

ESSEX PRE-APPLICATION

APPLICABLE GENERAL PLAN AND DOWNTOWN AREA PLAN POLICIES

Development of the site is guided by the following relevant planning documents:

1. General Plan Vision 2030
Available online at: <http://www.cityofsanmateo.org/index.aspx?NID=2021>
2. City of San Mateo Zoning Code
Available online at: <http://www.cityofsanmateo.org/index.aspx?NID=1982>
3. Downtown Area Plan
Available online at: <http://www.cityofsanmateo.org/index.aspx?nid=1894>
4. Bicycle Master Plan
Available online at: <http://www.cityofsanmateo.org/index.aspx?nid=1894>
5. Pedestrian Master Plan
Available online at: <http://www.cityofsanmateo.org/index.aspx?nid=1894>

Applicable General Plan Elements and Policies and Downtown Area Plan Policies are listed to facilitate further discussion and direction for the project at this preliminary stage. A narrative of compliance with applicable General Plan policies is provided following the policies (shown in italics).

General Plan Vision 2030

Land Use Element

- 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 Map.*
- 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.*

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;"*

LU 4.32: **Recycling.** *Support programs to recycle solid waste in compliance with State requirements. Require provisions for onsite recycling for all new development.*

This proposed residential density includes a request for density bonus under state law as well as a request for additional height and density under the city's Measure P, please refer to the applicant's density bonus letter for a summary of the proposed density and the applicable regulations. The applicant has also indicated that the proposed trash, recycling, and composting collection area will be located in at grade in the building. They have indicated that will work with Public Works and Recology to further refine the proposal as part of the formal planning application.

Circulation Element

C 2.4: **Transportation Fee Ordinance.** *Require new developments to pay for on-site improvements to meet the needs of development and their proportionate share of the costs for mitigating cumulative traffic impacts within the City of San Mateo. Utilize a Transportation Fee Ordinance to finance necessary off-site improvements equitably. The off-site improvements will include intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures.*

- C 2.5:** ***Traffic Studies.** Require site-specific traffic studies for development projects where there may be a substantial impact on the local street system. Traffic impacts caused by a development project are considered to be unacceptable and warrant mitigation if the addition of project traffic results in a cumulative intersection level of service exceeding the acceptable level established in Policy C-2.1; where there may be safety hazards created; or where there may be other substantial impacts on the circulation system.*
- C 2.10:** ***Transportation Demand Management (TDM).** Participate in the TDM Program as outlined by the San Mateo City/County Association of Governments (C/CAG). Encourage TDM measures as a condition of approval for development projects, which are anticipated to cause substantial traffic impacts. C/CAG requires the preparation of a TDM program for all new development that would add 100 peak hour trips or more to the regional road network.*
- C 4.5:** ***Pedestrian Enhancements with New Development.** Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, street lights, and street landscaping on sidewalks be placed.*
- C 5.1:** ***Parking Standards.***
- a. *Review parking requirements periodically to ensure adequate parking supply as a condition of development approval.*
 - b. *Review parking requirements periodically to ensure adequate parking supply for change and/or expansion of land use resulting in increased parking demand.*

The applicant is aware that a traffic/circulation and parking study will be required as part of the formal planning application review.

Housing Element

- H 1.1:** ***Residential Protection.** Protect established single-family and multi-family residential areas by the following actions:*
1. *Prevent the intrusion of incompatible uses not indicated in the Land Use Element as allowed in residential districts;*
 2. *Avoid the overconcentration on individual blocks of non-residential uses defined by the Land Use Element as being "potentially compatible" in residential areas;*
 3. *Assure that adequate buffers are provided between residential and non-residential uses to provide design compatibility, protect privacy, and protect residences from impacts such as noise and traffic; and*

4. *Review development proposals for conformance to the City's multi-family design guidelines for sites located in areas that contain substantial numbers of single-family homes to achieve projects more in keeping with the design character of single family dwellings.*

