

EXHIBIT A

FINDINGS FOR APPROVAL

PA 14-055

**Station Park Green Site Plan and Architectural Review (SPAR), Site Development Planning Application (SDPA), Vesting Tentative Parcel Map, Amendments to the Station Park Green Specific Plan and Station Park Green Design Guidelines
1700-1790 S. Delaware Street/ APNs: 035-200-060 & -180**

I. FINDINGS REGARDING ADOPTION OF AN ADDENDUM TO THE STATION PARK GREEN INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

The Planning Commission declares and finds that in reviewing and recommending approval of PA 14-055 STATION PARK GREEN SITE PLAN AND ARCHITECTURAL REVIEW APPLICATION, it has considered the Mitigated Negative Declaration for the Station Park Green Specific Plan Amendment and Station Park Green Design Guidelines with the addendum to that Initial Study/ Mitigated Negative Declaration submitted on November 20, 2014, and that it further finds as follows:

A. APPROVE THE ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION AS ADEQUATE TO ASSESS ENVIRONMENTAL IMPACTS, FINDING THAT:

1. The Mitigated Negative Declaration adequately assesses the environmental impacts of the proposed project. Potentially significant impacts have been identified. Mitigation measures have been identified, and have been incorporated into the proposed project or into conditions of approval which would mitigate impacts to levels which will not cause significant impacts on the environment
2. Pursuant to Section 21081 of the Public Resources Code, a mitigation monitoring and reporting program has been included as part of the conditions of approval to mitigate and avoid potentially significant impacts on the environment.
3. In the event that a specific condition of approval as adopted by the City Council with respect to any project-related impact is worded differently than the mitigation measure specified in the MND or the Mitigation Monitoring and Reporting Program, then the condition of approval shall take precedence. Pursuant to CEQA Guidelines Section 15074.1, the conditions of approval will be more effective or equivalent in mitigating or avoiding potentially significant effects and will not cause any potentially significant effect on the environment.
4. Approval of the Mitigated Negative Declaration reflects the independent judgment of the approval authority of the City of San Mateo.

The conclusions of the analysis in the addendum remain consistent with those made in the previously adopted Mitigated Negative Declaration. Specifically, based upon substantial evidence in the light of the whole record:

- No substantial changes are proposed in the Original Project that will require major revisions of the Mitigated Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- No substantial changes have occurred with respect to the circumstances under which the Revised Project is undertaken that will require major revisions to the Mitigated Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
- No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Mitigated Negative Declaration was adopted shows that:
 - The Revised Project will have one or more significant effects not discussed in the Mitigated Negative Declaration;
 - Significant effects previously examined will be substantially more severe than shown in the Mitigated Negative Declaration;
 - No mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the Revised Project, but the Project Applicant declines to adopt them.

II. SITE PLAN AND ARCHITECTURAL REVIEW (San Mateo Municipal Code § 27.08.030)

Approve the Site Plan and Architectural Review planning application for the construction of a mixed-use transit oriented development with office, retail, residential and public use facilities, including 599 residential units, 10,000 square feet to 15,000 square feet of commercial, 25,000 square feet to 30,000 of retail, and 2.3 acres of parks finding that:

1. The structures, site plan, and landscaping are in scale and harmonious with the character of the neighborhood in that:
 - a. The building designs, building materials, landscaping, park, open space, and pedestrian amenities create a new transit-oriented neighborhood in San Mateo by providing a mixture of uses, pedestrian and bicycle linkages and building designs which promote and facilitate the use of transit as an alternative to vehicle trips.

