

**San Mateo Rail Corridor Transit Oriented Development Plan –**  
**Adopted June 6, 2005**

**Chapter 3 Objectives (pp 3-2 to 3-4)**

**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 (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.

**Chapter 4 Circulation**

**Grade Separations (pp 4-9 to 4-11)**

**POLICY 4.4 IMPROVE EAST-WEST ACCESS VIA NEW GRADE SEPARATED RAIL CROSSINGS.**

Three grade separated street/rail crossings are recommended in the Plan area, as shown in *Figure 4.1*. A grade separation is the physical separation of a roadway from the railroad track that it crosses. It provides a safe crossing location for automobiles and allows trains to continue across the street without stopping for traffic. The proposed grade separations would involve extending a roadway underneath elevated Caltrain tracks at or near the Hillsdale Station. In addition to providing improved east-west connections, grade separations are required as a result of Caltrans' Baby Bullet express service.

**25<sup>th</sup> Avenue Grade Separation**

25<sup>th</sup> Avenue serves as a neighborhood shopping street on either side of El Camino Real. It continues from El Camino Real to cross the Caltrain tracks at grade and joins up with Delaware Street, and as such is the only local street crossing of the railroad tracks between 9<sup>th</sup> Avenue and Hillsdale Boulevard. The Avenue provides a major point of entry to the San Mateo County Expo

Center, and so must be designed to accommodate access to Expo. The provision of adequate pedestrian connection at this intersection is an additional design consideration.

As part of the JPB project to establish express Caltrain service and elevate the tracks through the Bay Meadows area, 25<sup>th</sup> Avenue will be reconstructed by the JPB to pass underneath the tracks (between Palm Avenue and Delaware Street) to create a grade-separated crossing. The street design of the grade separation should serve as an attractive gateway to both sides of the train tracks. Defining elements of the streetscape, such as street trees, sidewalks, and lighting, should be carried through underneath the tracks in order to enhance the feeling of connectivity for the two sides of the tracks.

### **28<sup>th</sup> and 31<sup>st</sup> Avenue Grade Separations**

28<sup>th</sup> and 31<sup>st</sup> Avenues connect hillside residential neighborhoods to El Camino Real, but do not currently extend east of El Camino Real. Grade-separated roadway crossings of the railroad tracks should be constructed at 28<sup>th</sup> and 31<sup>st</sup> Avenues, linking El Camino Real to the extension of Delaware Street and ultimately the Franklin Parkway and Saratoga Drive. The grade separations will provide an additional street connection linking the existing development on either side of the train tracks. Construction of both grade separations should occur at the same time as the JPB's project to elevate the Caltrain tracks.

Both 28<sup>th</sup> and 31<sup>st</sup> Avenues are anticipated to be the location of pedestrian entrances to the relocated Hillsdale Caltrain Station. The street design of both grade separations should create an attractive gateway to both sides of the train tracks. Defining elements of the streetscape, such as sidewalks and lighting, should be carried through underneath the tracks in order to enhance the sense of connectivity.

A parcel on the west side of the railroad tracks at 28<sup>th</sup> Avenue has been purchased by the San Mateo County Transportation Authority in order to reserve the right-of-way for construction of the 28<sup>th</sup> Avenue grade separation. The parcel west of the tracks at 31<sup>st</sup> Avenue should be purchased or otherwise reserved for the grade separation as soon as funding is available, in order to facilitate the construction of the 31<sup>st</sup> Avenue grade separation.

As the two grade separations will connect the neighborhoods west of El Camino Real to Delaware Street, Saratoga Drive, Franklin Parkway, and Highway 101, the neighborhoods west of El Camino Real should be protected from the potential affects of increased traffic volume. Traffic calming devices along streets within the western neighborhoods offer one solution, working to reduce traffic speeds and discouraging pass trough trips.

### **Transit Center Features**

#### **Hillsdale Station (pg 4-31)**

**Station as Viaduct Structure.** The express Caltrain service includes construction of elevated tracks, much of it on earthen embankment. If funding can be identified, the portion of the tracks between 28<sup>th</sup> and 31<sup>st</sup> Avenues should be built on a viaduct structure that would allow the space

under the tracks to be used for bus stops, taxi and shuttle spaces, drop-off areas, transit user parking, multi-modal transfer points, and other station facilities. This design may also increase the amount of light and air to the undercrossings at 28<sup>th</sup> and 31<sup>st</sup> Avenues, improving the pedestrian experience. New grade separations at the Caltrain stations in Belmont and San Carlos are examples of limited viaduct structures with higher-quality materials, landscaped medians, airy, open passageways, and separate pedestrian walkways.

