

## PA 14-055 STATION PARK GREEN FORMAL SPAR APPLICATION

### APPLICABLE GENERAL PLAN AND SAN MATEO RAIL CORRIDOR TRANSIT-ORIENTED DEVELOPMENT PLAN POLICIES

Future growth and redevelopment of the subject 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. San Mateo Rail Corridor Transit-Oriented Development Plan  
Available online at: <http://www.cityofsanmateo.org/index.aspx?NID=1899>

Applicable General Plan Elements and Policies and San Mateo Rail Corridor Transit-Oriented Development Plan policies are listed to facilitate further discussion and direction for the project at this preliminary stage.

#### **GENERAL PLAN VISION 2030 CONFORMITY**

##### **Land Use Element**

**Goal Id:** Concentrate major high-intensity commercial office and retail development in specific focal areas.

**Goal If:** 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.

**LU1.4: 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, hazards, traffic and access, necessary services, and general community and neighborhood design. Provide 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.

**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 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 1.15: 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.

### **ECONOMIC DEVELOPMENT**

**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.

### **AREAS OF SPECIAL CONCERN**

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

**LU 3.4: Rail Corridor Transit-Oriented Development Plan (Corridor Plan).** Establish 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 Cal Train 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.

**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. Provide development incentives for high density residential development adjacent to the railway.
4. 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.

## **CIRCULATION**

- C 2.4: Transportation Fee Ordinance.** Require new developments to pay their proportionate share of the costs for planned on and off site roadway improvements. Utilize a Transportation Fee Ordinance to finance necessary improvements equitably.
- C 2.11: Transportation Demand Management (TDM) in Rail Corridor Transit-Oriented Development Plan (Corridor Plan).** Establish and implement a TDM program consistent with the Corridor Plan policy and program requirements for development within Transit-Oriented Development (TOD) areas.
- C 3.3: Hayward Park Station.** Improve pedestrian and vehicular access to the station. Redevelop the surrounding area with mixed-use and transit-oriented development.
- C 4.4: Pedestrian Circulation.** 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 and maintained to permit wheelchair access and pedestrian use.
- C 4.6: Pedestrian Safety.** Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.
- C 4.7: Pedestrian and Bicycle Connections.** Implement an area-wide pedestrian and bicycle circulation plan which will result in convenient and direct connections throughout the Rail Corridor Transit-Oriented Development Plan (Corridor Plan) area and into adjacent neighborhoods and districts.
- GOAL 5:** Provide an adequate parking supply for new development.

## URBAN DESIGN

**Goal 1:** Establish a positive and distinctive City image by taking advantage of the natural setting and by developing and improving focal points, gateways, and major corridors.

**UD 1.1: Focal Points.** Emphasize and improve established focal points identified as the Downtown, Hillsdale Cal Train Station, Hillsdale Mall, Bridgepointe, Hayward Park Cal Train Station and adjacent office development areas, the intersections of US 101 and SR 92 and SR 92 and El Camino Real (SR 82), and the SR 92 corridor. Encourage focal points by emphasizing a particular use, or feature, or through entry or landscape treatments. Focal points should be discouraged at inappropriate locations.

**UD 1.7: Minor Corridors.** Provide visual and pedestrian improvements on arterial streets such as Alameda de Las Pulgas, Peninsula Avenue, San Mateo Drive, Delaware Street, Norfolk Street and Mariner's Island Boulevard.

**UD 1.8: Railroad Corridor.** Improve the railroad corridor to create a positive City image as identified in the San Mateo Rail Corridor Transit-Oriented Development Plan. Develop design guidelines that address views, landscaping, screening, treatment of buildings along the corridor and community identity of train stations. Encourage the maximum potential of Hillsdale Cal Train Station as major transit hub and Hayward Park Station as a local transit hub. Ensure the new design of the Hillsdale and Hayward Park Cal Train Stations that contribute to the character of the neighborhoods that surround that while respecting their regional and local context and have strong civic identity.

**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 spacings common to existing buildings and by stepping down building height toward the street to more closely match the height of existing buildings.