- b. The project incorporates an architectural style and building types with massing, scale, proportion, materials, articulation, and detailing that is appropriate for this location and a transit oriented development.
 - c. The development is designed around The Park which central to the development and is visible and accessible within the neighborhood and linked to the surrounding community by roads, bicycle paths, and extended pedestrian connections.
 - d. The Corner (Eastern) Plaza in Block MU-1 provides a semi-formal plaza for outdoor events, dining, and vending for retail tenants and establishes the first impression for neighborhood visitors to The Park.
 - e. Block MU-1 offers retail on the ground floor of a mixed-use building including small-scale and convenience shops and services that are within walking distance for the immediate neighborhood and transit users.
 - f. Gateway Park and Community Park connect The Park from Concar Drive to Garvey Way as it welcomes pedestrians, cyclists, and vehicles from Concar Drive.
 - g. Small garden spaces and paths encourage quite enjoyment and vary the scale from park space to residences.
 - h. The Greenway stretches from Concar Drive to Garvey Way widening to three pocket parks along its length to provide areas to stop along the Greenway and small scale garden spaces for residents. Specimen tree plantings within the parks connect them to the Station Corridor and create a contiguous greenspace.
 - i. Two linear open spaces, "Green Corridors," link South Delaware Street to The Park and The Park to the train station. The Green Corridors create view corridors through the Plan Area.
 - j. The Station Corridor runs east-west to link The Park to the train station, and to extend the view corridor from South Delaware Street through the Plan Area.
2. The development will not be detrimental to the harmonious and orderly growth of the City because it is consistent with the General Plan, the San Mateo Rail Corridor Transit-Oriented Development Plan, the Station Park Green Specific Plan Amendment, and the overall design intent and goals of the Station Park Green Design Guidelines (see findings below). The project has a General Plan Land Use designation of Transit Oriented Development and is zoned TOD (Transit Oriented Development). The project fulfills the goals of focusing growth near the transit corridor to maximize the use of public transit. The project provides a complimentary mix of land uses and amenities including employment, housing, commercial services, parks, and open space.
 3. The development will not impair the desirability of investment or occupation in the vicinity and is otherwise in the best interests of the public health, safety, and welfare in that the development of commercial and residential uses on the project site represent an upgrade of the property and would not result in any significant impacts regarding public health, safety, or welfare as conditioned. The project is in compliance with all building codes, fire codes, and the City's Building Security Code.
 4. The development meets all applicable standards as adopted by the Planning Commission and City Council, conforms to the General Plan, the San Mateo Rail Corridor Transit-

Oriented Development Plan and the Station Park Green Bay Specific Plan Amendment. The development will comply with the California Building Code and other municipal codes. The development is consistent with the overall design intent and goals of the Station Park Green Design Guidelines.

5. The proposed project will not adversely affect matters regarding police protection, crime prevention, and security in that the buildings, on site paths of travel, and parking facilities will be required to conform to the City's current Security Ordinance through conditions of approval.
6. The buildings have high design quality which include a variety of high quality materials and a variety of colors consisting of stucco features, bases, recessed elements, window sills, headers, trims, cornices, balconies, siding, accents, stoops, retail base; limestone foam spandrel panels, resysta panels, decorative metal panels, railings, storefronts, and accents; rain screens; pedestrian concrete unit pavers, black granite cobble pavers, vehicular concrete unit pavers, bike lane accent concrete pavers, concrete sidewalk, custom concrete and stone bench, high contrast crosswalk paving, decomposed granite jogging path, concrete bike path, and cobbles on sand base.

The following finding relates to retail storefronts:

7. Storefront Guidelines have been created to provide high design quality storefront prototypes with a variety of materials, colors, rims, mullions, glazing, and sign locations. The Storefront Guidelines will be used for tenant storefronts that can be for staff to determine substantial compliance and consistency with the document when storefront designs are submitted for Building Permit.

III. Approve the Site Development Planning Application for Removal of Major Vegetation (Municipal Code § 23.40.040), finding that:

1. The project will result in the removal of major vegetation including ninety-nine (99) trees over 6" in diameter (Eucalyptus, Pine and Oak trees). The removal of these ninety-nine trees will not be detrimental to public welfare or injurious to other property in the vicinity. Ten (10) of the 99 trees proposed for removal are considered to be a "heritage" trees under the City Heritage Tree Ordinance (Chapter 13.52 of the San Mateo Municipal Code). The Heritage trees include eucalyptus, pine and oak trees that conflict with the footprint of the proposed construction including the proposed residential and site access therefore it is necessary to remove these Heritage trees and other ornamental trees classified as major vegetation in order to construct the proposed improvements to allow reasonable economic enjoyment of the property. The applicant is required to plant 303 new trees to comply with the Zoning Code which requires the full Landscape Unit Value of the existing trees to be removed to be replaced. A standard condition of approval has been included to address the tree removal and replanting requirements.

