for the City, and affordable housing. It is the responsibility of the City to: ensure that the review process is performed in an efficient and timely manner; take time to understand the applicant's goals and use knowledge and experience to help applicant's achieve these goals; look for solutions to problems and be responsive to community concerns; promote positive communication at all levels of review; and provide analysis and advice to decision-makers on an ongoing basis.

LU 2.7: Visitor Economy. Support the continued development of the City's visitor economy including lodging, entertainment, recreation, retail, and a lively local character.

San Mateo has a wide variety of uses and activities that attract and support visitors from outside the community. Uses and activities such as shopping centers, restaurants, theaters, recreational facilities, San Mateo County events center, and the downtown area bring Bay Area as well as world wide visitors to the City, while the various lodging facilities provide living accommodations. The various uses and facilities that attract and support these visitors shall be encouraged to locate or be retained in the City.

LU 2.8: Convenience Retail. Encourage and preserve convenience retail uses located adjacent to residential neighborhoods.

LU 2.9: Support Service Uses. Encourage a variety of support service uses such as restaurants, day care facilities, and markets in locations that are appropriate to provide services to residential neighborhoods and commercial uses.

A significant portion of the City's economy is based on uses that support local neighborhoods and business areas. These uses provide goods and services to residents and workers who find convenience in the close proximity of local retailers, food markets, day care facilities, and other uses to serve their immediate needs. These types of services and uses are encouraged to locate in areas where their business benefits the neighborhood economy.

LU 2.10: Optimize Development Opportunities. Ensure that developments optimize the development potential of property in major commercial areas such as the Downtown Retail Core and along South El Camino Real.

Since San Mateo is a "built-out" community, large sites with the potential for significant development are limited. In order to enhance and strengthen the City's major commercial areas, such as the Downtown Retail Core and along El Camino Real, the City should encourage development in these areas which seek to optimize use of the site and represents a substantial economic development opportunity.

3. AREAS OF SPECIAL CONCERN.

a. Downtown.

GOAL 3a: Maintain downtown San Mateo as an economic, cultural, and social center of the community.

POLICIES

LU 3.1: Downtown Plan. As the social, cultural and economic center of the City, the downtown shall maintain a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities.

San Mateo's downtown has historically been viewed as the center of the City. A vibrant retail, office and residential environment has been created over the past several years, as recent developments including the Downtown Cinema, Downtown Train Station, new Main Street garage and other public and private development have taken place. The pedestrian nature of the downtown and its proximity to Central Park have also helped to enhance the quality of the downtown experience.

The vision for downtown San Mateo is to provide a pedestrian-friendly environment that adds charm to what has traditionally served as the center of the community. In the next ten years, the mix of historic buildings and new development will provide for retail, entertainment and housing opportunities. Central Park will provide a unique opportunity as an open space, recreational and cultural resource for the downtown, as well as the entire community. Downtown will remain a focal point of the community, both as a reminder of its historic heritage, and as a harbinger of San Mateo's role as the pre-eminent City in San Mateo County.

LU 3.2: Significant Historic Structures. Protect key landmarks, historic structures, and the historic character that exists in parts of downtown as defined in the Conservation/Open Space Element.

Downtown is of particular importance with respect to historic resources. The areas along Third Avenue and B Street contain the largest concentration of historic structures, adding to the unique sense of place. However, there is the need to balance historic preservation with the need for new

development. Encourage development which creates a diverse urban form but at the same time ensure that new buildings are in scale and compatible with the existing downtown buildings.

The Land Use, Height, and Building Intensity Plans show the basic policies adopted for Downtown San Mateo. These are further elaborated in the Downtown Plan, which implements the policies of the General Plan.

b. El Camino Real.

GOAL 3b: Promote residential land uses and the visual improvement of El Camino Real.

POLICY

LU 3.3: **El Camino Real.** 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 Ninth Avenue through increased landscaping, coordination of public improvements, property maintenance, and sign control, through conformance with the El Camino Real Master Plan. Residential uses shall be encouraged to provide diversity to the existing commercial character, and building setbacks from adjoining residences used to reduce perceived building mass from El Camino Real. Pedestrian activity and safety should be encouraged.

El Camino Real is the dominant commercial boulevard and heavily traveled local corridor in the City. Its long linear form and strip commercial development help mold strong visual images, portions of which may be judged to be unpleasant. More than most other local corridors the street image strongly affects the overall City image. El Camino Real's image should be improved through coordinated comprehensive public and private improvements which follow the guidelines and standards in the El Camino Real Master Plan. Economic development strategies should also be considered as part of any improvement effort along El Camino Real.

In 2001, the City Council adopted the El Camino Real Master Plan which provides a vision for enhancements to El Camino Real from SR 92 to the Belmont City Limits border. The Master Plan provides infrastructure and guidelines to create a vibrant mixed-use community that encourages pedestrian and bicycle activity and safety. The Master Plan includes a streetscape plan for public improvements such as landscaping medians, creating theme intersections with landscaping and street furniture, and recommendations for parking enhancements. Design guidelines address the character of private development along the El Camino Real corridor. Topics such as building facades, setbacks, building form, location of parking, and signage are discussed in the guidelines. The Master Plan identifies a range of land uses for El Camino Real from infill development to larger scale transit-oriented development around the Hillsdale and Hayward Park Caltrain stations.

Through the Grand Boulevard Initiative Plan, which is a collaboration of cities and other agencies in San Mateo and Santa Clara counties, the City will continue planning efforts to

improve multimodal access along the El Camino Real corridor including housing and economic development opportunities.

c. Caltrain Station Transit-Oriented Development Areas

GOAL 3c: Promote transit-oriented development in designated areas adjacent to Caltrain stations.

POLICIES

LU 3.4: Rail Corridor Transit-Oriented Development Plan (Corridor Plan). Implement the Corridor Plan to allow, encourage, and provide guidance for the creation of world class transit-oriented development (TOD) within a half-mile radius of the Hillsdale and Hayward Park Caltrain station areas, while maintaining and improving the quality of life for those who already live and work in the area. Development within the plan area shall comply with the policies of the Plan.

LU 3.5: Transit-Oriented Development (TOD) Land Use Designation. Maintain TOD land use designations for areas in direct proximity to the Hillsdale and Hayward Park Caltrain stations.

LU 3.6: Hillsdale Station Area Plan. Implement the Hillsdale Station Area Plan to develop a relocated Hillsdale Caltrain Station around an intermodal transit center surrounded by mixed-use development and other transit-oriented forms of development that is connect to neighborhoods to the east and west as well as the 25th Avenue business district.

The San Mateo Rail Corridor Transit-Oriented Development Plan (Corridor Plan) includes transit supportive policies, land uses, development densities, height standards, and design guidelines. These policies include the establishment of two TOD zones located within the larger plan area in the vicinity of the Hayward Park and Hillsdale Stations. The Corridor Plan will minimize the impacts from growth that would otherwise occur with the more dispersed development pattern that would otherwise occur with existing land use standards.

Contributing to the realization of transit-oriented development are potential benefits resulting from the Peninsula Corridor Joint Powers Board's increasing investment in its Caltrain commuter rail line, including the redesign of both stations, and more frequent service from the Baby Bullet express service commuter train. These improvements will add to the desirability of living and working near the stations.

The City also values the importance of providing multimodal access improvements, which could include transit feeder service and bike pedestrian facilities linked with appropriate land use decisions, outside of the quarter mile radius of bus stops to compliment transit services.

4. SERVICES AND FACILITIES.

GOAL 4a: Facilities. Seek to provide a safe and predictable supply of water, and provide storm drainage, sewer and flood control facilities adequate to serve existing needs, the projected population and employment growth and to reduce the associated life safety and health risks to acceptable levels.

GOAL 4b: Public Facilities. Support the provision and maintenance of adequate sites and public facilities owned and/or operated by the City or other government agencies to meet existing needs and the projected 2030 population and employment including, schools, post office facilities, recreation facilities, libraries, art centers, museums, and offices. Encourage joint use and public-private partnerships where feasible.

GOAL 4c: Health and Safety. Protect the community's health, safety, and welfare by maintaining adequate fire and life safety protection, providing a safe environment with a minimum of crime, reducing unreasonable risk to life and property caused by flooding, earthquakes or other natural disasters, and managing the use, storage, transport and disposal of hazardous materials.

POLICIES

LU 4.1: Fiscal Evaluation and Priorities. All policies herein which seek to: 1) establish levels of service provided by the City or 2) address the construction of City buildings, shall be guiding principles only and shall be subject to the governing fiscal policies and priorities established by the City Council in the budget.

This policy recognizes the responsibility and authority of the City Council to establish fiscal policies and service levels during the budget process. This policy ensures that the City Council's fiscal policies act to govern the policies subsequently set forth in this Plan. Policies setting levels of service for police, fire, and other services as well as policies addressing new services and City building and facilities, are to be interpreted pursuant to this policy.

LU 4.2: Developer's Contribution Policy. Require new development to pay on an equitable basis for new or expanded public improvements needed to support the new or changed land use or development.

New development should pay in full the public improvements needed to support the land use, and share on a proportional basis the costs of current City programs which the proposed land use will impact.

LU 4.3: Location of Critical Facilities. Encourage active, healthy lifestyles, by promoting pedestrian and bicycle connectivity between civic facilities. Avoid locating critical facilities, such as hospitals, schools, fire, police, emergency service facilities and

utilities in areas subject to slope failure, flooding and other hazards as identified in the Safety Element, where feasible.

The City values active, healthy lifestyles by promoting walking and bicycling to public facilities, as well as, encouraging pedestrian and bicycle access between civic facilities.

Critical public and private facilities should not be located in hazardous areas because these facilities provide vital basic services without which the community cannot adequately function especially during emergencies such as flooding and earthquakes.

Because some facilities are already located in hazardous areas the City should take steps to reduce the hazard threat especially from flooding, fire and building collapse during an earthquake. Expansion of facilities in hazardous locations is allowed where risk to life can be reduced to an acceptable level.

a. Water Supply/Storm Drainage/Waste Water/Street Maintenance.

LU 4.4: Water Supply. Seek to ensure a safe and predictable water system for existing and future development by taking the following actions:

1. As a high priority, work with California Water Company and Estero Municipal Improvement District and adjacent jurisdictions to develop supplemental water sources and conservation efforts.
2. Strongly encourage water conservation by implementing pro-active water conservation methods, including requiring all new development to install low volume flush toilets, low-flow shower heads, and utilize drip irrigation while promoting high-efficiency washing machines and establishing an education program to improve water conservation practices.
3. Investigate the feasibility of developing capacity to use recycled wastewater, stormwater runoff, graywater and ground water that will enable reuse of water for irrigation purposes, freeing comparable potable water supplies for other uses.

The City of San Mateo is supplied with water by the California Water Service Company and the Estero Municipal Improvement District. Suburban communities on the Peninsula, including San Mateo, obtain water via contractual agreement with the San Francisco Public Utilities Commission (SFPUC). The contract provides 184 million gallon a day (mgd) for all water service agencies.

Programs outlined by local water agencies such as public information, plumbing retrofit, residential and commercial water audits, and low flow toilet regulations have led to a reduction in water usage over the last several years.

San Mateo County has sponsored the "Comprehensive Water Resources Management Plan" which involves participation by local water agencies. As part of this plan, California Water Service Company has developed their "Urban Water Management Plan" which allocates approximately 35.35 MGD for all of its districts. As a part of the Mid-Peninsula District, 13.25 MGD could be considered for use by the City of San Mateo, which is an increase over the 10.2 MGD allotment established in 1989.

The countywide "Comprehensive Water Resources Management Plan" has confirmed that SFWD will be the sole provider of water to the City. The plan includes provisions for emergency supply and discusses alternative water sources such as reclaimed water.

Water sources for the District may be limited due to climate changes in addition to unforeseen failures or forces of nature, such as earthquakes or regional power failures. During such events, significant shortages in water supply may occur. As such, a contingency plan which includes voluntary and mandatory consumption reduction methods are outlined in detail in the Urban Water Management Plan. The Urban Water Management Plan also includes detailed information pertaining to water sources, water use provisions, supply demand comparisons, water supply interruptions, and water demand management.

LU 4.4.5: Stormwater Treatment. Continue to implement the San Mateo Countywide Stormwater Pollution Prevention Program to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) permit.