### **Hayward Park Station (pg 4-33)**

**Pedestrian Facilities.** Hayward Park Station is located in very close proximity to several well established neighborhoods, and this Plan encourages and permits more housing in very close proximity to the station. Therefore, it is likely that the station will continue to serve many pedestrian commuters who simply walk there from home. As such, direct and convenient access for pedestrians should be provided on both sides of the station.

Hayward Park Station platforms will remain at-grade. For safety reasons, pedestrian crossings associated with the station must be grade-separated, either crossing over or under the tracks. The JPB is planning to construct two pedestrian crossings: an aerial crossing at the southern end of the platform and an undercrossing at or near the northern end of the platform. Because of the clearance requirements for structures passing over Caltrain tracks, an underground crossing would be more convenient for pedestrians because it would have a shorter total walking distance.

In order to make the pedestrian undercrossing safer in appearance and function, the grade or slope should allow for a straight line of sight through to the other side. To accommodate this grade change, the new streets alongside the station platforms would have to be a few feet lower in grade than the platforms near the undercrossing entrances. Depending on the constraints of the site grade, it may be possible to accomplish this goal without adversely impacting design of adjacent streets and buildings. This concept requires further study based on a more detailed grading and alignment plan. The purpose behind this is to avoid the creation of a dark, claustrophobic, and uninviting pedestrian path. In order to provide light in the pedestrian tunnel, skylights could be provided.

CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT, P 3:09  
ADOPTING THE ENVIRONMENTAL FINDINGS, MITIGATION MEASURES  
AND STATEMENT OF OVERRIDING CONSIDERATIONS; AND APPROVING  
THE MITIGATION MONITORING AND REPORTING PROGRAM  
OFFICE OF THE CITY CLERK  
SAN MATEO, CA

RESOLVED, by the City Council of the City of San Mateo, California,  
that:

WHEREAS, an Environmental Impact Report was prepared to assess the environmental impacts of the proposed San Mateo Rail Corridor Transit-Oriented Development Plan and the Bay Meadows Specific Plan Amendment (hereafter, "Projects"); and

WHEREAS, the San Mateo Rail Corridor Transit-Oriented Development Plan, a copy of which is on file at the City Clerk's Office and incorporated herein by reference, is being considered for adoption and the Environmental Impact Report must be certified prior to said adoption;

NOW, THEREFORE, IT IS DETERMINED AND ORDERED, THAT:

1. The City Council has reviewed the Final Environmental Impact Report (FEIR) (a copy of which is on file at the City Clerk's Office and incorporated herein by reference) and found that the FEIR meets all provisions of the California Environmental Quality Act and that the Environmental Impact Report reflects the independent judgment of the City Council.
2. The FEIR adequately identifies all the environmental impacts of the proposed Projects. Potentially significant impacts have been identified and conditions of project approval have been included or changes or alterations have been required in, or incorporated into the project which will mitigate impacts to a level which will not cause a significant impact on the environment, with the exception of those unmitigated, significant impacts included in the Statement of Overriding Considerations as described in section 5 below.
3. Mitigation measures, which mitigate or avoid most of the significant environmental impacts of the San Mateo Rail Corridor Transit-Oriented Development Plan are identified in the FEIR. The findings to support this conclusion are attached as Exhibit A and are hereby incorporated by reference.
4. Pursuant to section 21081.6 of the Public Resources Code, a Mitigation Monitoring and Reporting Program has been included to

**ORIGINAL**

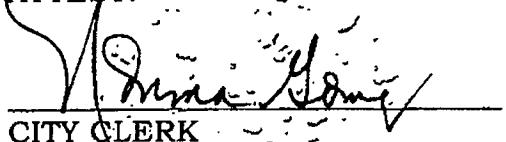
mitigate or avoid potential significant impacts on the environment. The Mitigation Monitoring and Reporting Program for the San Mateo Rail Corridor Transit-Oriented Development Plan is attached as Exhibit B and is hereby incorporated by reference. The City Council approves and adopts the Mitigation Monitoring and Reporting Plan.