2. All concerns regarding removal of seven trees on the site have been addressed as conditions of approval requiring conformance to the City's landscape regulations, through the provision of 311 additional trees, and shrubs, groundcover plantings and landscaping as shown on the project plans.

IV. Approve the Vesting Tentative Parcel Map (Municipal Code § 26.48.060, 26.48.140, and 26.56.020), finding that:

1. The proposed map is consistent with applicable general and specific plans in that the project site is designated for residential uses.
2. The design or improvement of the proposed subdivision is consistent with applicable general and specific plans in that it meets all zoning standards for Transit-Oriented Development (TOD) uses.
3. That the site is physically suitable for the type of development in that existing paving will be removed to make way for the development, and the foundation elements will be designed to account for fluctuations in soil water content and to accommodate earthquake vibrations.
4. That the site is physically suitable for the proposed density of development in that the site can be adequately served by all required utilities and public services.
5. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat in that it redevelops a site located in an urban setting which has been previously improved with paving.
6. That the design of the subdivision or type of improvements is not likely to cause serious public health problems in that City's ordinances reduce potential air quality and noise impacts during construction, and the project will also contribute to public improvements roadways and public facilities and will otherwise not constrain the delivery of public services.
7. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.
8. The lots or parcels created from existing, recorded lots or parcels do not produce any nonconforming feature in the residual lots or parcels.

V. GENERAL PLAN CONFORMITY (Policies are in *italics*, followed by discussions)

The project conforms to the following policies of the Land Use Element of the General Plan:

LAND USE

GOAL 1d: Concentrate major high-intensity commercial office and retail development in specific focal areas.

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

LU 1.4: Development Intensity/Density. *Adopt and maintain the development intensity/density limits as identified on the Land Use Map and Building Intensity Plan, and as specified in Policy LU 6A.2. Development intensity/density shall recognize natural environmental constraints, 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 1.10: Commercial Development. *Encourage industrial, service, retail, and office development which is compatible with the desired character of the area and with adjacent residential areas in terms of intensity of use, height, bulk and design as delineated on the Land Use Plan, Building Height Plan and Building Intensity Plan. Commercial development adjacent to residential areas shall address concerns pertaining to traffic, truck loading, trash/recycling activities, noise, visual impacts, and public safety.*

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

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

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

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:

- A. Allow a concentration of large-scale retail, office and hotel uses, as delineated on the Building Height and Intensity Maps.
- B. Require building setbacks from the street, freeway and adjoining residential neighborhoods to reduce visual impacts, with greater setbacks required for greater heights.
- C. Provide development incentives for high density residential development adjacent to the railway.
- D. Allow transit-oriented development within the Transit-Oriented Development (TOD) area in the vicinity of the Hayward Park station according to the provisions of the San Mateo Rail Corridor Transit-Oriented Development Plan.

The Specific Plan proposes the demolition of the existing buildings on the project site and construction of a mix of residential, office, retail/restaurant/services and park uses adjacent to the Hayward Park Train Station. The project program, which is expected to be developed in phases, includes approximately 599 residential units, 10,000 to 15,000 square feet of

commercial office uses, and 25,000 to 30,000 square feet of retail uses. The project includes the development of housing units at the maximum allowable density allowed under the General Plan designation of Transit Oriented Development. The project would include up to 90 below-market rate (BMR) units in accordance with the 15 percent proportional requirement under the City's BMR Housing Program. The project also proposes an approximately one-acre park and a network of other open spaces and pedestrian pathways.