1. Prevent water pollution from point and non-point sources.
2. Minimize stormwater runoff and pollution by encouraging low-impact design features, such as pervious parking surfaces, bioswales and filter strips in new development.
3. Encourage the use of drought-tolerant and native vegetation in landscaping.

The City of San Mateo is required under the countywide stormwater pollution prevention program to prevent stormwater pollution. The principal goal is to minimize erosion, sediment, and other waste runoff from active construction sites and to implement effective post-construction permanent treatment measures. The City has implemented design and permit requirements based on the current NPDES permit. With the requirements set forth under the permit, the City has managed to prevent further erosion of our natural creeks, increase the amount of natural vegetation, and decrease the amount of stormwater runoff from in-fill development projects with the use of specific guidelines, pamphlets, and project conditions of approval.

LU 4.5: Wastewater Treatment Plant Expansion. Provide adequate waste water treatment for the projected 2030 service area population, employment and development. Require that any future expansion of the Waste Water Treatment Plant (WWTP) be designed to be compatible with the adjacent parks, school, and low-density residential areas by screening views of the WWTP with extensive and tall landscaping and reducing the height of all new structures to the maximum

practicably feasible. Any future expansion of the WWTP shall take into account the possible rise in sea level.

The City's underground collection system is comprised of 260 miles of sanitary sewer lines and 75 miles of storm drains. Storm drains, or "outdoor drainage" typically flow to the nearest creek or watercourse. Indoor waste drains are connected to a network of sewer lines that flow into the wastewater treatment plant where the waste is treated before is discharged into the San Francisco Bay.

The City's Wastewater Treatment Plant has been in operation since 1935 and treats an average of 12.1 million gallons per day (mgd.) An average of 7.5 dry tons of biosolids (sludge) are removed from the plant process each day. A 1996 expansion increased hydraulic capacity from 13.6 mgd to 15.7 mgd.

Since its initial construction in the 1930's, the plant has been surrounded by residential uses. If additional expansion of the WWTP becomes necessary, the new structures should be compatible with the adjacent residential areas in terms of height, bulk and design. Where it is not technologically feasible to achieve design compatibility, then extensive landscaping screening is necessary.

LU 4.6: Inter-Agency Coordination. Coordinate future expansion or modification of the Wastewater Treatment Plant with the other users of the plant including the Estero Municipal Improvement District (Foster City), the Crystal Springs County Sanitation District, Hillsborough and Belmont.

The Wastewater Treatment Plant provides wastewater treatment for the cities and agencies referred to in Policy 4.6, through agreements with those agencies. As such, future decisions regarding plant operations should be coordinated with representatives of these agencies.

LU 4.7: Sewer System. Provide a sewer system which safely and efficiently conveys sewage to the waste water treatment plant. Implement the Sewer System Management Plan (SSMP) to ensure proper maintenance, operations and management all parts of the wastewater collection system.

1. **Comprehensive Sewer System Study.** As a high priority maintain the comprehensive sewer system study to assess the efficiency and integrity of the sewer lines and facilities, and develop a Capital Improvement Program to make any necessary improvements.
2. **Sewer Requirements for New Development.** Require new major multi-family and commercial developments to evaluate the main sewer lines in the project vicinity which will be utilized by the new development and make any improvements necessary to convey the additional sewage flows.

The purpose of the City of San Mateo's Sewer System Management Plan is to document activities that the City utilizes to manage its wastewater collection system effectively. Effective management of a collection system includes minimizing the number and impact of sanitary sewer overflows, providing adequate sewer capacity to convey peak flows, and maintaining and improving the condition of the collection system infrastructure in order to provide reliable service in to the future. The SSMP is intended to meet the requirements of both the Regional Water Quality Control Board and the Statewide General Waste Discharge Requirements. Eliminating sewer system overflows to protect water quality and the City's shores is a high priority.

b. Public Buildings.

LU 4.8: Library Resources and Services. Continue to maintain a comprehensive collection of resources and services to help the community discover, enjoy, connect and learn in an ever-changing world while offering quality library services and programs to a diverse community promoting literacy and ongoing learning.

San Mateo's first library was established in 1885 by volunteers who recognized the importance of a shared community resource for literacy and culture. The City of San Mateo took over the property and operations in 1899. Two neighborhood branches were added in 1956 (Hillsdale) and 1966 (Marina).

In the 1990s the library had outgrown its facility; therefore, a library committee was formed to search for a site for a new main library and to develop a funding plan. Also, the San Mateo Public Library Foundation was created to raise funds to support library services. In 1999, a \$30 million bond measure for a new main library was passed and planning for the new main library began. Construction of the new main library was complete and opened in downtown San Mateo in 2006.

The new San Mateo Main Library received the U.S. Green Building Council's Gold LEED (Leadership in Energy and Environmental Design) standards for environmentally sustainable design. The San Mateo Main Library was designed and built as a green facility in response to strong sentiments from the San Mateo community that the new library be a sustainable building.

The Hillsdale and Marina branch libraries also underwent a year long remodeling project reopening in 2004.

LU 4.9: 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.

Theaters, cinemas, restaurants, and other activities make downtown more attractive at night. These types of facilities will promote the night time use of downtown, as opposed to uses that are primarily active during the working day; and will be encouraged by allowing them to fulfill

ground floor retail frontage requirements. These types of uses will also contribute to the night time environment which has been spurred by the development of the Downtown Century Cinema.

LU 4.10: Police Station. Provide Police Station facilities to meet the facility requirements through 2030.

Completed in 2009, the new San Mateo Police Station facility consists of a two-story 45,000 square foot main building and includes various functional ancillary and service areas and parking. The new station houses the City's Emergency Operation Center and Dispatch Center. The new Police Station utilizes sustainable or "green" technology, incorporating many energy saving features that will save the City in energy costs compared to conventional buildings.

LU 4.11: Fire Stations. Maintain a high level of service by modernizing Fire Stations. Provide new stations and improvements to existing stations and training facilities to meet equipment, staffing, and training requirements, as well as, Essential Services Building Requirements.

The provision and maintenance of adequate and modern fire control, advanced life support, hazard mitigation and emergency response is important in safeguarding life and property. In 1995, the average age of the city's fire stations was 42 years which has led to a station modernization program. This program allows for the remodeling and relocation of facilities to ensure that minimal response times are guaranteed in accordance with industry standards.

Fire Station seismic upgrades and improvements are scheduled to be completed by 2012 to accomplish the duties expected by the public. In early 2000, Fire Station No. 21, located in a historic building downtown, was renovated and the brand new Fire Station No. 26 (Lakeshore Park) was relocated from the old station No. 26 on Norfolk. Fire Station No. 23 (designated as the training facility) and No. 24 are still in need of improvements. A new training facility is also necessary because the present site is inadequate in size and incompatible with the adjacent residential uses. A Self-Assessment of the Organization has been completed in accordance with a nationally accredited format to guide the Department in determining its facility needs and the option for a joint training facility with the College of San Mateo is being reviewed.

LU 4.12: Corporation Yard. Provide for such corporation yard functions as new vehicle repair facilities, administrative office space, and other facilities needed through 2030. Consider co-locating public works facilities and operations where feasible.

The corporation yard provides for storage of materials, supplies and equipment necessary to support City offices, parks, road and sewer repair, and vehicle maintenance. Relocation or expansion of the yard is necessary to provide adequate administration space, storage, and repair facilities for the City vehicles and equipment. Assuming adequate room for facilities to operate, consider consolidating public works facilities for ease of functions and maintenance operations.

LU 4.13: City Hall. Provide City Hall office space, and consider construction of a Downtown facility to meet City staffing needs through the year 2030.

City Hall should provide its functions essential to the community, including engineering, finance, public works, community development, city clerk, city manager, city attorney, and council offices, in a single-convenient location. Locating City Hall in the Downtown would reinforce the image of Downtown as the center of the City and would contribute to its economic vitality.

c. Schools.

LU 4.14: School Assistance. As a high priority, support quality public education.

LU 4.15: School Site Reuse or Redevelopment. Ensure that reuse or redevelopment of surplus public school sites is compatible with surrounding land uses. At the time any school sites are declared surplus, establish residential densities consistent with surrounding densities. Give first priority and consideration to community recreation needs for reuse of school sites in accordance with the priorities in the Open Space\Conservation Element. Where it is in the community's interests to retain public recreation facilities, consider allowing density transfers from the portion of the site retained in public recreation use, as a means of reducing the cost of retaining the recreation facilities and achieving the maximum amount of housing.

Five public school districts and a number of private schools serve the student population in San Mateo. Most of San Mateo is located within the San Mateo-Foster City Elementary School District (SMFCSD), and the San Mateo Union High School District. Portions of Sugarloaf and the southern part of San Mateo are within the Belmont-Redwood Shores Elementary School District and Sequoia Union High School District. The San Mateo Community College District covers the entire planning area. Private schools are operated by a number of independent agencies, with the largest the Archdiocese of San Francisco.

School enrollment trends and capacity levels are reviewed annually by the School District. Based on enrollment data for the 2007/2008 school year, with the exception of Baywood Elementary, all of the elementary schools in the City of San Mateo are operating under capacity. Both Abbot and Borel Middle Schools are operating over capacity; however, Abbot Middle School has seen a decrease in enrollment from 829 in 2002/2003 to 768 in 2007/2008.

To offset school operating costs, reuse or redevelopment of former school sites to other uses can provide needed revenue. It is important that reuse or redevelopment be compatible with adjacent uses in terms of height, density and design, and that public recreation facilities be provided. Appropriate densities for reuse, consistent with surrounding properties, will be established at the time any sites are declared surplus. School properties provide valuable community recreation resources, and first priority and consideration in the reuse of school facilities should be given to retaining the open space for recreational uses. The City may permit on-site density transfers to maximize development opportunities, retain recreation facilities, and provide adequate income to the schools.

d. Communications.

LU 4.16: Service Improvement and Expansion. Seek to ensure adequate gas, electric and communication systems to serve existing and future needs while minimizing impacts on existing and future residents by taking the following actions:

1. Underground electrical and communication transmission and distribution lines in residential and commercial areas as funds permit.
2. Require all new developments to underground lines and provide underground connections when feasible.
3. Balance the need for cellular coverage with the desire to minimize visual impacts of cellular facilities, antennas, and equipment shelters.

New development proposals should underground all gas, electric and communication lines and screen facilities (including but not limited to transformers, satellite dishes and cellular facilities) when feasible, to improve the public safety and the City's appearance.

e. Library Services.

LU 4.17: Library Service. Maintain a materials budget, staffing, and service hours for the City's library system that are adequate to meet the community needs, provide current and adequate materials, and meet the continuing changes in information technology.

The library performs an essential and heavily utilized information service. Community demand for library services is rapidly changing and growing, and that information is rapidly changing and expanding. To keep pace with community demand for library services and to maintain high quality library customer service adequate City resources need to be devoted to the libraries and their staffing.

f. Hospital and Medical Services.

LU 4.18: San Mateo County Hospital. Encourage the County to maintain County Hospital services in the City to provide access to medical care for all the City's residents.

LU 4.19: 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.

A significant sector of San Mateo's economic base is medical services. San Mateo is fortunate to have Mills Health Center and the County General Hospital because they provide access to a range of medical service and cost options. The City's policy is to encourage the retention of both

medical facilities. The Mills facility is converting from an in-patient hospital to an out-patient medical facility and has constructed an arthritis center building. San Mateo County Hospital has renovated its facilities to reflect current patient and administrative needs.

As the population ages the provision of emergency services may become more important.

LU 4.20: Medical Services. Maintain the highest level of medical emergency readiness and response capabilities possible by encouraging inter-agency medical drills and exercises where hospital personnel work with emergency responders in the field and with Emergency Operation Centers and by encouraging citizens to become trained in basic medical triage and first aid through the Community Emergency Response Team (CERT).

To provide a high level of emergency medical response throughout San Mateo the Fire Department is partnered with San Mateo County Emergency Medical Services and American Medical Response in a public-private partnership (joint powers agreement). This has resulted in a boundary drop for emergency response throughout San Mateo County and the ability to ensure that residence receive the highest level of care in the shortest amount of time.

With the conversion of Mills Hospital to an out-patient treatment facility, urgent care, and rehabilitation center and the remodeling of the San Mateo County General Hospital, the City will continue to encourage the County, Mills Health Center and emergency services to coordinate their actions to maintain a high level of service for the citizens of San Mateo.

