

## CHAPTER 3. OBJECTIVES

The Objectives established in this Corridor Plan are intended to support the overarching Plan goal of creating world-class Transit-Oriented Development (TOD) for San Mateo. The objectives help define more specific direction for the City and private development as to the physical form of TOD envisioned by the City and the CAC. The Objectives have four major topic areas, and are listed below. These Objectives form the basis for the policies and recommendations in this Plan.

### 1. Improve Connections & Create Multi-modal Streets

#### **Objective (A): Improve Connections to Stations**

Create logical, safe, and attractive automobile, bus, pedestrian, and bicycle connections to the train stations, and improve visual connections to the stations. Both existing and new streets should be visually appealing and inviting to pedestrians, with generous sidewalks, street trees, pedestrian-scale lighting, and on-street parking. Consider funding opportunities to pursue utility undergrounding in certain areas.

#### **Objective (B): Improve Vehicular Connections throughout the Plan Area**

Use the opportunity created by new development to rethink and improve street connections. Provide a network of additional north-south and east-west vehicular connection(s) throughout the Plan area to provide alternatives to existing streets and to the use of State Route (SR) 92 for local trips.

**Objective (C): Improve Pedestrian and Bicycle Environment and Connections to Transit Stations and throughout the Plan Area**

Safe and convenient pedestrian and bicycle connections to transit stations are critical factors in making TOD successful. Pedestrian and bicycle connectivity must be enhanced to provide improved access to stations as well as other interconnections throughout the Plan area, including where vehicular connections are infeasible, with safe, direct, and attractive sidewalks, trails, or pathways. If possible, link and continue the existing linear open space in the Franklin / Bay Meadows I project to a new pedestrian pathway or linear green in the future Bay Meadows development that connects to the Hillsdale Station.

**Objective (D): Coordinate with the Joint Powers Board's (JPB) Rail Service Improvement Plans**

Ensure good pedestrian accessibility and attractive, high-quality design for the relocated Hillsdale train station. Take advantage of the JPB's plans to elevate the tracks by creating two additional grade-separated crossings at 28th and 31st Avenues. However, regardless of the phasing of the grade separations, the City shall coordinate with JPB to explore options for constructing the tracks on a viaduct structure between the 28th and 31st Avenues.

**Objective (E): Coordinate with Caltrans' SR 92 Improvement Plans**

A Preliminary Study Report prepared by the California Department of Transportation (Caltrans) to improve regional circulation on SR 92 included preliminary options for the redesign of the SR 92/Delaware Street and the SR 92/El Camino Real interchanges that would eliminate or severely impact local access across the train tracks. Provide necessary

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communication and coordination with Caltrans to ensure that any future interchange redesign maintain local access across the rail tracks.

### **Objective (F): Manage Traffic and Encourage Alternatives to Driving**

Explore transportation strategies to manage vehicle trips and encourage walking, biking, and transit usage. Upon completion of the Corridor Plan, develop a Transportation Demand Management (TDM) ordinance to reduce single-occupancy vehicle trips for new uses in the Corridor. Consider granting variances from the City's Level of Service Policy to allow for higher levels of congestion in exchange for providing high-quality, walkable, compact development.

## **2. Focus Transit-Oriented Development at Station Areas**

### **Objective (G): Concentrate Development at Public Transit Station Areas**

Consider the rail stations as gateways to the community, with the highest intensities of development located around the stations, framing public gathering places and maximizing the benefits of public investment.

### **Objective (H): Improve Train Station Areas**

Improve seating, shelter, signage, lighting, automobile and bicycle parking, and pedestrian and vehicular access to rail stations and platforms.

### **Objective (I): Seek High Quality Design of the Relocated Hillsdale Caltrain Station**

The relocated Hillsdale Caltrain Station should incorporate high quality design that provides efficient access for all modes of transport and creates a sense of "place" through the use of architecture, materials and station features. The station design should maximize the use of "viaduct"

structure to provide opportunities to use the land under the tracks and to maximize the visual connection between the east and west side of the tracks.