A variety of housing types at varying building heights are proposed as part of the project. The housing types include apartments and townhome-style units. The project proposes townhome-style units and mixed-use buildings along South Delaware Street in conformance with the 35 foot height limit applicable for a 45-foot depth at that location. The rest of the project site would be constructed below the 55 height limit.

The project is also expected to include the following retail types at the project: a small grocery store, as well as neighborhood-serving retail, which could include services such as dry cleaning and a coffee shop. The types of retail businesses allowed in the plan area are limited to those uses allowed in the C1 (Neighborhood Commercial District) of the City of San Mateo Municipal Code.

The project incorporates mixed-used high density development, neighborhood serving retail uses, shared parking, transportation demand management (TDM) measures, and pedestrian and bicycle amenities, all of which reduce vehicle trips and result in a transit oriented development. The project also provides for improved access and connectivity of adjacent uses to the Hayward Park Train Station and to the surrounding area.

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 2.5: 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 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.

The proposed project will be required to pay its proportionate share for traffic improvements as a condition of approval. A traffic study was prepared for the project site, which evaluated the potential impacts generated by the proposed use. A shared parking study was also prepared for the project and determined that the shared parking provided would be adequate to serve the proposed uses. The project site will generate enough trips to require the implementation of a Transportation Management Program (TDM), which requires the project to develop means to encourage alternative modes of transportation.

The project incorporates mixed-used high density development, shared parking, transportation demand measures, and pedestrian and bicycle amenities, all of which reduce vehicle trips and result in a transit oriented development. The project also provides for improved pedestrian and bicycle safety, as well as access and connectivity of adjacent uses to the Hayward Park Train Station and to the surrounding area by providing for increased sidewalks widths at the perimeter of the site, new pedestrian and bicycle amenities as part of the project site and by providing improved access through the project site.

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 2.1: Multi-Family Design. *Ensure that new multi-family developments substantially conform to the City's Multi-family and Small Lot 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 spacings common to existing buildings and by stepping down building height toward the street to more closely match the height of existing buildings.*

UD 2.4: 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 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.*

The project meets the urban design policies and goals above in the following ways:

- The proposed project has provided pedestrian and bicycle amenities along South Delaware Street, Concar Drive and throughout the project site.
- The majority of parking for the buildings is “wrapped” with active uses. The minimal amount of surface parking proposed as part of the project is well integrated into the design of the project
- The Design Guidelines for the project encourage that the height, bulk and massing are designed to provide architectural interest and to orient towards the perimeter of the project and also respect the scale of adjacent uses.
- The Design Guidelines for the project encourage the use of materials and the building articulation reinforce the building at a pedestrian scale.
- The proposed significant landscape improvements on the project site add street trees, wider sidewalks that enhance the pedestrian experience at the project site.
- The project includes the development of a one-acre park and network of pedestrian pathways throughout the site, for a total of approximately 2.3 acres of open space.
- The project also provides for an enhanced pedestrian bicycle experience by including improved pedestrian and bicycle safety by providing for increased sidewalks widths at the perimeter of the site and new pedestrian and bicycle amenities as part of the project site and by providing improved access through the project site.

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 2.12: Mixed Use. Continue the policy of encouraging residential uses in existing commercial areas, or in locating adjacent or near transit nodes, where the residences can be buffered from noise and safety concerns and can provide adequate on-site parking and usable open space. Provide floor area and/or height bonuses for residential development in selected areas of the City.

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.*

The Specific Plan proposes the demolition of the existing buildings on the project site and construction of a mix of residential, office, retail/restaurant/services and park uses adjacent to the Hayward Park Train Station. The project program, which is expected to be developed in phases, includes approximately 599 residential units, 10,000 to 15,000 square feet of commercial office uses, and 25,000 to 30,000 square feet of retail uses. The project includes the development of housing units at the maximum allowable density allowed under the General Plan designation of Transit Oriented Development. The project would include up to 90 below-market rate (BMR) units in accordance with the 15 percent proportional requirement under the City's BMR Housing Program. The project also proposes an approximately one-acre park and a network of other open spaces and pedestrian pathways.