5. Unmitigated significant impacts are identified in the FEIR, and a Statement of Overriding Considerations adopted. There are economic, social and other benefits of the proposed project which outweigh the project's unavoidable significant environmental impacts. A description of these impacts, the project's benefits and the findings for a Statement of Overriding Considerations as required by the California Environmental Quality Act are attached as Exhibit A and are hereby incorporated by reference. The City Council approves and adopts the Statement of Overriding Considerations and all other findings and elements of Exhibit A.
6. The City Council certifies the Final Environmental Impact Report referred to in Paragraph 2 hereof.
7. A certified copy of this Resolution shall be filed with the City Clerk.



Jan Epstein  
MAYOR

ATTEST:



Diana Young  
CITY CLERK

**Exhibits Attached:**

- A. Environmental Findings, Mitigation Measures, and Statement of Overriding Considerations
- B. Mitigation Monitoring and Reporting Program

**Exhibits on File with the City Clerk:**

1. San Mateo Rail Corridor Transit Oriented Development Plan and Corridor Plan modifications
2. FEIR (includes document entitled Draft EIR dated February 17, 2004)

\* \* \*

Resolution adopted by the City Council of the City  
of San Mateo, California, at a regular meeting held on  
June 6, 2005, by the following vote of the Council:

AYES: Council Members MATTHEWS, LEMPERT,  
LEE, GROOM and EPSTEIN

NOES: NONE

(SEAL) /s/ NORMA GOMEZ, City Clerk

RESOLUTION NO. 66 (2005) ( )

ADOPTING THE SAN MATEO RAIL CORRIDOR TRANSIT  
ORIENTED DEVELOPMENT PLAN (CORRIDOR PLAN)

RESOLVED, by the City Council of the City of San Mateo, California,  
that:

R E C I T A L S

WHEREAS, the General Plan of the City of San Mateo is a document which reflects current policies of the City and which must therefore be changed from time to time to reflect refinements of policy and acknowledge new proposals; and

WHEREAS, the City of San Mateo, in accordance with California Government Code Title 7, Chapter 3, through the Planning Commission, has held a public hearing pursuant to the notice required by law for the adoption of the Corridor Plan, at which the Commission received and considered written and oral evidence; and

WHEREAS, the City Council has also held a public hearing pursuant to the notice required by law for the adoption of the Corridor Plan, at which the Council received and considered written and oral evidence; and

WHEREAS, the proposed San Mateo Rail Corridor Transit-Oriented Development Plan (a copy of which is on file at the City Clerk's Office and incorporated herein by reference) is intended 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; and

WHEREAS, the proposed San Mateo Rail Corridor Transit-Oriented Development Plan is consistent with the City of San Mateo's General Plan major proposal #3 "Concentrate major new development near transportation and transit corridors" by encouraging transit oriented development in the vicinity of the Hayward Park and Hillsdale Stations, and along El Camino Real and State Route 92; and

WHEREAS, the San Mateo Rail Corridor Transit-Oriented Development Plan is consistent with the general provisions of Measure H (as adopted by the voters in November 1991 and extended by the voters as Measure P in November 2004) which included language amending the General Plan to read as follows:

"As a pre-eminent city in San Mateo County, San Mateo will continue to attract relatively intense office and residential development. Concentrating these higher intensity projects in areas having good access to freeways and the rail stations will reduce congestion on City streets and create higher value developments surrounded by supporting amenities. The creation of higher density "nodes" will also establish a more recognizable urban form. These nodes are located in areas which will minimize the impacts of dense development on surrounding neighborhoods."

WHEREAS, the San Mateo Rail Corridor Transit-Oriented Development Plan includes transit supportive policies, land uses, development densities, height standards, and design guidelines. These policies include the establishment of two TOD areas located within the larger plan area in the vicinity of the Hayward Park and Hillsdale Stations; and

WHEREAS, contributing to the realization of this endeavor 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 introduction of the Express Service commuter train. These improvements will add to the desirability of living and working near the stations; and

WHEREAS, implementation of the San Mateo Rail Corridor Transit-Oriented Development 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; and

WHEREAS, creation of new transit oriented development in the vicinity of Bay Meadows will reduce the probability of State imposed gambling on the that site; and

WHEREAS, the City is working with the Transportation Authority and Cal Trans to complete a Project Report for the S.R. 92/El Camino Real interchange improvements during the fiscal year 2006/07 and identify local match funding to enable project completion by 2015; and