H 2.4: ***Private Development of Affordable Housing.** Encourage the provision of affordable housing by the private sector through:*

1. *Requiring that a percentage of the units, excluding bonus units, in specified residential projects be affordable.*
2. *Requiring construction or subsidy of new affordable housing as a condition for approval of any commercial development which affects the demand for housing in the City.*
3. *Providing density bonuses and priority processing for projects which qualify for density bonuses under State law.*

H 3.1: ***Sustainable Housing Development.** Incorporate Sustainability into existing and future single family and multifamily housing:*

1. *Ensure that all existing and future housing, including both single family and multifamily housing, is developed in a sustainable manor.*

The applicant has indicated that they will provide some level of affordable housing that is integrated within the multi-family development; but that it is still at a preliminary stage and do not have the affordable housing unit information available at this time. Further review will occur during the formal Planning application stage.

The project proposes design and programs to potentially meet the current Green Building requirements as per the current Building Code requirements, which went into effect on January 1, 2014. The applicant will be able develop the project further following this study session and will further develop their submittal to meet current Green Building requirements as part of the formal Planning Application and subsequent application for building permit.

Urban Design Element

UD 2.1: ***Multi-Family Design.** Ensure that new multi-family developments substantially conform to the City's Multi-family and Small Lot Multi-family Design Guidelines that address the preservation and enhancement of neighborhood character through building scale, materials, architectural style, quality of construction, open space, location of parking and lot size.*

UD 2.2: ***Building Scale.** Ensure that new multi-family developments respect the existing scale of the neighboring buildings by providing a change in the building face at spacing common to existing buildings and by stepping down building height towards the street to more closely match the height of existing buildings.*

- UD 2.3:** ***Style and Materials.** Encourage the design of new multi-family developments in areas with a dominant building style or dominant type of exterior building materials to complement the style and incorporate the common materials of the area.*
- UD 2.4:** ***Multi-Family Parking.** Encourage new multi-family developments to place parking underground or towards the rear of the parcel to avoid blank, ground floor walls and to screen views of parking from the street.*
- UD 2.5:** ***Multi-Family Open Space.** Require that a portion of required open space be useable for passive or active recreation.*
- UD 2.6:** ***Orient Buildings Toward the Street.** Encourage commercial development to be located at the street in retail areas to encourage pedestrian activity and the use of on-street parking. Locate required parking towards the side and rear of parcels.*
- UD 2.7:** ***Respect Existing Scale.** Encourage new commercial development to respect the scale of surrounding buildings by providing breaks in the building face at spacings common to buildings in the area and by stepping back upper floors.*
- UD 2.14:** ***Sustainable Design and Building Construction.** Require new development and building alterations to conform with the City's Sustainable Initiatives Plan and subsequent City Council adopted goals, policies, and standards pertaining to sustainable building construction.*

Additional revisions to the plans will be required to comply with the Urban Design policies including UD 2.1 and UD 2.4 related to multi-family design and parking. Additionally, enhancing the bike and pedestrian experience (including additional pedestrian scale lighting) will be examined in the formal Planning Application submittal.

The City's Design Review Consulting Architect will also provide further comments on design recommendations for the site in conjunction with the formal Planning Application process.

Conservation and Open Space Element

- C/OS 6.6:** ***New Development Street Trees.** Require street tree planting as a condition of all new developments in accordance with the adopted Street Tree Master Plan.*
- C/OS 6.8:** ***Street Tree Preservation.** Preserve existing street trees; ensure adequate siting, selection, and regular maintenance of City trees, including neighborhood participation, for the purpose of keeping the trees in a safe and aesthetic condition.*

The applicant is proposing to remove a majority of the existing mature trees on the site and to enhance the new development with new landscaping and trees. This will be examined in more detail as part of the formal Planning Application process.