The San Mateo Office of Emergency Services will continue to prepare residents by providing disaster education and first aid training so that Community Emergency Response Team of citizens will augment the response of public safety personnel in a major disaster.

g. Child Care.

LU 4.21: Child Care. Support the provision of child care programs and facilities to meet current needs and the needs through 2030 by taking the following actions:

1. Encourage public and private agencies and employers to provide child care services and facilities. Retain existing centers and support programs at school sites and other quasi-institutional facilities, because of their suitability for such uses and convenient locations in residential neighborhoods.
2. Encourage the location of child care facilities which are consistent with State standards. Continue to allow child care centers in residential neighborhoods where they meet City standards, and encourage them at work centers.

The participation of women in the work force and the high proportion of single-parent households have generated an unprecedented demand for affordable child care. The provision of affordable child care to help meet this demand is important to the social and economic well being of families, the community and businesses.

Encouragement of both public and private efforts to assist meeting child care demand is necessary to meet the needs of all San Mateo families. The City has addressed this issue by revising the zoning code to permit child care facilities in all commercial and office zoning districts; allow child care centers in residential zones subject to approval of a special use permit; and the exclusion of day care centers from floor area calculations when they are accessory to the principal use on a site.

As the City of San Mateo plans for new housing, businesses and transportation the City recognizes that high quality childcare is a critical support for the economic growth of our families, and the intellectual and social development of our children. The City is committed to enhancing the supply of childcare spaces for children of all ages.

LU 4.22: Child Care and New Construction. Encourage inclusion of space for child care in new residential and non-residential developments by taking the following actions:

1. Provide incentives for inclusion of space for a child care center in a new development.
2. Promote child care to developers as an amenity favored by the City.
3. Include child care in appropriate redevelopment projects and for redevelopment funds.
4. Continue to implement the developer impact fee for funding child care facilities.

h. Social Services.

LU 4.23: Social Services. Support the provision of the City's fair share of social services. Avoid the concentration of social services in any one neighborhood, and seek dispersal throughout the City. Encourage other cities to provide their fair share of social service facilities.

The community's population growth and diversification, changes in the structure of families, changes in the nature of and the work place, the increased participation of women in the work force, and other societal changes have increased the demand for a broad range of public and private services. While there is a need for these facilities, they may change the character of residential neighborhoods when there is an overconcentration in an area. In addition, these facilities tend to be concentrated in only a few cities in the County.

The City will explore options to encourage fair distribution of these uses including the possibility of requiring minimum distances between social service uses in residential zoning districts.

i. Flood Control.

Discussion of all flood issues is contained in the Safety Element. In conformance with State Guidelines, Figures S-3 & S-4, identifying all flood hazards, is incorporated by reference into the Land Use Element.

j. Fire Services.

LU 4.24: Fire Inspections. Maintain fire inspection staffing levels to meet existing needs and the projected 2030 population, employment and development, and inspections mandated by other governmental agencies.

LU 4.25: Maintenance and Replacement. Continue fire apparatus replacement and maintenance programs to provide a high state of readiness.

LU 4.26: Public Education. Provide public education programs targeted to segments of the community posing the greatest concern for fire and life safety.

The Fire Department's high level of service is dependent on an adequate water supply, personnel, equipment and facilities. Facilities are in need of major improvements. The number of firefighters is adequate to 2030. To maintain a high state of readiness fire fighting apparatus needs to be replaced on a systematic basis. The continuance of existing fire safety programs such as training, equipment replacement, and regular update of fire safety regulations will enable the City to maintain its adequate level of fire service.

The Fire Department will continue to explore cost effective methods of maintaining its fleet of aging engines and aerial ladder vehicles to maintain a high state of readiness. The current contract for vehicle maintenance and repair services with the Burlingame Fire Department will be monitored to ensure cost effectiveness. With the increasing number of emergency responses and new demands being placed upon Fire Apparatus the Fire Department will seek to replace vehicles in a timely manner while seeking to minimize financial impacts to the city through the use of an amortized fund accrual system.

LU 4.27: Automatic and Mutual Aid Agreements. Maintain automatic and mutual aid agreements with all jurisdictions within San Mateo County.

As part of the Advanced Life Support program with San Mateo County Emergency Medical Services, American Medical Response (AMR) and the fire services of San Mateo County, jurisdictional boundaries have been dropped to provide a seamless emergency response network. This allows the closest Fire Units to respond to the point of an emergency regardless of jurisdiction. Additionally, this requires many of the emergency operations used by the fire services to become standardized within the County. This model also allows for better response to unusual events such as Wildland fire, Hazardous Materials, Terrorism and Specialized Rescue incidents through the utilization of pre-arranged responses dispatched from a central dispatch/communications center in Redwood City. The City is entered into an Automatic Aid

agreement with the State Office of Emergency Services for dispatching resources into a designated response area for emergencies. The Fire Department will seek to build stronger relationships with neighboring agencies and to improve the existing model through 2030.

LU 4.28: Peakload Water Supply. Seek to ensure that the California Water Service Company and the Estero Municipal Improvement District provide and maintain a water supply and distribution system which provides an adequate static pressure to deliver a minimum fire hydrant flow of 2,500 gallons per minute to all areas of the City, except where a lesser flow is acceptable as determined by the Fire Chief. Ensure that new development does not demand a fire flow in excess of that available.

"Fire flow" is the amount of water required to suppress fire in a structure, expressed in gallons per minute (gpm). The City requires that fire flow in all structures exceed 2,500 gpm. Mitigation measures are commonly included in the construction of buildings to meet this requirement, including fire-retardant roofing, fire-rated walls, alternate construction types and automatic fire sprinkler systems.

k. Police Services.

LU 4.29: Effective Police Services. Maintain facilities, equipment, and personnel to provide an effective police force to serve existing and future population and employment as identified in the Land Use Element.

The City of San Mateo's protection services are provided by the San Mateo Police Department. Mutual and automatic aid agreements with the San Mateo County Sheriff's Department, and the police departments of Foster City, Belmont and Hillsborough augment the City's ability to respond to calls in the jurisdictional boundary areas and emergency events. In San Mateo, crime statistics from 2001 to 2006 were reported as follows:

CRIMES	2001	2002	2003	2004	2005	2006
Murder	1	0	1	4	4	3
Rape	26	17	28	24	22	18
Robbery	77	98	95	137	117	83
Aggravated Assault	308	227	217	251	260	222
Burglary	253	348	294	398	355	274
Larceny	1938	1937	2208	2632	2205	1920
Vehicle Theft	219	219	254	314	220	294

In 2006 crime decreased in all of the categories above with the exception of vehicle theft which increased 34%. Many factors are contributing to the demands on police activities, including increasing population, ethnic diversity, daytime population from job growth, high-density development, traffic congestion, legislative mandates and crime awareness.

The size of City's police force is not adequate to accommodate the anticipated needs of the City through the year 2030. The extent of expansion necessary is somewhat dependent on the influence and increased involvement in requiring new development to include security, safety, and traffic provisions to provide a safe secure environment for all users on a site. This can be accomplished through active involvement in all aspects of development and the City's land use process including application of the security ordinance and enhancement/creation of ordinances specific to certain land uses (i.e. adult entertainment, massage, fortune tellers, arcades, etc). This process would allow mitigation through procedural and physical security measures to reduce crime against persons and property in the community. Effective mitigation conditions could reduce the impact of development and offset the need to hire additional personnel to respond for services. Major new developments or concentrations of special population groups, such as senior citizen residential care facilities in the downtown, may also necessitate augmentation of personnel and/or equipment.

LU 4.30: Defensible Design. Require all developments including parks and public places to incorporate physical security, personal safety, and traffic measures to provide a safe environment through application of crime prevention through design principles consistent with the City's Security Ordinance.

The susceptibility of structures or outdoor areas to criminal activities against persons and property can be greatly reduced through incorporation of certain design and procedural features and encouraging neighborhood watch programs. The City has adopted security provisions which specify locking devices on doors and windows to reduce the potential for illegal entry, require minimum exterior lighting levels, and require garage security devices in multi-family developments. The Police Department should review proposals for all development to incorporate crime prevention design procedural and physical measures.

I. Solid Waste and Recycling.

LU 4.31: Solid Waste Disposal. Continue to support programs to reduce solid waste materials in landfill areas in accordance with State requirements.

LU 4.32: Recycling and Composting. Support programs to recycle solid waste in compliance with State requirements. Require provisions for onsite recycling for all new development and expand composting of green waste and food scraps, as directed by the City's Climate Action Plan which is an appendix of the General Plan.

The City's construction recycling program implements procedures for best planning practices related to recycling and trash facilities by ensuring all new projects appropriately address

recyclables and trash removal issues including serviceability and enclosure/space allotment in the early stages of new construction. Inspections and site visits are conducted frequently to large-generator projects, businesses and multi-family complexes to ensure recycling is maximized. Additionally, the recycling program implements a range of programs and activities that provide the community with solid waste and recycling services; reduce the City's waste disposal at landfills and conduct public outreach activities to promote community awareness about the "3R's" (reduce, reuse, recycle), and environmental stewardship.

Composting programs have also successfully reduced landfill waste. San Mateo instituted a voluntary composting program in 2011 as a service provided by the community's waste hauler. This program allows food scraps to be composted and turned into fertilizer, rather than being thrown in a landfill. As of 2014, approximately 19,430 single-family homes (97% of all single-family homes with waste collection services) and 250 businesses are enrolled in the composting program. The City is expanding this composting program to serve additional waste customers throughout the City as identified in the Climate Action Plan, including multi-family developments and additional businesses.

Under a franchise agreement, solid waste collection, transportation, and disposal services are provided to the City of San Mateo. In addition to serving the City of San Mateo, the franchise provider serves the communities of Atherton, Belmont, Burlingame, East Palo Alto, Foster City, Half Moon Bay, Hillsborough, Menlo Park, Redwood City, San Carlos, North Fair Oaks, and La Honda. The franchise provider collects solid waste from the City and hauls it to the San Carlos Transfer Station, where readily visible recyclable materials are separated from gross refuse. This facility has a permitted daily capacity of 3,000 tons and currently receives 1,500 to 1,900 tons per day.

After solid waste is collected and sorted at the San Carlos Transfer Station, it is transported to the Los Trancos Canyon (Ox Mountain) landfill, located in Half Moon Bay. The Ox Mountain landfill is permitted by the California Integrated Waste Management Board to receive 3,598 tons per day or 1.3 million tons per year. The landfill's remaining capacity is 44.6 million cubic yards, which translates to a 12-year life through 2018. The owner of the landfill has a permit for expansion of the landfill. When the permit expires in 2016, either Los Trancos Canyon will be expanded further or nearby Apanolio Canyon will be opened for fill.

m. Hazardous Waste.

LU 4.33: Waste Management. Manage toxic and hazardous wastes by following the goals and policies contained in the Safety Element.

Toxic materials and hazardous wastes are utilized by households and businesses and transported through the community on a daily basis. To protect life safety and ensure the natural environment the State has mandated that local governments adopt goals, policies and programs consistent with State requirements to manage the local handling, transport, treatment and storage of hazardous wastes. The City's plan is included in the Safety Element.

5. COOPERATION WITH OTHER AGENCIES.

GOAL 5: Promote cooperative interaction with other public agencies regarding regional issues.

POLICIES

LU 5.1: Inter-Agency Cooperation. Promote and participate in cooperative planning with other public agencies and adjacent jurisdictions, especially regarding regional issues such as water supply, traffic congestion, rail transportation, air pollution, waste management, fire services, emergency medical services and climate change

Important issues affecting the City and the Bay Area cannot be adequately addressed by the City alone. Examples include traffic congestion, air quality, water supply, waste management, and jobs-housing balance. Regional and subregional planning must occur in order to find effective solutions to these issues. The City is a member of the City/County Association of Governments (C/CAG), which was established to prepare, adopt, monitor, and enforce county-wide state mandated plans including: Congestion Management Plan, Integrated Solid Waste Management Plan, Airport Land Use Plan, Hazardous Waste Management Plan, Hazardous Materials Response Plan, Water Distribution Plan, Emergency Medical Response Plan, Fire Response Plan, Energy Emergency Plan and the Terrorism Response Plan.

LU 5.2: 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 legally possible.