WHEREAS, in conjunction with this the approval of the Corridor Plan, the City has made certain findings regarding the mitigation of environmental impacts of the Project, has adopted and approved a Mitigation Monitoring and Reporting Plan relating thereto, has certified an Environmental Impact Report and adopted and approved a Statement of Overriding Consideration relating to any impacts of the Project that cannot be mitigated, all based on findings supported by substantial evidence;

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED AND ORDERED, THAT:

1. The height increases proposed by the San Mateo Rail Corridor Transit-Oriented Development Plan (Corridor Plan) occur only on lands proposed for a land use designation change to Transit Oriented Development (TOD). Individual projects which increase heights beyond those in effect prior to the date of adoption of the Corridor Plan will require consistency with the five findings (see below) required by Measure P, and shall be so indicated on the Building Height Map with an asterisk (\*). In addition, the height increases to allow the designation of these increased height areas within the TOD areas are consistent with the provisions of Measure P as follows:

- i. "The building has high design quality, which is enhanced by additional building height;"

As stated above, individual projects within the TOD areas that propose to build at heights greater than those in effect prior to the date of adoption of the Corridor Plan may only be approved upon a finding that the building has high design quality, which is enhanced by additional building height. (In addition, the text under finding ii below is incorporated herein by this reference.)

- ii. "Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;"

General Plan Proposal 3 Concentrate Major New Development Near Transportation And Transit Corridors states the following:

"As the pre-eminent city in San Mateo County, San Mateo will continue to attract relatively intense office and residential development. **Concentrating these higher intensity projects in areas having good access to** freeways and the rail stations **will reduce congestion on City streets and create higher value developments** surrounded by supporting amenities. **The creation of high density "nodes" will also establish a more recognizable urban form.** These nodes are located in areas which will minimize the impacts of dense development on surrounding neighborhoods." (Emphasis added)

The Transit Oriented Development (TOD) areas may be increased to a maximum of 55 feet in height to allow creation of high density nodes which will establish a more recognizable urban form consistent with existing General Plan Major Proposal 3.,

The Rail Corridor Transit Oriented Development Plan includes policies which call for high quality design and building heights which are visually related to surrounding building heights and promote the creation of a coherent City image as noted in General Plan Proposal 3 (see above). These policies include, but are not limited to the following:

**Policy 5.13** Provide height restrictions that allow multi family residential and employment centers to be developed at appropriate transit supportive densities within TOD zones.

**Policy 5.14** Organize height zones to ensure the protection of established neighborhoods and to recognize areas of importance and public activity (taller buildings close to the station; shorter buildings near established single family neighborhoods).

**Policy 5.15** Maintain existing general plan height restrictions in areas outside of TOD zones.

Additionally, design guidelines are contained within the Corridor Plan that address development patterns, creation of interesting streetwalls, how buildings should create interesting architectural rhythm, corner landmarks, building articulation, and roof detailing.

iii. "Increased building heights will still provide for a variety of building heights in the vicinity of the project and the surrounding areas;"

There is a variety of building heights of 24 feet to 55 feet in TOD areas, and a range of maximum heights of 24, 32, 40, 55 and 40 – 75 feet (in existing public benefit areas) within the Rail Corridor Plan area. In addition, Rail Corridor Transit Oriented Development Plan policies 5.14 and 5.15 above also establish a variety of building heights.

iv. "Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and"

The increased heights are made compatible by transitions in height along McClellan Avenue and adjacent to the 19th Avenue and

Fiesta Garden neighborhoods. The Rail Corridor Transit Oriented Development Plan Final Environmental Impact Report does not identify any significant, unmitigated visual or shadow impacts.

- v. "The City's infrastructure is adequate to accommodate the proposed development."

The Rail Corridor Transit Oriented Development Plan FEIR does not identify significant impacts in the areas of energy, water supply, wastewater and solid waste. The FEIR does identify significant impacts on State Highway 92, Highway 101, and along State Highway 82, El Camino Real, at its intersection with 17<sup>th</sup> Avenue and Ralston Avenue in the City of Belmont. The FEIR also notes that present conditions on these roadways already exceed the City's level of service standards. In approving the Rail Corridor Transit Oriented Development Plan, the City Council has adopted a Statement of Overriding Considerations establishing why the benefits of development under the plan outweigh the significant impacts that could result from such development. The City Council finds that because of these benefits, and because the increases in traffic predicted in the FEIR do not materially worsen conditions that already fail to meet the City's level of service standards, the City's roadway infrastructure will be adequate to accommodate development contemplated by the Corridor Plan.