A variety of housing types at varying building heights are proposed as part of the project. The housing types include apartments and townhome style units. The project proposes townhome or townhome-style units and mixed-use buildings along South Delaware Street in conformance with the 35 foot height limit applicable for a 45-foot depth at this location and the rest of the project site would be constructed below the 55 height limit.

The project is expected to include the following retail types: a small grocery store; and neighborhood-serving retail, which could include services such as dry cleaning and a coffee shop. The types of retail businesses allowed in the plan area are limited to those uses allowed in the C1 (Neighborhood Commercial District) of the City of San Mateo Municipal Code.

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.)*

The project proposes the removal all trees on the project site, which will be replaced with numerous trees and other plantings. The landscape plans included as part of the project will provide for significant landscape and open space improvements on the project site, including an approximately one-acre park and a network of other open spaces and pedestrian pathways, as well as street trees on Concar Drive and Delaware Street, consistent with the City's Street Tree Master Plan.

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.*

The project site is located in an area that may be subject to liquefaction; however a preliminary geotechnical study was conducted and found the potential is very minimal and recommended several design alternatives to compensate for this potential hazard. Additional geotechnical studies will be undertaken in conjunction with subsequent approvals for the project. The project site is also located within the designated flood plain. The project "blocks" have been designed and are also conditioned to keep the habitable floor above the 100 year flood plain.

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.

An independent preliminary noise analysis has been prepared for this project, and all recommendations from this study have been incorporated into the project or required as conditions of approval. Among other measures, a qualified acoustical engineer will be retained to prepare subsequent acoustical studies as part of the SPAR approvals to construct each phase of the Project. The project would not result in impacts to noise sensitive receptors.

V. 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, pedestrian-scale 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

The project incorporates mixed-used high density development, shared parking, transportation demand measures, and pedestrian and bicycle amenities, all of which reduce vehicle trips and result in a transit oriented development. The project also provides for improved pedestrian and bicycle safety, as well as access and connectivity of adjacent uses to the Hayward Park Train Station and to the surrounding area by providing for increased sidewalks widths at the perimeter of the site, new pedestrian and bicycle amenities as part of the project site and by providing improved access through the project site.

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.

Station Park Green presents an opportunity to reintegrate the station area, which is currently disrupted by auto-dominated uses, with the urban fabric around it. The development of a vital, pedestrian-oriented neighborhood will facilitate station access for both new and existing residents, with clear, direct connections drawing people to and through the project site.

The project incorporates mixed-used high density development, neighborhood serving retail uses, shared parking, transportation demand management (TDM) measures, and pedestrian and bicycle amenities, all of which reduce vehicle trips and result in a transit oriented development. The project also provides for improved access and connectivity of adjacent uses to the Hayward Park Train Station and to the surrounding area.

To capitalize on existing transit, Station Park Green will be a compact mix of uses structured on a walkable grid near Hayward Park Station. The residential, retail, commercial, and open space program will provide a complementary and continually active mix of uses. Convenient, goods and services will be accessible to the neighborhood and the greater public.

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.

The applicant would implement shared parking between all visitors and customers.

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.

The proposed project has provided pedestrian and bicycle amenities along South Delaware Street, Concar Drive and throughout the project site.

The majority of parking for the buildings is wrapped for active uses. The minimal amount of on-street, surface parking proposed as part of the project is well integrated into the design of the project.

The Design Guidelines for the project encourage that the height, bulk and massing are designed to provide architectural interest and to orient towards the perimeter of the project and also respect the scale of adjacent uses. The project has been designed to comply with the Design Guidelines.

The Design Guidelines for the project encourage the use of materials and building articulation that reinforce the building a pedestrian scale. The project has been designed to incorporate materials and articulation that provide variety for pedestrian interest.

The proposed landscape improvements on the project site will add significant street trees, and wider sidewalks that enhance the pedestrian experience at the project site.