When a County, State, or Federal agency decides to develop within the City, it is not required to comply with the City's codes. To the extent feasible, the City should insist that these projects conform with the long-range desires of the City by conforming to its general plan and other development regulations.

6. GENERAL PLAN MAINTENANCE.

GOAL 6: Ensure that the City's General Plan is consistent with State Law, legally adequate, and up-to-date.

POLICIES

The following language in *italics* was adopted by voter initiative in 2004 and cannot be modified, revised or updated without voter approval.

LU 6.1: *Periodic General Plan Review.* Report to the City Council yearly on the status of the implementation of the General Plan and on the need to update the plan.

Review annually projections made in the General Plan for housing, population, commercial growth, economic growth, public service and safety levels that are not considered as part of the budget review; review projections on the fair share housing allocation and update the General Plan at least every five years, consistent with the maximum building heights and densities as originally adopted by the voters in November 1991 and again adopted in November 2004.

Policy LU-6.1 requires that an annual review of the General Plan occur to determine if the plan is currently up-to-date, and in compliance with State Law. It also requires that the plan be updated at least every five years.

LU 6.2: General Plan Amendments. Amendments to the General Plan shall be considered a maximum of three times per year to ensure that Elements remain consistent and that the overall effect of Plan amendments is considered.

State Planning law allows charter cities such as San Mateo to consider general plan amendments at any time. Amendments to the plan made on a piecemeal basis do not provide the opportunity to review the cumulative effect of these amendments and creates the potential for inconsistency among various elements and policies.

GOAL 6A: *Ensure that all development in the City is consistent with and implements the General Plan.*

POLICIES

LU 6A.1: Specific Plan, Zoning, Permit and Subdivision Review. *The City shall not approve any specific plan, rezoning, permit, subdivision, variance, or other land use permit which is not consistent with and does not implement the General Plan. Specific Plan and zoning ordinances were amended so as to conform to the General Plan by the end of 1992.*

LU 6A.2: Building Height and Building Intensity Maps/Plans. *Maintain Building Height and Building Intensity maps/plans which delineate development intensity in the form of building heights and FARs in a manner which implements the height, intensity, density and design standards in the General Plan, consistent with the Building Heights and Intensities maps/plans as amended by initiative in November 1991 and November 2004., General Plan standards for building heights and intensities are specifically set forth in the Building Height Plan and the Building Intensity Plan that were formerly included in the General Plan, and designated respectively as figure LU-4 in the table of contents (marked as figure LU-5), and figure LU-5 in the table of contents (marked as figure LU-6).*

7. SPHERE OF INFLUENCE.

GOAL 7: Permit the annexation to the City of adjacent unincorporated lands, when in the City's interest.

LU 7.1: **Annexation.** Annex urbanized areas of the unincorporated land adjacent to the City limits in those areas where landowners petition the City to be annexed subject to the following conditions:

1. The annexation is comprehensive, rather than piecemeal; and
2. Landowners will pay the full cost of City services, will assume a proportionate share of existing City debts and will contribute, either in cash or in kind, to the existing capital improvements of the City which will benefit the area to be annexed.

To provide comprehensive, adequate services to those unincorporated areas adjacent to the City limits, it is the City's intent to promote annexation of those properties where landowners so request.

To be equitable to existing City residents who have contributed through tax payments to services, landowners within the areas to be annexed would be required to provide payment for their proportionate share of the City's debt and for existing capital improvements.

LU 7.2: **New Development within the Sphere of Influence.** Seek to require new developments and related infrastructure to be consistent with and to be designed to the City's General Plan goals and policies, zoning code requirements, development standards and the City's municipal code.

Given their proximity to the City, potential effect on City services, and the potential for future annexation, the City is concerned about the development of unincorporated parcels within the sphere of influence. The City will seek to influence County decisions so that these developments are built in compliance with the City's General Plan, Zoning Code and development standards.

8. CLIMATE CHANGE AND SUSTAINABILITY

With the passage of AB 32 and SB 375, the City of San Mateo has taken extensive steps to address Climate Change. The City prepared a Climate Action Plan (CAP) as a comprehensive strategy to respond to the challenge of climate change. The CAP addresses climate change by providing strategies that reduce greenhouse gas (GHG) emissions and streamline the environmental review of GHG emissions of future development projects in the City of San Mateo.

The City of San Mateo's CAP is based on the City's long-standing commitment to environmental stewardship and sustainability. Strategies in the CAP implement General Plan

goals for climate change and GHG emissions. The CAP also builds on previous plans that address climate change, 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). By integrating these previous efforts, the CAP provides an updated framework for addressing GHG emissions in the community. New development will benefit from a consolidated framework for the review and analysis of GHG emissions.

Information in the CAP allows City decision-makers and the community to understand the sources and magnitude of local GHG emissions and the City's strategies to reduce them and achieve emissions reduction targets. Strategies in the CAP address GHG emissions from the energy, water, transportation, solid waste and off-road equipment sectors. An implementation program and a framework in the CAP also equip the City to monitor and report progress.

The City of San Mateo is committed to reducing greenhouse gas emissions and has developed strategies to meet its reduction targets. The City has set emissions reduction targets for 2020 and 2050. The CAP demonstrates the City's commitment to exceeding AB 32 targets by 2020 and meeting the state targets for 2050 consistent with regional and State guidance. The City's CAP is consistent with the criteria of the Bay Area Air Quality Management District's CEQA Air Quality Guidelines for a Qualified Greenhouse Gas Emissions Reduction Strategy as defined by the district and as outlined below. The City's CAP is incorporated as General Plan Appendix J.

A Qualified Greenhouse Gas Emissions Reduction Strategy adopted by a local jurisdiction includes the following elements, as described in the State CEQA Guidelines Section 15183.5, and is further elaborated on in the Bay Area Air Quality Management District's CEQA Air Quality Guidelines. The discussion below further outlines how the City's CAP complies with each of the individual criteria listed in the guidelines through the City's Greenhouse Gas Reduction Program.

- A. Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area.

The City of San Mateo has quantified existing and proposed greenhouse gas emissions throughout the community, including regional and state programs as appropriate. The CAP presents an inventory of community-wide GHG emissions for the baseline year of 2005. To account for future conditions, the CAP presents a forecast of GHG emissions in 2020 and 2030 in a business as usual (BAU) scenario. State programs will reduce these future emissions by achieving cleaner sources of transportation and energy. The forecast and State programs serve as a foundation for the CAP. Quantifications in the CAP use standard industry methods and are consistent with the approach of the San Mateo County climate action planning effort, the Regionally Integrated Climate Action Planning Suite. Consistency with these methods serves to where available, to support the conclusion in this of the CAP that the City of San Mateo can meet proposed reduction targets.

- B. Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable.

The Climate Action Plan presents the City's reduction targets for emissions reductions consistent with the AB 32 Scoping Plan, the guidance by CEQA Guidelines Section 15183.5(b), and the direction provided by Governor's Executive Order S-03-05.

1. Reduce emissions to 15 percent below 2005 levels by 2020.
2. Reduce emissions by 35 percent below 2005 levels by 2030.
3. Reduce emissions to 80 percent below 1990 levels by 2050.

Long-term reduction targets are presented in the CAP to commit the City to ongoing progress, consistent with State guidance. Due to the nature of the rapidly evolving field of GHG reduction science and policy, emissions forecasts for 2050 are not included in the CAP. Yet the CAP identifies that by 2018, the City will review and consider post-2020 reduction targets consistent with long-term State GHG reduction goals and evolving State guidance

- C. Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area.

The CAP analyzes GHG emissions from the City of San Mateo's community-wide activities, consistent with standard industry protocol at the time of its development and guided by the recommendations of the State of California and the Bay Area Air Quality Management District. To determine total progress toward reduction targets, the CAP quantifies and analyzes the impact of existing accomplishments since the 2005 baseline, planned local programs and new measures proposed in the CAP. Total GHG reductions are quantified for both 2020 and 2030.

- D. 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.

Measures proposed in the CAP include those that are anticipated to significantly reduce emissions from the community. All measures were quantified using standard industry practice at the time of CAP development, where available, to ensure that the stated reductions are supported by substantial evidence. Minor emissions reduction measures, including the City operational measures that do not significantly reduce GHG emissions, were not included. Reduction measures come from four primary sources:

1. City of San Mateo General Plan policies;
2. City of San Mateo programs and actions currently being implemented;
3. Best practices and regional program and policies in which the City participates;

4. Applicable California State policies and programs.

- E. Establish a mechanism to monitor the plan’s progress toward achieving the level and to require amendment if the plan is not achieving specified levels.

The CAP provides an implementation work plan for City staff and a framework to monitor and demonstrate progress. The work plan contained in the CAP identifies the responsibility of key departments, time frames and processes to complete annual updates. The CAP will function as a dynamic tool, equipping City staff to undertake near-term steps toward long-term General Plan objectives. To support implementation, the City has also developed a Microsoft Excel-based monitoring and implementation tool to allow the City to track emissions over time and modify or replace emissions reduction measures that are not performing as anticipated.

- F. Be adopted in a public process following environmental review.

- G. The CAP was developed and adopted with an Addendum to the General Plan Environmental Impact Report (EIR) and is fully included in the analysis associated with the City’s General Plan EIR.

Through completion of the above criteria, the City has demonstrated that the CAP is consistent with the guidance set forth by State CEQA Guidelines Section 15183.5 and the Bay Area Air Quality Management District’s criteria for a Qualified Greenhouse Gas Emissions Reduction Strategy.

Climate Change

GOAL 8a: Reduce greenhouse gas emissions each year consistent with the Climate Action Plan.

GOAL 8b: Recognize potential climate change consequences such as increased sea level rise, changing weather events, less snow melt in the Sierras - therefore less drinking water availability, hotter temperatures, changing air quality and more heat related health issues.

POLICIES

LU 8.1: **Carbon Footprint.** The City shall prepare an updated greenhouse gas emissions inventory consistent with the Climate Action Plan.

The CAP identifies the sources of GHG emissions from community-wide activities in the City limits of San Mateo for the baseline year of 2005. The GHG emissions inventory included nine sources of emissions for San Mateo in 2005. By understanding where these emissions come from, CAP measures target the largest opportunities for reductions. Completing a new inventory for a recent year allows the City to identify the highest opportunities for reductions as they

change over time. Recent year inventories also allow the City to track progress implementing the CAP as the City seeks to reduce overall GHG emissions consistent with CAP targets.

LU 8.2: Effects of Climate Change. Incorporate consideration of the effects of climate change in development of General Plan updates, disaster planning, City projects, infrastructure planning, future policies and long-term strategies. Explore voluntary adjustments of base flood elevation.

The City has established a foundation for reducing the community's impact on climate change with the CAP. Strategies in the CAP serve to reduce GHG emissions generated in the City of San Mateo, thereby reducing the City of San Mateo's contribution to global GHG emissions levels. The City is also committed to an adaptive approach that responds to the anticipated impacts of climate change. The Climate Change goals and the CAP provide the City's proactive approach to reduce local GHG emissions, while the framework for adapting to climate change impacts is mainly addressed in the General Plan's Safety Element.

LU 8.3: Greenhouse Gas (GHG) Emission Reductions. Monitor and report progress toward the City's GHG emissions reduction target on an annual basis and regularly review emission reduction measures and new opportunities consistent with guidance of the City's Climate Action Plan.

Consistent with the CAP work plan, the City will complete an annual progress report to review and analyze progress toward GHG reduction targets. The City will monitor progress consistent with industry protocol. Annual monitoring also demonstrates consistency with guidance from State CEQA Guidelines Section 15183.5 and the Bay Area Air Quality Management District. Establishing a monitoring mechanism is a criterion for a Qualified Greenhouse Gas Emissions Reduction Strategy. As directed by the CAP, the City will also prepare an update to the CAP to review and analyze the established targets for GHG emissions reductions and respond to information from annual reporting. New technologies and State legislation may create additional opportunities that would support achievement of the City's reduction target.

Built Environment

GOAL 8c: Ensure that all improvements to existing structures are developed or remodeled in a sustainable manner.

GOAL 8d: Increase new annual installations of solar or renewable energy systems consistent with the Climate Action Plan.

POLICIES

LU 8.4 Sustainable Development. Incorporate Sustainability into existing single family and multifamily housing. Require sustainable features and techniques to address energy and water efficiency in remodels of existing structures.