2. The City Council adopts the San Mateo Rail Corridor Transit-Oriented Development Plan (Corridor Plan) (a copy of which is on file at the City Clerk's Office and incorporated herein by reference).
3. The City Council adopts the Proposed Modifications to the San Mateo Rail Corridor Transit Oriented Development Plan both attached hereto as Exhibit A, and including the following:

- a. Modifications to Policies 5.5, 6.21, and 6.26 to read:

**POLICY 5.5** PROVIDE FOR THE CREATION OF A USABLE 15 ACRE PARK SYSTEM OF PUBLICLY ACCESSIBLE PARKS WITHIN THE HILLSDALE STATION TOD AREA.

**POLICY 6.21** PROVIDE A MINIMUM 12 CONTIGUOUS ACRE PARK, AND OTHER PARKS OR OPEN SPACE WITHIN THE HILLSDALE TOD SITE THAT TOTALS 15 ACRES, THAT ADDS USABLE AREA TO THE CITYWIDE OPEN SPACE

SYSTEM.

**POLICY 6.26** PROVIDE FOR A USABLE 15 ACRE PARK SYSTEM WITHIN THE HILLSDALE TOD ZONE, WHICH COULD ACCOMMODATE ACTIVE SPORTS AND/OR PASSIVE USES.

b. Modification of the Corridor Plan text to permit up to 150,000 square feet of ground floor retail by amending the text at page 5-6 as follows:

*Ground floor retail* uses such as shops and restaurants are permitted and encouraged for specific locations within this zone. These uses should be, for the most part, convenience oriented, providing goods and services, which residents and commuters alike could easily walk to and from. On the east side of the Cal Train tracks, these uses should be oriented to line both sides of the Delaware Street extension, from 28<sup>th</sup> and 31<sup>st</sup> Avenues and should not exceed 150,000 square feet.

c. Modification of the Corridor Plan text to provide a range of densities in the Hillsdale TOD zone by amending the text at page 5-4 as follows:

Three land use and development density zones are included in this area, as shown in *Figure 5.3*. The density range within the Hillsdale Station TOD zone is 25 to 50 units per net acre.

1. East of the Delaware Street extension
2. Adjacent to the Delaware Street extension
3. West of the Delaware Street extension

**East of the Delaware Street Extension**

The zone east of the Delaware Street extension allows multi-family residential development with a maximum of 50 units per acre.

The City Council adopts the following policies which shall be added to the San Mateo Rail Corridor Transit-Oriented Development Plan:

**POLICY 5.4A** RECOGNIZE THE IMPORTANCE OF RACING AT BAY MEADOWS TO THE CITY OF SAN MATEO'S HISTORY

Should the Bay Meadows racetrack close and is replaced with development in accordance with this plan, when the City reviews the development proposal for the racetrack area, it will ensure that

measures are taken to memorialize the Bay Meadows racetrack history. Such measures could include, for example, that a photo history and book archive are maintained at the library, the new train station is named after the track to mark its location, that some significant architecture element is retained and incorporated into the civic plaza, that a public art feature in the area call attention to its history.

**POLICY 6.2A MINIMIZE CONSTRUCTION IMPACTS ON LOCAL BUSINESSES**

Review of all planning applications shall include an examination of impacts on local businesses. Standard conditions of approval may be supplemented with other measures to reduce impacts on local business as well as give consideration of phasing and timing of projects to reduce economic impacts.

**POLICY 6.32A ENCOURAGE SUSTAINABLE DEVELOPMENT THAT INCLUDES USE OF GREEN BUILDING DESIGN PRACTICES THAT MAKE EFFICIENT USE OF RESOURCES AND PREVENT POLLUTION AND WASTE**

Sustainable developments (for example, developments with buildings meeting the standards of the Leadership in Energy and Environmental Design Green Building Rating System) are environmentally responsible, profitable and healthy places to live and work. Sustainable development is energy and water efficient, durable and nontoxic, with high-quality spaces. Sustainable development reduces burdens on local infrastructure, minimizing its impacts on the surrounding existing community. Sustainable development in the Plan area will minimize use of limited resources like energy and water, will help San Mateo comply with environmental protection requirements like those for waste reduction and water quality protection, and will maximize access to light in both indoor and outdoor spaces.