The project includes the development of an approximately one-acre park and network of other open spaces and pedestrian pathways throughout the site, for a total of approximately 2.3 acres of open space.

The project also provides for an enhanced pedestrian and bicycle experience, including improved pedestrian and bicycle safety by providing for increased sidewalk widths at the perimeter of the site, new pedestrian and bicycle amenities as part of the project site, and improved access through the project site.

The project also improve the visibility of Hayward Park Station from the surrounding community to make it identifiable for ease of access in that it proposes the demolition of the large buildings existing on the project site that block the view of the station, and replaces them with view corridors that enhance the visibility of the station.

The project provides a transition between the single family uses to the east of the Hayward Park Train Station, it provides for view corridors, increased landscaping and accessways, which encourages the design of a station that respects its neighborhood context and has a strong civic presence.

With the Station Engagement section of the Specific Plan, the project promotes the creation of a circulation system at the Hayward Park Station that will accommodate many modes of transit, and fulfills its role of serving the adjacent neighborhood and greater community. By encouraging this engagement with the Hayward Park Train Station the project helps capitalize on the potential of Hayward Park Station as a local transit hub that efficiently accommodates Caltrain, Samtrans buses, shuttles, bicycles, pedestrians, taxis, automobile drop-off and pick-up, and park and ride.

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.

The proposed project would allow for buildings that are greater in height than adjacent residential uses, however, the buildings respect the scale of the existing buildings adjacent to the east of the project site since the buildings along South Delaware Street would be limited to 35 feet in height for a depth of 45 feet. In addition, the project is separated from the nearest single-family neighborhood by South Delaware Street (an arterial street).

Circulation

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

The project entries on South Delaware Street and Concar Drive line up with existing intersections to facilitate access to and connectivity of the site to the surrounding area.

Intersection Improvements

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

The project includes the construction of new intersections that avoid creating “T” intersections, by aligning with existing roadways, such as Garvey Way, Charles Way and the exit ramps from SR 92.

Theme Intersections

***POLICY 4.7** Implement plans to realize “Theme Intersections” at intersections at locations identified in the Corridor Plan.*

The project provides for a theme intersection treatment at the southeastern corner of South Delaware Street and Concar Drive.

Streetscape Improvements

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

The project provides sidewalk improvements to South Delaware Street and Concar Drive along Station Park Green frontage that are pedestrian friendly in their width, landscape treatment and amenities.

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.

The Hayward Park zone allows for: office or residential development on the project site with a maximum FAR of 3.0. and a building height of 55 feet .

The project would demolish of the existing buildings on the project site and construction of a mix of residential, office, retail/restaurant/services and park uses adjacent to the Hayward Park Train Station. The project program includes approximately 599 residential units, 10,000 to 15,000 square feet of commercial office uses, and 25,000 to 30,000 square feet of retail uses. The project includes the development of housing units at the maximum allowable density allowed under the General Plan designation of Transit Oriented Development. The project does not use reach the maximum allowable FAR of 3.0 for all uses, or of 0.3 for retail uses.

Height Plan

POLICY 5.14 Provide height restrictions that allow multi family residential and employment centers to be developed at appropriate transit supportive densities within TOD zones.

Hayward Park Station Area: Height Zones

55 Foot Maximum Height Zone. The 55 foot maximum height zone encompasses the majority of the Hayward Park Station TOD zone, generally bounded by the 35 foot maximum height zone along South Delaware Street, Pacific Avenue, Leslie Street and the 16th Avenue channel. It also includes the area bounded by Concar Drive, Delaware Street, South Grant Avenue and SR 92, and the area bounded by SR 92, Delaware Street and Pacific Avenue.

The project proposes townhome-style units and mixed-use buildings along South Delaware Street in conformance with the 35 foot height limit applicable for a 45-foot depth at this location. The rest of the project site would be constructed below the 55 height limit.

Public Realm

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

The parks and streetscapes within the project area integrate stormwater management techniques.

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.