Noise Element

N 1.1: Interior Noise Level Standard. Require submittal of an acoustical analysis and interior noise insulation for all "noise sensitive" land uses listed in Table N-1 which have an exterior noise level of 60 dB (LDN) or above, as shown on Figure N-1. Maximum interior noise level shall not exceed 45 dB (LDN) in all habitable rooms.

N 1.2: Exterior Noise Level Standard. Require an acoustical analysis for new parks, play areas, and multi-family common open space (intended for the use and the enjoyment of residents) which have an exterior noise level of 60 dB (LDN) or above, as shown on Figure N-1. Require an acoustical analysis which uses Leq for new parks and play areas. Require feasibility analysis of noise reduction measures for public parks and play areas. Incorporate necessary mitigation measures into residential project design to minimize common open space noise levels. Maximum exterior noise should not exceed 67 dB for residential uses and should not exceed 65 dB (Leq) during the noisiest hour for public park uses.

N 2.2: Minimize Noise Impact. Protect all "noise sensitive" land uses listed in tables N-1 and N-2 from adverse impacts caused by the noise generated on-site by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit long-term exposure increases of 3 dB (LDN) or above at the common property line, or new uses which generate noise levels of 60 dB (LDN) or above at the property line, excluding ambient noise levels.

The applicant is aware of the City's noise requirements and will be providing more detailed information at the time of the formal Planning Application.

Downtown Area Plan

Chapter 4: Downtown Plan Policies

I.1 Downtown Core High Density/Intensity Development. Encourage the development of mixed-use high density residential projects and high intensity commercial projects within the Downtown Retail Core.

II.10 Mixed Use Commercial-Residential. Facilitate housing production by allowing multi-family dwellings as part of mixed-use developments in all downtown commercial and office land use

categories, except areas designated service commercial and parks/open space in the General Plan.

III.2 Pedestrian Amenities. *Enhance the sidewalk environment of primary pedestrian streets as indicated on the Pedestrian, Park and Open Space Policies map, by providing improvements to the appearance, comfort, convenience and safety of pedestrian areas. Develop a Coordinated Streetscape Plan for future sidewalk amenities and physical improvements.*

Special sidewalk paving, pedestrian bulbs at intersections, benches, bicycle racks, trees, and other sidewalk improvements in the Retail Core area have served to unify the diverse architectural environment in the downtown and improve public safety and comfort. The streetscape environment of downtown helps to define the pedestrian nature of the area, and also provides an identity through the use of streetlights, sidewalks and landscaping. As part of the Main Street Garage/Century Theater project, City staff began an effort to unify the design of these streetscape features. Subsequent improvements on Main Street, South B Street and 3rd and 4th Avenues between B Street and South Fremont Street have been designed in a uniform manner.

The City should continue to implement a coordinated streetscape plan (1) as private redevelopment takes place; (2) as public funding becomes available, such as the C/ CAG Livable Communities program (funds awarded to cities which approve, and have constructed, development in proximity to rail stations), or (3) through a combination of funding sources.

III.7 Pedestrian Access – Pedestrian Safety is a Priority in the Pedestrian improvements should incorporate the following concepts to develop a consistent pedestrian-friendly environment:

- a. Pedestrian access to peripheral garages should provide a safe and attractive walking environment.*
- b. Sidewalks should be well maintained and be widened as opportunity becomes available to provide a pedestrian boulevard experience that might include elements such as outdoor dining.*
- c. Vertical street elements should be minimized to improve pedestrian access.*
- d. Continue practice of using pedestrian scale lights in the Downtown.*
- e. Monitor the placement of utilities and other similar items to ensure that they do not adversely affect pedestrian movement and safety.*

The Downtown has long been identified as being one of the City's most important pedestrian environments. This includes not only the Downtown Retail Core itself, but also Central Park and the connections to surrounding neighborhoods. The pedestrian nature of downtown should be maintained and enhanced as opportunities are provided with both public and private projects.