**POLICY 6.9A INTEGRATE WATER QUALITY PROTECTION INTO STREETSCAPE IMPROVEMENTS, STREET CROSS SECTIONS, PARKING FACILITIES, PLAZAS, AND OPEN SPACE**

San Mateo's NPDES permit for urban runoff requires treatment of runoff from new development. Borel Creek and the San Mateo Lagoon receive runoff from the Plan area. Integrating runoff treatment features into designs—particularly for paved area like

streets and parking areas—creates visually attractive, yet functional systems to protect residents and wildlife downstream. While features like grassy swales, curb cuts or curbless road edges, rain gardens, and pervious pavement are not shown in conceptual cross section drawings in this plan, it is these intent of this policy that these and similar urban runoff treatment features should be examined and incorporated into designs where practical.

4. Make changes to the San Mateo Rail Corridor Transit Oriented Development Plan height map to be consistent with Paragraph 1 hereof.
5. As part of the approval of the San Mateo Rail Corridor Transit-Oriented Development Plan, the City Council:
  - A. Directs City staff to examine the potential of creating a “residential collector” street classification during the upcoming General Plan Update process. This will include:
    - i. A definition of “residential collector” street.
    - ii. Criteria to be used in evaluating a request for traffic calming devices on a “residential collector” street.
    - iii. A list of potential traffic calming devices which can be used on a “residential collector” street.
    - iv. A process for the review and evaluation of requests for traffic calming devices on a “residential collector” street.
  - B. Directs City staff to increase the Traffic Mitigation Report line item funds devoted to “Traffic Calming Devices”, as included in the Transportation Improvement Fee, in the next Annual Comprehensive Fee Update.
  - C. Directs City staff to actively explore measures available to the City to reduce water use and to report back to the City Council with recommendations for City actions. Available measures may include but are not limited to:
    - i. the use of recycled water, consistent with existing General Plan policy L.U. 4.4 Water Supply, which states, “Investigate the feasibility of developing reclaimed water facilities or ground water that will enable reuse of water for irrigation purposes, freeing comparable potable water supplies for other uses.” Recycled water opportunity sites include golf courses.

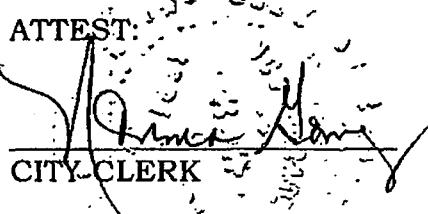
- ii. development or sewer use fees to fund city-managed water supply demand side management programs like low-flow toilet installation rebates and industrial and commercial water use audits.
- D. Directs City staff to examine a Light Pollution policy for the General Plan and how it would be used in the design review process.
- E. Urges increased City enforcement of speed limits, traffic laws, and truck routes on streets in residential neighborhoods

7. The Recitals set forth at the beginning of this Resolution are hereby incorporated as findings based on substantial evidence of this Resolution.
8. The City Council directs that a certified copy of this Resolution shall be filed with the City Clerk.



Jan Epstein  
MAYOR

ATTEST:



City Clerk

**Exhibits Attached:**

- A. Proposed Modifications to San Mateo Rail Corridor Transit Oriented Development Plan

**Exhibit on File at the City Clerk's Office:**

San Mateo Rail Corridor Transit Oriented Development Plan (incorporated by reference) and Corridor Plan modifications

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Resolution adopted by the City Council of the City  
of San Mateo, California, at a regular meeting held on  
June 6, 2005, by the following vote of the Council:

AYES: Council Members MATTHEWS, LEMPERT,  
LEE, GROOM and EPSTEIN

NOES: NONE

(SEAL) /s/ NORMA GOMEZ, City Clerk

ADOPTING GENERAL PLAN AMENDMENTS  
IMPLEMENTING THE SAN MATEO RAIL CORRIDOR  
TRANSIT ORIENTED DEVELOPMENT PLAN

2005 JUN -2 P 3:11  
OFFICE OF CITY CLERK  
CITY HALL  
SAN MATEO, CA

RESOLVED, by the City Council of the City of San Mateo, California,  
that:

R E C I T A L S

WHEREAS, the General Plan of the City of San Mateo is a document which reflects current policies of the City and which must therefore be changed from time to time to reflect refinements of policy and acknowledge new proposals; and