Energy use in the Built Environment contributed 35% of the City's GHG emissions in 2005, therefore, a concerted effort is required to reduce greenhouse gases. Every remodel or addition to existing structures should incorporate some sustainability and energy efficiency with the goal of reducing that individual structure's carbon footprint. Furthermore, efforts to address single family homes not undergoing a remodel or addition should be taken. This may be done using the results of the Community Development Department's housing efficiency survey. CAP measures also identify strategies to foster energy-efficiency retrofits to existing buildings through incentive programs and rebates. Previously, the City's Green Building Ordinance energy-efficiency measures for new construction exceeded State requirements. While the new 2013 California Green Building Code supersedes the adopted Green Building Ordinance for energy efficiency, the City continues to promote sustainability and energy efficiency in new construction. CAP measures also identify the City's commitment to expand electric vehicle infrastructure locally by exceeding requirements for the California Green Building Code.

LU 8.5 Solar Energy. Promote or join local partnerships and opportunities that offer renewable energy options to the residents and/or help inform them of rebates and options while ensuring that the permit process is quick and inexpensive.

The City of San Mateo has promoted the widespread use of rooftop solar panels through a simplified permitting process and reduced solar permitting fees. From 2005 to 2010, the City has processed permits for more than 200 rooftop solar panels, with a total generating capacity of approximately 1.9 megawatts. Through outreach, education and other incentives identified in the CAP, the City will continue to expand options for residents to access and install renewable energy facilities, such as solar photovoltaics.

Waste and Recycling

LU 8.6: **Waste Reduction.** Reduce waste sent to landfills by San Mateo's residents, businesses and visitors by a minimum of 75% from 2005 levels by 2020 by mandating recycling, setting aggressive waste reduction goals for all development, implementing composting programs, and increasing costs for residential and commercial waste collection then using increased waste collection revenue to provide waste reduction incentives. Supportive actions for waste reduction are detailed in the Climate Action Plan.

The City of San Mateo has achieved notable reductions in solid waste, with a 45% reduction in community-wide solid waste generation from 2005 to 2010. Nonetheless, the City continues to implement numerous waste programs that will further reduce the waste stream. In 2011, the City instituted a voluntary composting program as a service provided by the community's waste hauler. This program allows food scraps to be composted and turned into fertilizer, rather than being thrown in a landfill. As of 2014, approximately 19,430 single-family homes (97% of all single-family homes with waste collection services) and 250 businesses are enrolled in the composting program. As identified in the CAP, the City will seek to expand the composting program to additional residential and nonresidential waste customers throughout the community. The City will explore alternative forms of waste collection to support composting in multi-family

and commercial properties. Ongoing collaboration with food service utilities and Recology of San Mateo will allow the City to monitor other opportunities for waste reduction.

Water Supply

GOAL 8e: Reduce citywide gross water consumption per capita to 102 gallons/day. Reduce the residential per capita to 70 gallons/day.

POLICIES

LU 8.7: **Water Reduction Strategies.** Establish a partnership with California Water Service (CWS), Bay Area Water Supply Conservation Agency and other mid peninsula cities to promote the water reduction strategies that are offered and to create an outreach program that will help inform residence and businesses of increase costs and the need for conservation efforts.

LU 8.8: **Water Rates.** Actively support a strategy to decouple water utility revenues from water consumption and any other regulatory changes that will offer incentives to CWS to actively pursue conservation while working with CWS to implement progressive water rates.

The CWS establishes a 2020 gross water consumption target of 124 gallons per capita per day (gpcpd) for the Bayshore/Mid-Peninsula District, which includes the City of San Mateo. As of 2013, the collective Bayshore/Mid-Peninsula District exceeded the district-wide target and achieved gross water consumption of 110 gpcpd.

Several external factors will help the City of San Mateo reach its local water goals. The price of water will triple in the next few years as the upgrades to the Hetch-Hetchy water supply system are completed. Dry years that instigate programs to conserve will give greater publicity and awareness regarding water issues. A reduction in water consumption also takes pressure off the wastewater treatment plant to meet new volume requirements. The CWS and the City of San Mateo are committed to exploring and identifying cost-effective programs to further reduce water use locally. Water efficiency and conservation strategies are also included in the City's CAP, Appendix J of the General Plan. The City will continue to identify creative programs to achieve the local citywide goal of 102 gpcpd and the residential goal of 70 gpcpd.

Air Quality

LU 8.9: **Air Quality Construction Impacts.** The City shall mitigate air quality impacts generated during construction activities by requiring the following measures:

1. Use of appropriate dust control measures, based on project size and latest Bay Area Air Quality Management District (BAAQMD) guidance, shall be applied to all construction activities within San Mateo.

2. Applicants seeking demolition permits shall demonstrate compliance with applicable BAAQMD requirements involving lead paint and asbestos containing materials (ACM's) designed to mitigate exposure to lead paint and asbestos.
3. Utilization of construction emission control measures recommended by BAAQMD as appropriate for the specifics of the project (e.g., length of time of construction and distance from sensitive receptors). This may include the utilization of low emission construction equipment, restrictions on the length of time of use of certain heavy-duty construction equipment, and utilization of methods to reduce emissions from construction equipment (alternative fuels, particulate matter traps and diesel particulate filters).

Construction activities associated with individual developments and infrastructure improvements in San Mateo would generate pollutants intermittently. Generally, the most substantial air pollutant emissions would be dust generated from site grading. Wind erosion and disturbance to exposed areas would also be sources of dust emissions. If uncontrolled, these emissions could lead to both health and nuisance impacts. These construction activities would also temporarily create emissions of fumes, equipment exhaust, and other air contaminants. Adherence to the measures noted above will reduce the air impacts generated by construction activities.

LU 8.10: Odors. When proposed development generating odors is proposed near residences or sensitive receptors, either adequate buffer distances shall be provided (based on recommendations and requirements of the California Air Resources Control Board and BAAQMD), or filters or other equipment/solutions shall be provided to reduce the potential exposure to acceptable levels. Potential mitigation associated with this policy requirement will be coordinated with any required permit conditions from BAAQMD.

When new residential or other sensitive receptors are proposed near existing sources of odors, either adequate buffer distances shall be provided (based on recommendations and requirements of the California Air Resources Control Board and BAAQMD), or filters or other equipment/solutions shall be provided to reduce the potential exposure to acceptable levels.

The BAAQMD CEQA Guidelines classify a project that could create objectionable odors as any of the following: wastewater treatment plant, sanitary landfill, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing, fiberglass manufacturing, auto body shops, rendering plants, and coffee roasters. Impacts resulting from odors can result when sensitive receptors (e.g., new residences) are located near the odor sources listed above.

LU 8.11 Toxic Air Contaminants. The City shall require that when new development that would be a source of toxic air contaminants (TAC's) is proposed near residences or sensitive receptors, either adequate buffer distances shall be provided (based on

recommendations and requirements of the California Air Resources Control Board and BAAQMD), or filters or other equipment/solutions shall be provided to reduce the potential exposure to acceptable levels.

When new residential or other sensitive receptors are proposed near existing sources of TAC's, either adequate buffer distances shall be provided (based on recommendations and requirements of the California Air Resources Control Board and BAAQMD), or filters or other equipment/solutions shall be provided to the source to reduce the potential exposure to acceptable levels.

Toxic air contaminants (TAC's) are another group of pollutants of concern. However, unlike criteria pollutants, no criteria acceptable levels of TAC's have been established. There are many different types of TACs, with varying degrees of toxicity. Sources of TAC's include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust.

Diesel exhaust is a TAC of growing concern in California. The California Air Resources Board in 1998 identified diesel engine particulate matter as a TAC. The exhaust from diesel engines contains hundreds of different gaseous and particulate components, many of which are toxic. Studies show that diesel particulate matter concentrations are much higher near heavily traveled highways and intersections. In the cases noted above, this policy will be implemented by a site specific air quality analysis.

Public Outreach

LU 8.12: Engaging the Public. Create a multi-phased information campaign 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 recycling.

Educating the public will be critical in achieving the goals of the CAP. Numerous outreach and educational measures are identified in the CAP. These initiatives will encourage greater efficiency in San Mateo's buildings, support integrated land use patterns and provide residents and business owners with more information and resources to benefit from CAP programs.

AREA SPECIFIC POLICIES

The Land Use Element divides the community into 10 planning areas, as delineated on Figure LU-1 San Mateo Planning Area, for the primary purpose of tailoring policies to the unique characteristics of each area. These area specific policies indicate major policies within each planning area.

1. NORTHWEST HEIGHTS

PA 1.1: **North El Camino Real.** Retain the *high density* residential character of the area between Peninsula and Tilton avenues. Commercial sites in the area should redevelop where appropriate to medium scale office uses, as delineated on the Building Height and Intensity Plans, or *high density* residential. Commercial redevelopment shall be designed to reflect the residential design and character of the area.

North El Camino Real is characterized by multi-family developments two to three stories in height with some small scattered non-residential sites. Redevelopment of the non-residential sites to multi-family residential is appropriate to create more neighborhood uniformity and less nuisances for neighbors such as visual blight, glare, noise, traffic and parking congestion.

PA 1.2: **North San Mateo Drive.** Plan for redevelopment on North San Mateo Drive between Peninsula and Tilton avenues as follows:

1. North of State Street. Encourage more intensive commercial development, particularly automotive sales.
2. South of State Street. Allow more intensive commercial development, particularly automotive sales for 150 feet south of State Street on the west side of San Mateo Drive, and limit redevelopment of the remainder to medium scale office uses, as delineated on the Building Height and Intensity Maps, and high density, multi-family residential.

Auto sales and service uses are the predominant uses north and immediately south of State Street and extend into Burlingame. These uses are encouraged due to the high sales tax revenues they generate. Because residential neighborhoods are immediately adjacent to these uses, new developments or additions shall be required to reduce nuisances such as noise, glare, odors, litter, noise, traffic and parking congestion.

Two- to three-story, multi-family and low-scale commercial uses are the dominant land uses south of State Street. Redevelopment shall be consistent with the existing high density residential and compatible with the existing low-scale office uses. Building heights are limited to protect the established residential character of the area. Furthermore, for the redevelopment of the southern part of North San Mateo Drive, consider its close proximity to the Caltrain station. Encouraging transit use in the redevelopment of these sites will help the City meet its Sustainability goals.

PA 1.3: **East Santa Inez Avenue/Tilton Avenue Neighborhood.** Provide for high-density multi-family uses between East Santa Inez and Tilton avenues, with the exception of the single-family residences on Chesterton Court, to support downtown commercial development.

The area is characterized by high-density residential buildings three stories in height, with the exception of Chesterton Court, which is lined by single-family dwellings. High-density redevelopment is appropriate because the neighborhood is within walking distance of the Downtown retail core.

PA 1.4: Single-Family and Duplex Preservation. Limit development of established predominantly single-family areas to single-family uses, and predominantly duplex areas to low-density residential as indicated on the Land Use Plan. Consider redesignating multi-family areas to single-family and low-density residential uses where such uses predominant and where the creation of additional legal non-conforming uses would be minimized.

This policy is consistent with Policy LU-1.9, which encourages the protection of established single-family and duplex neighborhoods. Neighborhood impacts such as traffic, loss of parking, and deterioration of community character have resulted from past redevelopment of single-family residences to substantially higher densities in San Mateo Heights. The policy pertains to a major portion of the area, particularly sections of Ramona Street, Ellsworth Court, and Highland Avenue.

2. NORTH CENTRAL.

PA 2.1: Woodside Way. Redevelop the area along Woodside Way to low-scale executive office nearest Peninsula Avenue and medium-density housing towards Villa Terrace as delineated on the Land Use Plan.

This area has been identified for high-density multi-family housing. The existing low-scale low-rise executive office development is compatible with the existing high-density multi-family developments adjacent to Peninsula Avenue. Medium density, multi-family housing is an appropriate density transition to the lower density areas south of Villa Terrace. This transition will ensure compatibility with the low-density and single-family areas south of Villa Terrace.

PA 2.2: Amphlett Boulevard. Retain the residential and commercial service uses. Require new buildings and additions to be compatible with adjoining residential areas including adequate screening and landscaping.

Multi-family developments adjacent to US 101 are generally more affordable than elsewhere in the community. Retention of more affordably priced housing is necessary to provide a balanced housing supply and support economic growth.