**UD 2.5: Multi-Family Open Space.** Require that a portion of the required open space be usable for active or passive 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 2.9: Pedestrian Oriented Design.** On retail commercial projects, designate pedestrian

activity as a priority through the design and provision of adequate sidewalk widths, locating windows along ground floor street facades, trees and awnings, and human scale construction materials and features.

## **HOUSING**

- H 2.1: Fair Share Housing Allocation.** Attempt to achieve compliance with ABAG Fair Share Housing Allocation for total housing needs and for low- and moderate-income needs.
- H 2.2: Jobs/Housing Balance.** Maintain an overall balance of housing and employment within the community over the term of the Plan.
- H 2.4: Private Development of Affordable Housing.** Encourage the provision of affordable housing by the private sector through ... requiring that a percentage of the units, excluding bonus units, in specified residential projects be affordable.
- H 2.5: Distribution of Low- and Moderate-Income Housing.** Attempt to distribute low• and moderate-income housing developments throughout the City. Encourage the mixing of market-rate and low/moderate-income units where feasible.
- H 2.6: Rental Housing.** Encourage development of rental housing for households unable to afford ownership housing.
- H 2.13: Transit Oriented Development (TOD).** Encourage well-planned compact development with a range of land uses, including housing, commercial, recreation and open space, in proximity to train stations and other transit nodes. Encourage the maximization of housing density where possible.

## **CONSERVATION AND OPEN SPACE, PARKS AND RECREATION**

- C/OS 6.1: Tree Preservation.** Preserve heritage trees in accordance with the City's Heritage Tree Ordinance.
- C/OS 6.2: Replacement Planting.** Require significant replacement planting when the removal of heritage trees is permitted.
- 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 10.1: Public Open Space Design Criteria.** Review existing zoning regulations for opportunities to further promote better design and use of public open spaces in

new developments through the establishment of design criteria. (Note: Related Urban Design policies UD-2.9, 2.10.)

## **SAFETY & HAZARDOUS WASTE MANAGEMENT**

**S 1.1: Geologic Hazards.** Require site specific geotechnical and engineering studies, subject to the review and approval of the City Engineer and Building Official, for development proposed on sites identified in Figure S-2 as having moderate or high potential for ground failure. Permit development in areas of potential geologic hazards only where it can be demonstrated that the project will not be endangered by, nor contribute to, the hazardous condition on the site or on adjacent properties.

**S 2.3: Development Within Flood Plains.** Protect new development within a creek flood plain by locating new habitable floor area above the 100-year flood-water level or by incorporating other flood-proofing measures consistent with Federal Emergency Management Agency (FEMA) regulations.

## **NOISE**

**GOAL 1:** Protect "noise sensitive" land uses from excessive noise levels.

**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 2.1: Noise Ordinance.** Continue implementation of the City's existing noise control ordinance: a) which prohibits noise which is annoying or injurious to neighbors of normal sensitivity, making such activity a public nuisance, and b) restricts the hours of construction to minimize noise impact.

**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.

**N 2.3: Minimize Commercial Noise.** Protect land uses other than those listed as "noise sensitive" in Table N-1 from adverse impacts caused by the on-site noise generated by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit new uses which generate noise levels of 65 dB (LDN) or above at the property line, excluding ambient noise levels.

**N 2.5: Railroad Noise.** Promote the installation of noise barriers along the railroad corridor where "noise sensitive" land uses are adversely impacted by unacceptable noise levels [60 dB (LDN) or above]. Promote adequate noise mitigation to be incorporated into any rail service expansion or track realignment. Study the need of depressing the rail line or other mitigation measures to decrease noise levels prior to substantial expansion of the rail service.

### **SAN MATEO RAIL CORRIDOR TRANSIT-ORIENTED DEVELOPMENT PLAN CONFORMITY**

- The Corridor Plan specifically allows for the following on the project site: Residential or office development on the project site with a maximum FAR of 3.0.
- Residential density of 50 dwelling units per acre
- Retail uses with a maximum FAR of 0.3
- Development of buildings at 35 to 55 feet in height.

The project conforms to the following objectives of the San Mateo Rail Corridor Transit-Oriented Development Plan.