WHEREAS, the City of San Mateo, in accordance with California Government Code Section 65350 et. seq., through the Planning Commission has held a public hearing pursuant to the notice required by law for these amendments of the General Plan, at which the Commission received and considered written and oral evidence; and

WHEREAS, the City Council has held a public hearing pursuant to the notice required by law for these amendments of the General Plan at which the Council reviewed and considered written and oral evidence; and

WHEREAS, the proposed San Mateo Rail Corridor Transit-Oriented Development Plan (attached as Exhibit A and hereby incorporated by reference) is intended 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; and

WHEREAS, the proposed San Mateo Rail Corridor Transit-Oriented Development Plan is consistent with the City of San Mateo's General Plan major proposal #3 "Concentrate major new development near transportation and transit corridors" by encouraging transit oriented development in the vicinity of the Hayward Park and Hillsdale Stations, and along El Camino Real and State Route 92; and

WHEREAS, the San Mateo Rail Corridor Transit-Oriented Development Plan is consistent with general provisions of Measure H (as adopted by the voters in

November 1991 and extended by the voters as Measure P in November 2004) which included language amending the General Plan to read as follows:

"As a pre-eminent city in San Mateo County, San Mateo will continue to attract relatively intense office and residential development. Concentrating these higher intensity projects in areas having good access to freeways and the rail stations will reduce congestion on City streets and create higher value developments surrounded by supporting amenities. The creation of higher density "nodes" will also establish a more recognizable urban form. These nodes are located in areas which will minimize the impacts of dense development on surrounding neighborhoods."

WHEREAS, the San Mateo Rail Corridor Transit-Oriented Development Plan includes transit supportive policies, land uses, development densities, height standards, and design guidelines. These policies include the establishment of two TOD areas located within the larger plan area in the vicinity of the Hayward Park and Hillsdale Stations; and

WHEREAS, contributing to the realization of this endeavor 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 introduction of the Express Service commuter train. These improvements will add to the desirability of living and working near the stations; and

WHEREAS, implementation of the San Mateo Rail Corridor Transit-Oriented Development 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; and

WHEREAS, creation of new transit oriented development in the vicinity of Bay Meadows will reduce the probability of State imposed gambling on that site; and

WHEREAS, the City is working with the Transportation Authority and Cal Trans to complete a Project Report for the S.R. 92/El Camino Real interchange improvements during the fiscal year 2006/07 and identify local match funding to enable project completion by 2015; and

WHEREAS, in conjunction with the approval of these plan amendments, the City has made certain findings regarding the mitigation of environmental impacts of the Project, has adopted and approved a Mitigation Monitoring and Reporting Plan relating thereto, has certified an Environmental Impact Report and adopted and approved a Statement of Overriding Consideration relating to

any impacts of the Project that cannot be mitigated, all based on findings supported by substantial evidence;

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED AND ORDERED, THAT:

1. The height increases proposed by the San Mateo Rail Corridor Transit-Oriented Development Plan (Corridor Plan) occur only on lands proposed for a land use designation change to Transit Oriented Development (TOD). Individual projects which increase heights beyond those in effect prior to the date of adoption of the Corridor Plan will require consistency with the five findings (see below) required by Measure P, and shall be so indicated on the Building Height Map with an asterisk (\*). In addition, the height increases to allow the designation of these increased height areas within the TOD areas are consistent with the provisions of Measure P as follows:

i. "The building has high design quality, which is enhanced by additional building height;"

As stated above, individual projects within the TOD areas that propose to build at heights greater than those in effect prior to the date of adoption of the Corridor Plan may only be approved upon a finding that the building has high design quality, which is enhanced by additional building height. (In addition, the text under finding ii below is incorporated herein by this reference.)

ii. "Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;"

General Plan Proposal 3 Concentrate Major New Development Near Transportation And Transit Corridors states the following:

"As the pre-eminent city in San Mateo County, San Mateo will continue to attract relatively intense office and residential development. **Concentrating these higher intensity projects in areas having good access to freeways and the rail stations will reduce congestion on City streets and create higher value developments surrounded by supporting amenities. The creation of high density "nodes" will also establish a more recognizable urban form.** These nodes are located in areas which will minimize the impacts of dense development on surrounding neighborhoods." (Emphasis added)

The Transit Oriented Development (TOD) areas may be increased to a maximum of 55 feet in height to allow creation of high density nodes which will establish a more recognizable urban form consistent with existing General Plan Major Proposal 3.