**Objective (J): Encourage Mixed-Use Development near Transit Stations**

Allow and encourage mixed-use development closest to station areas that is designed to ensure the creation of lively, diverse, transit-oriented and pedestrian-friendly places. Allow both horizontally-mixed uses and vertically-mixed uses to create variety and interest near stations. Retail near transit stations should be located in the ground floor of office or residential buildings, rather than as stand-alone retail.

**Objective (K): Establish Neighborhood-Serving Retail Districts, Distinct from Downtown San Mateo**

Encourage smaller-scale, ground-floor retail within designated portions of the Corridor Plan area as an important component of new TOD. Cluster ground-floor retail along Delaware Street near the relocated Hillsdale Station in the Bay Meadows area, and along the north side of Concar Drive near the Hayward Park Station. New retail development should serve the immediate neighborhood and transit users.

**Objective (L): Provide Public Open Spaces at Station Areas**

Reserve the areas closest to the transit stations primarily for higher-density development, rather than large parks or other open spaces. Within a short walking distance of the two Caltrain stations, provide modest-sized public open spaces such as transit plazas, mini parks, linear greens, and creek side trails.

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### **3. Encourage Transit-Supportive Land Uses**

#### **Objective (M): Encourage Transit-Supportive Development**

Encourage the gradual replacement of low-intensity, auto-oriented uses with higher-intensity, transit-oriented uses, particularly closest to transit stations.

#### **Objective (N): Create a World-Class TOD at Bay Meadows / Hillsdale Station**

At such time as the Bay Meadows property redevelops, work with developers to transform the Bay Meadows racetrack into an attractive, inviting, high-quality TOD that sets a standard for TOD in San Mateo and is well-integrated with the surrounding community.

#### **Objective (O): Explore Alternate Uses of Corporation Yard**

Recognizing the proximity to the Hayward Park Station, explore opportunities to relocate and redevelop the City Corporation Yard and related facilities (as well as the Pacific Bell Corporation Yard) with transit-supportive land uses.

#### **Objective (P): Provide for Open Space and Recreation**

Farther from transit stations, provide neighborhood parks to benefit both new and existing residents within walking distance. In the Bay Meadows area, a large community park with active and passive recreation areas should be provided to serve residents City-wide.

#### **Objective (Q): Encourage Shared Parking**

As part of an overall TDM program, reduce the amount of land or buildings devoted solely to storage of automobiles by encouraging

parking management solutions such as shared parking between different compatible uses, particularly office and residential development. Explore the feasibility of sharing parking among the future Hillsdale Station Caltrain garage, the San Mateo County Expo Center, and adjacent development.

## **4. Compatibility with Existing Development**

### **Objective (R): Respect Community Character with New Development**

Encourage design of new buildings to be pedestrian-friendly and compatible with local styles.

### **Objective (S): Control Height and Massing of New Development**

Provide a buffer in scale between new development and adjacent residential areas by stepping down building intensities and heights.

### **Objective (T): Control Traffic Impacts of New Development**

Ensure that new projects do not significantly increase traffic levels on residential streets in existing neighborhoods.

### **Objective (U): Maintain and Beautify Existing Development**

Improve existing commercial storefronts and properties with façade improvements, cleanup programs, signage controls, and other methods to beautify the community.

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### **Objective (V): Respect Existing Facilities and Businesses**

Respect viable and valuable existing service commercial and light industrial businesses by allowing them to remain, particularly those along Palm Avenue, Leslie, and Gum, while providing a framework and incentives for future change.

### **Objective (W): Work with the County to Improve the Expo Center**

Work with San Mateo County to improve and revitalize the San Mateo County Expo Center, including landscaping improvements to front entrance, drop-off area, and parking lots. Explore opportunities to reduce the amount of land devoted solely to parking by sharing parking facilities with adjacent uses.