Service commercial uses have a higher potential to generate nuisances such as visual blight, noise, glare, litter, odors, loss of parking and traffic congestion. To protect adjacent residential neighbors, new or remodeled service commercial uses are required to reduce potential nuisances through site design, and conformance with codes.

PA 2.3: Public Facilities. Should reuse or redevelopment of public facilities, including the County Courthouse, National Guard Armory, and Department of Motor Vehicles occur, medium-density residential use is appropriate. Should redevelopment of a portion or all of San Mateo High School occur, medium-density residential with retention of necessary school turf areas for public recreation is appropriate.

Reuse or redevelopment of these public facilities is not anticipated. However, should redevelopment occur, multi-family development is considered appropriate because the adjacent uses are predominantly multi-family, and the sites are large enough to provide adequate buffers. Recreational use of the High School site is to be retained to serve the recreational needs of the area. Sites must not be owned and/or operated by the City, other government agencies, and/or the public school districts to be redeveloped as housing.

PA 2.4: Single-Family and Duplex Preservation. Limit development of established predominantly single-family areas to single-family uses, and predominantly duplex areas to low-density residential as indicated on the Land Use Plan. Consider redesignating multi-family areas to single-family and low-density residential uses where such uses predominant and where the creation of additional legal non-conforming uses would be minimized.

This policy is consistent with Policy LU-1.9, which encourages the protection of established single-family and duplex neighborhoods. Neighborhood impacts such as traffic, loss of parking, and deterioration of community character have resulted from past redevelopment of single-family residences to higher densities in North Central. The policy pertains to a very large portion of the area, roughly bounded by Idaho Street, San Mateo Creek, Rail Corridor, and Indian Avenue, and along Idaho Street north of Poplar Avenue.

PA 2.5: Railroad Avenue. Maintain low and medium residential densities on the property along Railroad Avenue which is on the east side of the Rail Corridor north of San Mateo Creek, to be consistent with the residential densities of the adjacent neighborhood.

This small area, between Tilton Avenue and San Mateo Creek, was the only commercially zoned property in North Central prior to rezoning in 1990, and contains a mix of commercial and residential uses. The warehouse and service commercial use has resulted in nuisance problems for neighbors and is inconsistent with the neighborhood character. The area is to be retained as low-density nearest San Mateo Creek and to medium-density residential use between Cypress and Tilton avenues to achieve uniformity and reduce nuisance potential. Considering this area is within two blocks of the revitalized downtown train station, all redevelopment of this area should address increasing transit use.

3. DOWNTOWN.

The goals, policies, and objectives for downtown San Mateo are located in the Downtown Plan. A general discussion of the downtown also occurs in Section 3 of this Land Use Element.

Provisions of the voter-approved Measure H and Measure P, which reduced building heights, floor area ratios and residential densities, were also incorporated, including the provisions following below (the Measure H and P provisions are in *italics*).

- a. *A Specific Plan for the Downtown was adopted by the City Council in July 1985, and amended in 1993 consistent with the provisions of Measure H as adopted by the voters in November 1991. This Specific Plan also constituted an amendment to the previous General Plan.*
- b. *Densities up to 75 units per acre, heights up to 75' and appropriate FARs may be allowed in the following areas of the Downtown, for projects which provide public benefits or amenities substantially greater than code requirements:*
 1. *the area designated on the Land Use Plan (LU-3) as Downtown which is bounded by El Camino Real (SR 82), East Fourth and East Fifth avenues and the SPRR railroad tracks;*
 2. *the area designated on the Land Use Plan (LU-3) as Downtown which is bounded by El Camino Real (SR 82) and Ellsworth, Baldwin and Second avenues;*
 3. *the area designated on the Land Use Plan (LU-3) as Mixed-Use (Executive Office) which is bounded by El Camino Real (SR 82), San Mateo Drive, St. Matthews Avenue, and Baldwin Avenue; and*
 4. *those properties in the area designated on the Land Use Plan (LU-3) as Mixed Use (Neighborhood Commercial) which are between San Mateo Drive and Ellsworth Avenue, and which have frontage on the north side of Baldwin Avenue as of 1 January 1992.*
- c. *Densities up to 75 units per acre, heights up to 75 feet, and appropriate FARs may be allowed in the following areas of the Downtown for projects which to the greatest extent feasible protect and preserve key historic resources in accordance with the following conditions:*
 1. *the area designated on the Land Use Plan (LU-3) as Downtown which is bounded by B Street, Ellsworth Avenue, First Avenue and Second Avenue;*

2. *all buildings on the site with frontage along Second Avenue or B Street which are identified as Individually Eligible for the National Register of Historic Places or contributory to a National Register Eligible Historic District as per the City of San Mateo Historic Building Survey dated September, 1989 (in this area changes in the facade or significant exterior or interior features shall be reviewed for their consistency with the architectural character of the building by applying criteria outlined in the Secretary of the Interior's Standards for Rehabilitation);*
3. *FARs and residential densities may be calculated based on the total site square footage; however the FARs and densities for buildings protected in accordance with paragraph (c)(2) immediately preceding may be excluded from the allowable FARs and densities for new construction permitted on the site.*

4. SHOREVIEW.

PA 4.1: North Bayshore Boulevard/Kingston Street. Commercial uses along Bayshore Boulevard or Kingston Street may be redeveloped for high density multi-family or hotel uses.

Certain non-residential uses along Bayshore Boulevard and Kingston Street have generated nuisances for neighbors and are generally unsightly and highly visible from the Bayshore Freeway. Redevelopment of these uses to multi-family development is encouraged to eliminate nuisances and to provide opportunities for more affordable housing. To encourage improvement of the existing motel uses, such uses will continue to be allowed with special use permits.

PA 4.2: Shoreview Shopping Center. Promote retention and continue enhancement of the neighborhood shopping center through design treatment, façade changes, and implementation of the signage program.

This policy is consistent with Policy LU-1.12, which encourages the retention and enhancement of neighborhood shopping centers. The Shoreview Shopping Center is one of the oldest in the community and is in need of a major upgrade. The City has provided financial assistance for the restriping and landscaping of the parking lot. The center's appearance has been somewhat improved through a sign program and facade changes to the northern portion of the center.

PA 4.3: East Third Avenue Commercial Uses. Allow intensification of the commercial uses along East Third Avenue contingent on significant improvement of access and traffic circulation. Development shall enhance and not diminish existing public access to the trail along San Mateo Creek.

Access to the commercial uses is poor and conflicts with the high speed traffic exiting US 101. While commercial improvements are encouraged, intensification is contingent on reducing the

existing poor access and traffic conflicts. Due to the poor appearance of the area, site improvements should also include adequate building step back from the creek, and landscaping and screening of storage and parking lots.

PA 4.4: US 101 Frontage. Encourage upgrading of the appearance of US 101 and properties adjacent to the freeway through design treatment, screening and right-of-way landscaping.

Development adjacent to US 101 is highly visible to motorists and substantially contributes to the visitor's image of San Mateo. The visual appearance of the corridor is inconsistent and in some locations unattractive. Improvements should be made by requiring new or changed developments to provide attractive buildings, improved signage and landscaping.

In 2008, construction improvements along Route 101 from Third Avenue to the north City Limits included the Monte Diablo pedestrian overcrossing, the construction of auxiliary lanes, and 10,000 linear feet of new sound walls for noise abatement. The sound walls range in height from approximately 14 feet to 17 feet.

PA 4.5: Norfolk/SR 92 Vicinity. Encourage redevelopment of the area along South Norfolk Avenue between Susan Court and SR 92 as follows:

1. For properties between Norfolk Avenue and Marina Lagoon, encourage medium scale public-serving commercial uses, as delineated on the Building Height and Intensity Plans, such as retail and restaurants. Redevelopment shall maximize public access to and along the lagoon.

Intensification or redevelopment of the land abutting Marina Lagoon is encouraged contingent on provision of continuous landscaped public access along the Lagoon from Susan Court to SR 92, and on achieving a building design that is oriented to and sensitive to the waterway.

2. *Retain the Parkside Shopping Center, allowing limited expansion of low-scale commercial uses. Any redevelopment shall be contingent on retaining neighborhood retail uses and on finding no appreciable increase in through traffic in residential neighborhoods or significant impacts on Norfolk Street service levels. Provide development incentives to encourage mixed retail and high density housing, should redevelopment occur. Permit heights greater than 35 feet, but to a maximum of 55 feet, for projects which meet the following criteria and are approved by the City Council.*
 - a. The project provides amenities, such as affordable housing, landscaped plazas, and public improvements, substantially in excess of those required by City standards;

- b. The building has high design quality, which is enhanced by additional building height;
- c. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;
- d. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and
- e. The City's infrastructure is adequate to accommodate the proposed development.

Parkside Shopping Center's location adjacent to US 101/SR 92 interchange makes it highly susceptible to redevelopment. However, traffic from northbound US 101 must travel through residential neighborhoods to reach the Center. Redevelopment to other uses is allowed contingent on the retention of neighborhood retail uses. Mixed use development which includes high density multi-family is preferred and should be encouraged with development intensity bonuses.

PA 4.6: J. Hart Clinton Drive/Detroit Drive Vicinity.

- 1. Development of private parcels having frontage on Marina Lagoon should retain public access, providing a connection between Shoreline Park and Bayside/Joinville Park.
- 2. Properties bounded by Detroit Drive should be developed with low-scale, low occupancy commercial uses as delineated on the Building Height and Intensity Plans. The Shoreline Park Specific Plan allows mini-warehouse or light industry with ancillary offices and precludes hotel and restaurant uses. Building design should be of high quality, reflective of the prominence of the site from J. Hart Clinton Drive and the future development of Shoreline Park.

Land adjacent to Detroit Drive is highly visible from J. Hart Clinton Drive, Shoreline Park and Marina Lagoon. To be compatible with the surrounding areas, development will be required to be sensitively designed with ample landscaping to enhance the project appearance from J. Hart Clinton Drive, and limited to low occupancy uses due to the adjacent sewage treatment plant.

PA 4.7: Wastewater Treatment Plant. Maintain the Wastewater Treatment Plant as designated in Policy LU-4.5.

PA 4.8: Recreational Vehicle Storage. Allow recreational vehicle storage on the State-owned surplus parcel at the northeast corner of the SR 92 and US 101 Interchange.

The US 101/SR 92 interchange is of sufficient size that additional uses in the area adjacent to and under the overpasses can be accommodated. Open parking is a permitted use on these lands. Recreational vehicle storage is considered compatible with parking lots and is an appropriate land use contingent on adequate screening being provided.

5. HAYWARD PARK.

PA 5.1: Mid-El Camino Real.

1. Allow commercial and *high density* residential use of the area between Ninth Avenue and SR 92, as delineated on the Building Height and Intensity Plans. For all buildings over two stories high, provide a minimum setback of ten feet adjacent to El Camino Real. Additionally, provide a minimum setback adjacent to residential parcels of one-half the maximum building height subject to the El Camino Real Master Plan.
2. *For lots 100 feet deep and less, maximum building height is 40 feet. For lots more than 100 feet deep, permit heights up to 55 feet for projects which meet the following criteria and are approved by the City Council:*
 - a. The project provides amenities, such as landscaped plazas, covered parking, setbacks from the street, stepbacks of upper stories, and public improvements substantially in excess of City requirements;
 - b. The building has high design quality, which is enhanced by additional building height;
 - c. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;
 - d. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and
 - e. The City's infrastructure is adequate to accommodate the proposed development.

Prepare design criteria to implement this policy prior to approval of any building over 40 feet high.

In this area, El Camino Real (SR 82) is characterized by a mixture of commercial uses ranging from single-story to high rise. It is expected that most new development will be medium scale commercial or high-density residential or mixed-use due to the limited depth lots and potential impact on adjacent residential sites.