The Rail Corridor Transit Oriented Development Plan includes policies which call for high quality design and building heights which are visually related to surrounding building heights and promote the creation of a coherent City image as noted in General Plan Proposal 3 (see above). These policies include, but are not limited to the following:

**Policy 5.13** Provide height restrictions that allow multi family residential and employment centers to be developed at appropriate transit supportive densities within TOD zones.

**Policy 5.14** Organize height zones to ensure the protection of established neighborhoods and to recognize areas of importance and public activity (taller buildings close to the station; shorter buildings near established single family neighborhoods).

**Policy 5.15** Maintain existing general plan height restrictions in areas outside of TOD zones.

Additionally, design guidelines are contained within the Corridor Plan that address development patterns, creation of interesting streetwalls, how buildings should create interesting architectural rhythm, corner landmarks, building articulation, and roof detailing.

iii. "Increased building heights will still provide for a variety of building heights in the vicinity of the project and the surrounding areas;"

There is a variety of building heights of 24 feet to 55 feet in TOD areas, and a range of maximum heights of 24, 32, 40, 55 and 40 – 75 feet (in existing public benefit areas) within the Rail Corridor Plan area. In addition, Rail Corridor Transit Oriented Development Plan policies 5.14 and 5.15 above also establish a variety of building heights.

iv. "Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and"

The increased heights are made compatible by transitions in height along McClellan Avenue and adjacent to the 19th Avenue and Fiesta Garden neighborhoods. The Rail Corridor Transit Oriented Development Plan Final Environmental Impact Report does not identify any significant, unmitigated visual or shadow impacts.

v. "The City's infrastructure is adequate to accommodate the proposed development."

The Rail Corridor Transit Oriented Development Plan FEIR does not identify significant impacts in the areas of energy, water supply, wastewater and solid waste. The FEIR does identify significant impacts on State Highway 92, Highway 101, and along State Highway 82, El Camino Real, at its intersection with 17<sup>th</sup> Avenue and Ralston Avenue in the City of Belmont. The FEIR also notes that present conditions on these roadways already exceed the City's level of service standards. In approving the Rail Corridor Transit Oriented Development Plan, the City Council has adopted a Statement of Overriding Considerations establishing why the benefits of development under the plan outweigh the significant impacts that could result from such development. The City Council finds that because of these benefits, and because the increases in traffic predicted in the FEIR do not materially worsen conditions that already fail to meet the City's level of service standards, the City's roadway infrastructure will be adequate to accommodate development contemplated by the Corridor Plan.

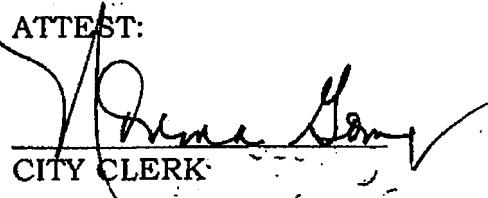
2. The City Council adopts the amendments to the General Plan as attached hereto as Exhibit A, including the attached maps, and incorporated herein by reference.
3. Make changes to General Plan height map to be consistent with Paragraph 1 hereof.
4. Amendment to the General Plan is consistent with the requirements of Government Code section 65352.3 in that the FEIR, adopted concurrently herewith, and the underlying cultural resources analysis, indicate that there are no places, features, or objects described in sections 5097.9 or 5097.995 (renumbered 5097.993) of the Public Resources Code that would be impacted by the Projects.

- 5 The Recitals set forth at the beginning of this Resolution are hereby incorporated as findings based on substantial evidence of this Resolution.
6. The City Council directs that a certified copy of this Resolution shall be filed with the City Clerk.



Jan Epstein  
MAYOR

ATTEST:



Diane Gray  
CITY CLERK

**Exhibits Attached:**

- A. Amendments to the City of San Mateo General Plan, including attached maps.

\* \* \*

Resolution adopted by the City Council of the City  
of San Mateo, California, at a regular meeting held on  
June 6, 2005, by the following vote of the Council:

AYES: Council Members MATTHEWS, LEMPERT,  
LEE, GROOM and EPSTEIN

NOES: NONE

(SEAL) /s/ NORMA GOMEZ, City Clerk