#### **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, and street lighting, and on-street parking....

**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.

**Objective (F): Manage Traffic and Encourage Alternatives to Driving.** Explore transportation strategies to manage vehicle trips and encourage walking, biking, and transit usage

### **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 (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.

### **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 (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.

### **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.

### **Circulation**

**POLICY 4.1** Integrate and connect the Plan area street system with the surrounding City streets.

### **Intersection Improvements**

**POLICY 4.6** Establish new street intersections that are efficient and safe for pedestrians, bicycles, and automobiles.

### **Streetscape Improvements**

**POLICY 4.8** Establish consistent, pedestrian friendly streetscape improvements throughout the Plan area.

### **Hayward Park Station TOD Zone**

**POLICY 5.9** Provide for multi-family uses to be developed at transit supportive densities within the Hayward Park Station TOD zone.

**POLICY 5.10** Provide for the creation of publicly accessible open space areas within the Hayward Park Station TOD zone.

**POLICY 5.11** Provide for the inclusion of neighborhood and commuter serving retail uses and services, including specialty uses that would enhance neighborhood services, within the Hayward Park Station TOD zone.

**POLICY 5.13** Provide for the inclusion of mixed-use community serving retail uses within the Hayward Park Station transit zone.

### **Public Realm**

**POLICY 6.9** Integrate water quality protection into streetscape improvements, street cross sections, parking facilities, plazas, and open space.

### **Residential and Office**

**POLICY 6.16** Create a pattern of buildings predominantly built close to the front property line so that streets are generally defined by building facades.

**POLICY 6.17** Orient building entries to the street and screen structured parking at grade with special perimeter treatments.

**POLICY 6.18** Limit the number of curb cuts and garage door access points to off-street parking in housing blocks and provide on-street parking.

#### **Mixed Use**

**POLICY 6.19** Integrate ground-floor neighborhood or commuter-serving retail uses into residential neighborhoods or office districts in mixed-use buildings in designated areas.

#### **Core Areas: Neighborhood Parks**

**POLICY 6.24** Locate neighborhood parks so that they are well distributed throughout the Plan area and are within comfortable walking distance of all plan area residences.

**POLICY 6.25** Encourage neighborhood parks to be embedded within the street and block pattern and for buildings to front onto them, functioning as formative neighborhood elements.

#### **Streetwall: Neighborhood Form**

**POLICY 6.33** Create interesting streetwalls that define the public realm, establish neighborhood identity, and provide interest at the pedestrian level.

#### **Building Prototypes**

**POLICY 6.34** Promote the development of buildings that contribute to the character and identity of the plan area, encourage walkability, and respond to market demand.

**POLICY 6.35** Encourage sustainable development that includes use of green building design practices that make efficient use of resources and prevent pollution and waste.

#### **Transportation Demand Measures**

**Policy 7.17** The goal of the TDM program is to achieve an overall reduction in new vehicle trips of at least 25 percent Corridor-wide.

- Policy 7.18** The city shall form a Transportation Management Association (TMA) within the corridor. Participation in the TMA shall be required for all new development within the TOD zone, shall be strongly encouraged for all new development within the broader corridor plan area, and shall be available to any existing uses outside of the Corridor Plan area.
- Policy 7.19** All development projects within the TOD zone shall be required to submit a trip reduction and parking management plan as part of the development application. Projects outside the TOD zone, but within the Corridor Plan area shall be strongly encouraged to submit this trip reduction and parking management information as part of the development application. The zoning code shall be modified to establish a threshold defining projects such as remodeling or additions to existing development within the Corridor Plan area that trigger the TDM requirement.
- Policy 7.21** Traffic analysis of development projects within the Corridor plan area shall include development of recommended parking reductions and companion trip reduction programs. The recommendations shall also include definition of appropriate trip generation thresholds for the project.
- Policy 7.23** Conditions of approval shall establish a plan for monitoring project trip generation.
- Policy 7.24** Projects that exceed their trip generation threshold shall be required to modify their trip reduction and parking management plan and incorporate TDM measures that are expected to increase trip reduction. Projects may be required to implement market-rate parking permit systems if other trip reduction strategies are ineffective.