PA 5.2: SR 92/Grant Street/Concar Drive/Delaware Street Vicinity. For properties within the focal area:

1. Allow a concentration of large scale retail, office and hotel uses, as delineated on the Building Height and Intensity Maps.
2. Require building setbacks from the street, freeway and adjoining residential neighborhoods to reduce visual impacts, with greater setbacks required for greater heights.
3. *Permit densities up to 75 units per acre, and heights greater than 40 feet but up to a maximum of 75 feet for projects in the area designated in the Land Use Plan (LU-3) as Regional/Community Commercial which is bounded by South Grant Street, US 101, SR 92 and the north property line of the Dunfey Hotel, which meet the following criteria and are approved by the City Council:*
 - a. The project provides amenities, such as landscaped plazas, and public improvements, substantially in excess of those required by City standards;
 - b. The building has high design quality, which is enhanced by additional building height;
 - c. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;
 - d. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and
 - e. The City's infrastructure is adequate to accommodate the proposed development.
4. Provide development incentives for high density residential development adjacent to the railway.
5. Require that any redevelopment of the Marriot Hotel property address major citizen concerns pertaining to traffic, truck loading, trash/recycling

activities, noise, appearance, and public safety as part of the site plan and design of a development proposal.

6. Allow transit-oriented development within the Transit-Oriented Development (TOD) area in the vicinity of the Hayward Park station according to the provisions of the San Mateo Rail Corridor Transit-Oriented Development Plan.

The excellent freeway access and visibility, large lots, and area's relative isolation from residential neighborhoods make portions of this area favorable for large scale regional office and retail growth. The anticipated improvements to the Hayward Park train station at Concar Drive would add to the area's transit access and make it especially suitable for high-density residential development.

PA 5.3: Borel Avenue/Bovet Road Vicinity. Allow expansion of the commercial office and retail uses based on capacity of the street system, particularly the 17th Avenue/El Camino Real intersection and on restricting potential generation of through traffic on local streets affecting adjacent residential neighborhoods. Redevelopment of commercial sites adjacent to Borel Avenue should provide substantial setbacks, landscape buffers, and stepped building heights to minimize impacts on adjacent single-family uses.

The Borel Avenue/Bovet Road area is a large scale commercial node with good access to SR 92. The major constraint for commercial expansion is existing and anticipated future traffic congestion at El Camino Real and Bovet Road/17th Avenue, the primary intersection serving the business center. Commercial growth is contingent on mitigating this condition to an acceptable intersection Level of Service as defined in the Circulation Element. Due to its proximity to the adjacent residential neighborhood, it is intended that any redevelopment includes sensitive design transition to minimize impacts on neighbors.

PA 5.4: Service Commercial Uses. Retain the service commercial uses along South Amphlett Boulevard, South Claremont Street, Railroad Avenue and Leslie Street. Retain Leslie Street as service commercial and light industrial due to its proximity to residential uses. Redevelopment of sites should provide substantial setbacks, landscape buffers, and stepped building heights to minimize impacts on adjacent residential uses. Redevelopment of this area shall address its close proximity to the Hayward Park train station and the City's Sustainability goals.

This policy is consistent with Policies LU-1.13, which encourages the retention of service commercial businesses. The heavy industrial uses along Leslie Street and 17th Avenue have created nuisances for neighbors. Redevelopment to lighter manufacturing or service commercial uses with increased transit use is preferred.

PA 5.5 Former San Mateo Times Site. Mixed use development may be considered on this site located off Amphlett Boulevard in the Sunnybrae neighborhood.

Commercial uses should be concentrated along the Amphlett Boulevard frontage for continuity of existing commercial uses and to provide a buffer from the freeway. Any development on the former San Mateo Times site should be compatible with the existing residential scale, height, density and development pattern of the Sunnybrae neighborhood. Any redevelopment of the San Mateo Times property shall minimize potential nuisances on the surrounding residential neighborhood related to traffic, parking, trucks, garbage, recycling, noise, air pollutant emissions and odors.

Mixed use development is encouraged on this site due to the unique nature of this large 3.5 acre parcel which shares frontage with both the commercial areas on Amphlett Boulevard and the residential areas of the Sunnybrae neighborhood including Idaho Street, 10th Avenue, and Sunnybrae Boulevard.

PA 5.6: Single-Family and Duplex Preservation. Limit development of established predominantly single-family areas to single-family uses, and predominantly duplex areas to low-density residential as delineated on the Land Use Plan. Consider redesignating multi-family areas to single-family and low-density residential where those uses predominant and where creation of additional legal non-conforming uses would be minimized.

This policy is consistent with Policy LU-1.9, which encourages the protection of established single-family and duplex neighborhoods. Neighborhood impacts such as traffic, loss of parking, and deterioration of community character have resulted from past redevelopment of single-family residences to higher densities. The policy pertains to enclaves of single-family homes in the area around Palm Avenue between Hayward Avenue and SR 92, and generally in the area between Fifth and Ninth, Amphlett, and Delaware streets, and areas predominantly duplex but in the past have been zoned for higher density use such as Jasmine Street between Barneson and Borel Avenue.

PA 5.7: Recreational Vehicle Storage. Allow recreational vehicle storage on the Cal Trans surplus parcel at the Northwest corner of the SR 92 and US 101 Interchange.

This policy is the same as Policy PA-4.8 but pertains to a different site under the US 101/SR 92 interchange.

6. MARINA LAGOON.

PA 6.1: SR 92/ South Norfolk Office Center.

1. Allow minor expansion of the office uses west of South Norfolk Street and adjacent to US 101/SR 92 interchange, as delineated on the Building Height and Intensity Plan. Limit heights nearest the adjacent low-density

residential areas to three stories; allow heights nearest SR 92 up to four stories.

This site is designated for limited low-scale development due to a lack of direct access from northbound US 101 to Norfolk Street, requiring employees to travel through residential neighborhoods. Adequate site area exists for minor additional development.

PA 6.2: Marina Plaza Center. Retain the Marina Plaza neighborhood retail center and allow limited expansion of low scale commercial uses, as delineated on the Building Height and Intensity Plan.

This neighborhood shopping center provides goods and services to the Los Prados neighborhood. The 1989 and 1995 expansions and beautification of the center created a more economically viable and visually pleasing addition to the neighborhood. This policy is consistent with Policy LU-1.12, which encourages the retention and enhancement of neighborhood shopping centers.

PA 6.3: Mariner's Island Specific Plan. Allow development that includes low to high-density multi-family residential uses and small to large scale commercial retail and office uses, as delineated on the Building Height and Intensity Plans. Consider increasing the building intensity standards to include structured parking in the floor area ratio calculations.

1. **Bridgepointe Retail and Office/Residential Site.** Allow expansion and/or redevelopment of the Bridgepointe retail and office/residential area, formerly known as "The Island" Shopping Center, for any of the following uses, as delineated in the Bridgepointe Master Plan: high-rise, high-density residential; retail, offices, and hotel. Limit redevelopment potential based on traffic generation which is equal to, or less than, that anticipated from a retail mall of 0.62 floor area ratio (FAR).
2. **Ancillary Commercial Sites, Area I.** Expand the list of allowable uses to include churches, subject to a special use permit.
3. **Height Limits.** *Maximum densities of up to 75 units per acre and maximum heights of up to 75' and appropriate FARs may be allowed in the following areas of Mariner's Island, for projects which provide public benefits or amenities substantially greater than code requirements:*
 - a) *the area designated on the Land Use Plan (LU-3) as Mixed-Use Incentive (Regional/Community Commercial) which is commonly described as Fashion Island Shopping Center and is circumscribed by Arthur Hansen Drive; and*

- b) *the area designated Executive Office on the Land Use Plan (LU-3) which is north of SR 92 and bounded by Fashion Island Boulevard, Mariner's Island Boulevard, and Fashion Island Shopping Center.*

The Bridgepointe retail and office/residential area is a very large site with excellent freeway access and visibility, and relative isolation from single-family neighborhoods. The site provides revenue for the City, creation of jobs, and needed housing. Covered parking for office use shall not be counted as floor area.

The Mariners Island Specific Plan limited floor area ratio (FAR) for this and other commercial sites in the area based on anticipated traffic capacity. For the Bridgepointe and adjacent office/residential property, a range of FAR's is provided, based on traffic generation.

PA 6.4: J. Hart Clinton Drive/Mariner's Island Boulevard. Allow development of the private property at the northwest corner of East Third Avenue/Mariner's Island Boulevard for medium scale commercial use, if not developed as a park, as delineated on the Building Height and Intensity Plans. Permitted uses include restaurant, hotel, office, and retail, or medium-density residential. Building design shall be compatible with the adjacent park. Building height adjacent to the park should be low and may step up towards the street intersection.

The Shoreline Park Master Plan designates the site for future parkland. In the event the property is not purchased as a park, this policy amends the site's "Shoreline" designation to allow more flexibility in its development, provided that development is of a type and design which is compatible with the adjacent park use.

PA 6.5: Recreational Vehicle Storage. Allow recreational vehicle storage on the State-owned surplus parcel between Norfolk and Marina Lagoon.

This policy is the same as Policy PA-4.8 and PA-5.7 but pertains to a different State-owned surplus parcel site.

7. HILLSDALE.

PA 7.1: San Mateo County Events Center. Promote the physical and aesthetic improvement of the San Mateo County Events Center. Allow net expansion of permanent exhibition facilities to a maximum of 100,000 square feet and allow up to an additional 5,000 square feet for support and mechanical space. Protect established single-family residential areas by assuring: 1) that adequate buffers and screening are developed and maintained, 2) that the design of development is compatible with surrounding land uses, and 3) that the County's fair share of traffic and parking improvements are provided.

The Events Center is considered an asset to San Mateo, but is in need of improvement. An expansion of 100,000 square feet of usable exhibition space will permit a center large enough to accommodate most trade shows, yet will control impacts such as traffic congestion, loss of parking, and visual intrusion. Expansion of the Events Center must include significant aesthetic improvements, mitigation of traffic and parking impacts, and a Master Plan. This Master Plan shall include the promotion of increased transit use to meet the City's Sustainability Goals. Furthermore, to encourage economic vitality of the area any redevelopment or implementation of a Master Plan for the Events Center should encourage a seamless connection to the surrounding Bay Meadows Phase II development.

PA 7.2: **Bay Meadows Phase I.** The site is designated for mixed use development including residential, neighborhood commercial, and regional/community commercial land uses. Any residential component shall provide a minimum of 720 dwelling units and a maximum of 785 dwelling units. Permitted neighborhood commercial uses and regional/community commercial uses shall include hotel, conference center, restaurant, entertainment, office, retail, live-work and day care uses. The specific heights and intensities of uses are set forth in the Specific Plan prepared for the site. The plan assures that adequate buffers and screening are developed and maintained, and that the design of the development is compatible with adjacent land uses. Maximum height shall be 55 feet, however, the Specific Plan may lower height limits for particular elements of development.

This policy permits development of the site in accordance with the Bay Meadows Specific Plan that sets forth specific building heights, intensities, and land uses. A range of dwelling units is required in order to assist the City in meeting its fair share housing needs goals. Both neighborhood and regional/community commercial uses are allowed in accordance with the standards developed in the specific plan. The specific plan also includes buffers, screening, and design compatibility with adjacent land uses. As of 2009, the majority of Bay Meadows Phase I is built-out; however, several vacant sites still remain.

PA 7.3: **Bay Meadows Phase II.** The former Bay Meadows racetrack site is designated for transit oriented development including residential, neighborhood commercial and regional/community commercial, and park and open space uses. The residential component shall not exceed 1,500 dwelling units, office uses shall not exceed 1.5 million square feet, retail uses shall not exceed 150,000 square feet, the precise provisions to be determined in the Specific Plan. Permitted neighborhood commercial and regional/community commercial uses shall include office, hotel, retail and service uses. There shall be a minimum of 15 acres of park system provided. The specific heights and intensities of uses shall be generally determined by the Specific Plan Amendment for the site and specifically determined through Design Guidelines developed for the site and subsequent Site Plan and Architectural Review of "Blocks" within the site. Maximum heights shall be 55 feet and maximum densities shall be 50 units per acre consistent with Measure P.

This policy permits development of the site in accordance with the Rail Corridor Transit Oriented Development Plan and with the adopted Bay Meadows Specific Plan Amendment for the site that sets forth a land use program and a “framework” of streets and blocks. The land use program provides for a mix of “transit-oriented” uses and helps achieve the City’s fair-share housing goals and Sustainability Goals. The Specific Plan includes measures to both protect and connect with adjacent neighborhoods through the layout of streets and the park system. By supporting transit-oriented development, this project will achieve reductions in vehicular trips and help the City achieve its greenhouse gas emissions reduction target. The Climate Action Plan further describes the role of the Bay Meadows Phase II plan in reducing greenhouse gas emissions.