The Design Guidelines for the project encourage that the height, bulk and massing are designed to provide architectural interest and to orient towards the perimeter of the project and also respect the scale of adjacent uses. The project has been designed to comply with the Design Guidelines for height, bulk and massing in order to provide for architectural interest and orients towards the perimeter of the development and respects the scale of adjacent uses.

The Design Guidelines for the project encourage the use of materials and the building articulation reinforce the building at a pedestrian scale. The project has been designed to comply with the Design Guidelines incorporating a variety of materials and articulating the building for pedestrian interest.

The Design Guidelines for the project provide for the provision of strong building articulation and corner landmarks at the most visible portions of the project. The project has been designed to comply with the Design Guidelines with a strong building articulation and corner landmarks for high visibility.

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.

The Design Guidelines for the project encourage the location of ground floor neighborhood or commuter serving uses at the ground floors of building MU-1. The project incorporates ground floor neighborhood or commuting serving uses at the ground floor of building MU-1.

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.

The framework for Station Park Green is its network of landscaped public open spaces, including an approximately one-acre publicly accessible park at the center of the project which stretches out through corridors that lead to a smaller park. The open space system for the project area comprises not only the parks and green corridors dedicated to public use, but residential usable open space and publicly accessible streets.

Streetwall: Neighborhood Form

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

***Buildings should frame street and parks:** Streets and parks should be “framed” by buildings and not surface parking lots in order to create a cohesive public realm and well defined sense of neighborhood or district identity throughout.*

***Build buildings up to the sidewalk:** Buildings setbacks should be established in keeping with the land uses they would house. In general, there should be little or no setback between the front of buildings and sidewalks.*

***Residential and Office Setbacks:** Residential only and office only buildings may be setback from sidewalks up to fifteen feet to accommodate building entries and landscaped areas. However, the character of these areas should differ by land use. Residential setback areas should accommodate porches, landscaped areas, and small gardens, indicative of individual ownership for each home.*

***Corner Landmarks:** Special building elements and architectural expressions such as towers, special entries, or cupolas should be used at key locations, specifically including “theme intersections” to help define arrival at to an important district or place. Although distinctive, these elements must be integrated within the building they are a part of.*

***Building Articulation:** All building facades that are visible from a public street or area, or residential neighborhood should include three dimensional detailing such as belt courses, window moldings, balconies, and reveals to cast shadows and create visual interest. Additional elements that may be used to provide visual relief include awnings and projections, trellises, detailed parapets or arcades.*

***Roof Detailing:** Roof parapets should be simply articulated and adorned for visual interest. Roofline cornice, reveals, and detailed eaves should be included to create interest.*

The Design Guidelines for the project encourage that the height, bulk and massing are designed to provide architectural interest and to orient towards the perimeter of the project and also respect the scale of adjacent uses. The project has been designed to incorporate height, bulk and massing which provides architectural is oriented towards the perimeter of the project and respects the scale of adjacent uses.

The Design Guidelines for the project encourage the use of materials and the building articulation reinforce the building at a pedestrian scale. The project has been designed to incorporate a variety of materials and building articulation for pedestrian interest.

The proposed significant landscape improvements on the project site add street trees, wider sidewalks that enhance the pedestrian experience at the project site. The project includes the development of a one-acre park at the center of the site that is framed by buildings and network of pedestrian pathways throughout the site, for a total of 2.3 acres of open space.

The Design Guidelines for the project provide for the provision of strong building articulation and corner landmarks at the most visible portions of the project. The project has been designed with strong building articulation and corner landmarks that are visible.

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.