IV.1 Building Heights. *Relate the height of new buildings to the pattern of downtown and to the character of existing and proposed development.*

Building heights in the Downtown are limited to 55-feet in most areas with 75-feet permitted on some sites. However, the existing development pattern includes one to three story building heights throughout much of the Downtown core area. New development shall be encouraged to step down towards some existing buildings in order to be compatible with the pattern of Downtown. This becomes more important where existing buildings are not likely to redevelop due to historical or architectural importance or site, see Building Height and Bulk Plan located at the end of this chapter.

V.7 Downtown Plan Parking Standards. *Maintain reduced parking requirements within the Downtown Plan area for non-residential uses. Explore new technologies to increase parking availability and/or efficiency.*

Persons shopping or using services often visit a number of establishments during one trip to downtown. Parking requirements can be reduced since many uses share the same parking. In addition, the existence of public parking facilities and on-street parking spaces reduce the demand for private on-site parking spaces.

In addition, as new non-residential developments take place within the CPID, use of in-lieu fee payments to fulfill parking requirements will need to be monitored to ensure adequate availability of spaces. While there presently exist sufficient spaces to handle foreseeable demand in the near-term, there may be a need to construct additional facilities should new projects rely on the CPID to provide parking, as opposed to providing parking on-site. The City should explore the joint use of private parking facilities to complement public parking facilities, as a 2008 study indicates that there is sufficient reserve in private parking facilities (also see Policy V.4) Additionally, new technologies opportunities to increase parking supply or improve efficiency of existing parking supply. New private and public developments should explore and, where feasible, incorporate new technologies that increase parking availability or efficiency.

VIII.2 Transportation Demand Management (TDM). *Required participation in TDM measures, such as car/van pooling, car sharing, staggered work hours and transit use, as a condition of approval for projects anticipated to generate significant parking and traffic impacts.*

Transportation Demand Management (TDM) measures should be examined to change travel behavior and reduce trips during peak commute hours. These measures include ridesharing, work pattern changes, transit use, and preferential parking controls. Implementation of these measures will result in a reduction of parking and traffic impacts generated by employees who work in Downtown San Mateo. While this would be required for projects anticipated to generate significant traffic impacts, smaller scale projects should be examined for opportunities to incorporate TDM measures.

Additionally, improvements in the pedestrian environment will help encourage walking, biking and utilization of other means of transit, thereby reducing vehicle trips. The policies under Goal III — Enhance The Downtown's Pedestrian Environment and Enhance The Safety And Attractiveness Of Downtown are intended to facilitate these improvements.

VIII. 4 Support Sustainable Transportation Initiatives. *Implement Downtown Area Plan policies calling for use of Transportation Demand Management (TDM) measures, establishment of a Transportation Management Association (TMA), and other measures to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility.*

The Downtown Area Plan seeks to improve pedestrian, bicycle, shuttle, and transit access by creating direct connections to the train stations and other transportation facilities and local destinations. Additionally, the Downtown Area Plan includes vehicle trip reduction, bicycle and pedestrian accessibility policies. These policies will be employed on a case by case basis as development is reviewed, with the goal of reducing vehicle trips and promoting alternative means of mobility.

The Bicycle Master Plan and Pedestrian Master Plan are applicable to all new development in the City. The following information is based on preliminary plans and will be further reviewed as part of the formal Planning Application.

Bicycle Master Plan

The City's Bicycle Master Plan was adopted on October 17, 2011. Based on the preliminary plans, it is anticipated that the project will be required to comply with the short-term and long-term bike rack/storage designs referenced in the Plan. The specific dimensional and locational requirement for bike racks/storage are included in San Mateo Municipal Code 27.64.262 Bicycle Parking Facilities.

Pedestrian Master Plan

The City's Pedestrian Master Plan was adopted on April 16, 2012. Based on the preliminary plans, it is anticipated that the project will be required to comply with A.9 Sidewalk Standards — Mixed Use Type A Zero Setback with respect to providing a curb, planter/furniture zone and sidewalk through zone. Refer to page A-12 of the Plan.