PA 7.4: Hillsdale Shopping Center. Allow expansion and redevelopment of the Hillsdale Shopping Center for commercial retail, office, hotel, residential, or mixed uses containing one or more of the above at heights and intensities delineated on the Building Height and Intensity Plans. Should redevelopment or major expansion of the site occur, a Master Development Plan is required to ensure the site is developed comprehensively.

Hillsdale Shopping Center is an important source of sales tax revenue for the City. The General Plan designates the site as a minor focal point for commercial, hotel, residential and office uses and allows flexibility in its development. If major expansion or redevelopment should occur in the future, it must be planned in a comprehensive manner which minimizes impact on the surrounding areas.

PA 7.5: East Hillsdale Boulevard Center. Retain the neighborhood commercial shopping center and allow minor low-rise expansion limited to neighborhood retail uses to serve the existing residences. Allow expansion of the Hillsdale Inn in accordance with the Building Height and Intensity Plans. Encourage physical and visual improvements during the interim.

This neighborhood shopping center provides goods and services to San Mateo Village. It is intended that the center be retained with limited expansion permitted to meet the increased demand which is anticipated with the residential development of Bay Meadows. Retention and enhancement of the Hillsdale Inn is encouraged, consistent with Policy LU-1.16.

PA 7.6: South El Camino Real.

1. Allow commercial and *high density* residential use of the area of South El Camino Real between SR 92 and the Belmont City limits, as delineated on the Building Height and Intensity Plans. For all buildings over two stories high, provide a minimum setback of ten feet adjacent to El Camino Real. Additionally, provide a minimum setback adjacent to residential parcels of one-half the maximum building height.

2. *For lots 100 feet deep and less, maximum building height is 40 feet. For lots more than 100 feet deep, permit heights up to 55 feet for projects which meet the following criteria and are approved by the City Council except as noted in 3, below:*
 - a. The project provides amenities, such as landscaped plazas, covered parking, setbacks from the street, stepbacks of upper stories, and public improvements substantially in excess of City requirements;
 - b. The building has high design quality, which is enhanced by additional building height;
 - c. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;
 - d. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and
 - e. The City's infrastructure is adequate to accommodate the proposed development.
3. Allow transit-oriented development within the Transit-Oriented Development (TOD) area in the vicinity of the Hillsdale station according to the provisions of the San Mateo Rail Corridor Transit-Oriented Development Plan.

Prepare design criteria to implement this policy prior to approval of any building over 40 feet high.

In this area, El Camino Real (SR 82) is characterized by a mixture of low-scale commercial uses. It is expected that most new development will be medium scale commercial or high-density residential or mixed-use, due to urban design concerns and traffic congestion.

PA 7.7: Twentieth to Twenty-fifth Avenues. Retain service commercial uses and allow limited low-scale expansion as delineated on the Building Height and Intensity Plans. Exclude office and residential development.

This policy is consistent with Policy LU-1.13 which encourages the retention of service commercial uses.

PA 7.8: Delaware Street. Development of the west side of Delaware Street between SR 92 and 25th Avenue should be consistent with the Rail Corridor Transit-Oriented Development Plan.

It is intended that this area be exclusively transit oriented in character consistent with Policies LU 3.4 and LU 3.5, because of its proximity to the Hayward Park Caltrain station. Redevelopment may be for residential uses (except for property fronting onto 19th Avenue), as delineated on the Building Height and Intensity Plans.

PA 7.9: Twenty-fifth Avenue Shopping Center. Retain the neighborhood commercial uses and allow limited low-scale retail expansion with heights up to a maximum of two stories along 25th Avenue between Delaware Street and South El Camino Real. Provide better signage and access to public parking areas.

PA 7.10: Lauriedale Shopping Center. Allow expansion of the Lauriedale neighborhood shopping center, as delineated on the Building Height and Intensity Plans. Promote improved appearance of the center.

These policies are consistent with Policy LU-1.12, which encourages the retention and enhancement of neighborhood shopping areas.

PA 7.11: Transit-Oriented Development (TOD). Encourage a transit-supportive mix of uses consistent with the San Mateo Rail Corridor Transit-Oriented Development Plan (Corridor Plan) and Hillsdale Station Area Plan.

This policy is consistent with Policies LU 3.4, 3.5, and 3.6, which establish the Corridor Plan, the TOD designation and the Hillsdale Station Area Plan. Actions to implement this policy are further outlined in the Climate Action Plan which is an appendix of the General Plan.

8. BERESFORD PARK

PA 8.1: South El Camino Real.

1. Allow commercial and *high density* residential use of the area of South El Camino Real between SR 92 and 29th Avenue, as delineated on the Building Height and Intensity Plans. For all buildings over two stories high, provide a minimum setback of ten feet adjacent to El Camino Real. Additionally, provide a minimum setback adjacent to residential parcels of one-half the maximum building height.
2. *For lots 100 feet deep and less, maximum building height is 40 feet. For lots more than 100 feet deep, permit heights up to 55 feet for projects which meet the following criteria and are approved by the City Council:*
 - a. The project provides amenities, such as landscaped plazas, covered parking, setbacks from the street, stepbacks of upper stories, and public improvements substantially in excess of City requirements;

- b. The building has high design quality, which is enhanced by additional building height;
- c. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;
- d. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and
- e. The City's infrastructure is adequate to accommodate the proposed development.

Prepare design criteria to implement this policy prior to approval of any building over 40 feet high.

The intent of this policy is the same as for other portions of El Camino Real (SR 82) as described in Policies PA-7.6.

PA 8.2: Twentieth Avenue Vicinity.

- 1. Between Elkhorn Court and O'Farrell Street, allow redevelopment either as: a) low intensity office use with heights to a maximum of two stories; b) mixed use with *high density* residential with heights up to four stories, as delineated on the Building Height and Building Intensity Plans; or c) *high-density* residential development with heights up to four stories, as delineated on the Building Height and Intensity Plans.

It is not intended that this area be a large scale commercial node due to its proximity to residential neighborhoods and limited peak period roadway capacity.

Allowable commercial expansion is limited to minimize neighborhood impacts. A mix of multi-family and low-scale commercial uses is encouraged, consistent with this policy.

- 2. Retain the recreation and club uses on the south side of 20th Avenue between Pioneer Court and Isabelle Avenue. Should redevelopment of the site occur, a medium-density residential use with heights up to three stories is appropriate, as delineated on the Building Height and Intensity Plans.

The Elks Club has been a part of the community for many years and is not expected nor encouraged to relocate its facility. Residential redevelopment of this large site is permitted due to the limited impact on the adjacent residential neighborhoods and on roadway capacity in the

area. Commercial redevelopment is prohibited due to the potential adverse impacts on the neighborhood.

PA 8.3: Twenty-Fifth Avenue Shopping Center. Retain the neighborhood commercial uses emphasizing ground floor retail use. Allow limited low-scale expansion up to two stories except for those parcels fronting on El Camino Real where four stories are permitted providing that the two upper stories are for residential use.

This policy is consistent with Policy LU-1.12, which encourages the retention and enhancement of neighborhood shopping areas.

PA 8.4: Peninsula Golf and Country Club. Retain the existing club and recreation use. Should the site redevelop, single-family and low-density residential development is appropriate.

Retention of the Peninsula Golf and Country Club is encouraged. The facility is a recreational resource and provides open space within the community. Should redevelopment occur, a Master Plan should be established. Future development should be consistent and compatible with the adjacent single-family neighborhood. This will include a site plan which preserves mature vegetation, natural topography and a substantial amount of open space by clustering dwelling units and a circulation plan which minimizes traffic impacts in the area.

PA 8.5: SR 92/Hillsdale Boulevard/Campus Drive Vicinity.

1. Allow expansion of the office uses east of Hillsdale Boulevard south of SR 92, and along Campus Drive, with maximum heights and intensities as delineated on the Building Height and Intensity Plans.

The area is a prominent regional office center allowing expansion due to its excellent freeway access and relative isolation from single-family neighborhoods.

2. Retain the Laurelwood (College Heights Plaza) Shopping Center's neighborhood retail uses and allow limited low-scale expansion with a maximum height up to two stories.

The shopping center provides goods and services to the several neighborhoods in the Western Hills area. This policy is consistent with Policy LU-1.12, which encourages the retention and enhancement of neighborhood shopping areas.

PA 8.6: Alameda/SR 92 Synagogue Site. Allow redevelopment of the synagogue parcel for either medium-density multi-family residential or office uses. Office development is contingent upon obtaining joining access from the adjacent office properties to permit vehicular access from the signalized 20th/Alameda intersection.

Should redevelopment of the synagogue site occur, a medium-density multi-family residential project or office use similar to the adjoining properties would be appropriate.

PA 8.7: Campus Drive Emergency Access. Maintain access between Campus Drive and 26th Avenue for emergency use only, and preclude modifications which would allow through vehicular access between these streets to protect surrounding residences.

This policy reaffirms that Campus Drive to 26th Avenue will be maintained for emergency access only.

9. SUGARLOAF.

PA 9.1: Forty-Second Avenue Center. Develop a Specific Plan for the area between 41st Avenue, Beresford Street, South El Camino Real and the Belmont border to improve the efficiency of the site design, circulation, appearance, and design relationship to surrounding uses, and to allow mixed commercial and residential expansion. Allow heights and intensities/densities as delineated on the Building Height and Intensity Plans.

The 42nd Avenue Shopping Center is intended to be the major neighborhood retail center in the southern portion of the City. Problems such as circulation, parking, access, and appearance have limited the market performance of the area. A Specific Plan will be prepared to address these problems and to maximize the center's economic vitality, provide housing opportunities, and encourage mixed use.

PA 9.2: South El Camino Real.

1. Allow commercial and *high* density residential use of the area of South El Camino Real between 36th and 41st avenues, as delineated on the Building Height and Intensity Plans. For all buildings over two stories high, provide a minimum setback of ten feet adjacent to El Camino Real . Additionally, provide a minimum setback adjacent to residential parcels of one-half the maximum building height subject to the El Camino Real Master Plan.
2. *For lots 100 feet deep and less, maximum building height is 40 feet. For lots more than 100 feet deep, permit heights up to 55 feet for projects which meet the following criteria and are approved by the City Council:*
 - a. The project provides amenities, such as landscaped plazas, covered parking, setbacks from the street, stepbacks of upper stories, and public improvements substantially in excess of City requirements;

- b. The building has high design quality, which is enhanced by additional building height;
- c. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;
- d. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and
- e. The City's infrastructure is adequate to accommodate the proposed development.

Prepare design criteria to implement this policy prior to approval of any building over 40 feet high.

PA 9.3: San Mateo County Hospital. Should all or a portion of the San Mateo County Hospital redevelop, a mixed residential development is appropriate with stepped density compatible with adjacent residential areas, ranging from single-family adjacent to single family residences to medium density where adequately buffered.

The City encourages retention of the hospital use due to the community service and jobs it provides. The hospital has undergone extensive remodeling including the addition of a new building which should result in the retention of the facility. Should the site be redeveloped, a Master Plan shall be prepared. Future development must be compatible with the surrounding residential area. Because of the site's size and that it is surrounded by both single and multi-family residences, a mixed residential development is appropriate. Stepped density will include new single-family dwellings located adjacent to existing single-family areas, and multi-family dwellings on the site's interior and adjacent to existing multi-family areas.

10. WESTERN HILLS.

PA 10.1: San Mateo County Facilities Site. Allow redevelopment of the San Mateo County lands to low-density, multi-family or single-family residential, at a maximum density equal to two dwelling units per acre. Encourage clustered development to maximize open space and protect hillsides, major vegetation, natural topography and views from surrounding areas. Development of a Master Plan for any future development of the site is required.

Retention of the County Facilities is encouraged. Should redevelopment occur, the appropriate use is low-density residential. This is due to the use characteristics of the surrounding area and the natural conditions of the site, particularly its topography. Sites must not be owned and/or

operated by the City, other government agencies, and/or the public school districts to be redeveloped as housing.

PA 10.2: Crystal Springs Shopping Center. Retain the Crystal Springs neighborhood shopping center and allow limited expansion as delineated on the Height and Building Intensity Plans.

The shopping center provides goods and services to the Western Hills area. This policy is consistent with Policy LU-1.12, which encourages the retention and enhancement of neighborhood shopping centers.