The project meets the design policies and goals above in the following ways:

- The proposed project has provided pedestrian and bicycle amenities along South Delaware Street, Concar Drive and throughout the project site.
- The majority of parking for the buildings is wrapped with active uses. The minimal amount of on-street, surface parking proposed as part of the project is well integrated into the design of the project.
- The Design Guidelines for the project encourage the height, bulk and massing to be designed to provide architectural interest and to orient towards the perimeter of the project and also respect the scale of adjacent uses.
- The Design Guidelines for the project encourage the use of materials and the building articulation reinforce the building at a pedestrian scale.
- The proposed significant landscape improvements on the project site add street trees, wider sidewalks that enhance the pedestrian experience at the project site.
- The project includes the development of an approximately one-acre park, and network of other open spaces and pedestrian pathways throughout the site, for a total of approximately 2.3 acres of open space.
- The project also provides for an enhanced pedestrian bicycle experience by including improved pedestrian and bicycle safety by providing for increased sidewalk widths at the perimeter of the site, new pedestrian and bicycle amenities as part of the project site, and improved access through the project site.

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.

The project proposes the redevelopment of an underutilized site and proposes to develop the site with higher intensity mixed land uses. The project has achieved Stage 1 approval from the U.S. Green Building Council under its Leadership in Energy and Environmental Design for Neighborhood Development Rating System, Pilot, updated June 2007 (LEED-ND), thereby exceeding the City's green building standards.

Formal LEED-ND certification of the project is not required, However, the following LEED-ND measures relevant to greenhouse gas reduction will be incorporated into the project, regardless of whether the project seeks or achieves LEED-ND certification:

Smart Location & Linkage

- Smart Location (Prerequisite 1)
- Proximity to Water and Wastewater Infrastructure (Prerequisite 2)
- Brownfield Redevelopment (Credit 1) and/or Preferred Location (Credit 3)
- Reduced Automobile Dependence (Credit 4)
- Bicycle Network (Credit 5)
- Housing and Jobs Proximity (Credit 6)

Neighborhood Pattern & Design

- Compact Development (Prerequisite 2)
- Diversity of Uses (Credit 2)
- Walkable Streets (Credit 7)
- Street Network (Credit 8)
- Transit Facilities (Credit 9)
- Access to Surrounding Vicinity (Credit 11)
- Access to Public Spaces (Credit 12)

Green Construction & Technology

- LEED Certified Green Buildings (Credit 1)
- Reduced Water Use (Credit 3)
- Heat Island Reduction (Credit 10)
- Infrastructure Energy Efficiency (Credit 15)
- Recycled Content in Infrastructure (Credit 17)
- Construction Waste Management (Credit 18)

Transporation 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. It is recognized that this reduction will occur over time and that the reduction achieved by individual projects will vary based on the specific characteristics of the project, such as location and proposed uses.*

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.

The project conforms with the above policies in that it will participate in the TMA that manages projects within the Corridor Plan. The trip reduction program incorporates the following TDM measures to ensure that project trips are reduced:

- **First-Class Tele-Commuting Opportunities:** All residential units and commercial space will be equipped with high-speed Internet (10 Mb/Second). There will be dedicated ‘office hotel’ spaces available, equipped with phone, fax, printers and computers to give the residents the opportunity to work from home instead of at the work place.
- **Carsharing:** The applicant will enter into an agreement with a carsharing provider to provide carsharing vehicles on-site. There are currently two providers in the Bay Area: City CarShare and Zipcar. Carsharing makes a common fleet of vehicles available to members, and can be an important tool to reduce parking demand. For residents, carsharing reduces the need to own a vehicle, particularly a second or third car. All carsharing vehicles within the site will have assigned parking spaces at no cost to the provider.
- **Shuttle Service:** The project includes a high-standard shuttle service between the development and downtown San Mateo. The shuttle will be open to neighboring residents as a public benefit. The number of stops will be limited to as few as possible in order to maintain high on-time performance and to cut travel time to a minimum. The developer is proposing a 30-minute frequency during the morning and evening commute

hours. A separate chapter later in this memo will address the specifics and costs of such a program. The applicant will also explore the installation of a real-time information system, which would show the shuttle users when the next shuttle will arrive.

Caltrain is currently exploring the possibilities of replacing the existing diesel-driven fleet with electrified rail cars, which could be carrying three times as many peak-hour commuters, and which would allow more trains, even faster trips and more station stops. If the Hayward Park stop becomes a fast-train stop, the shuttle service will most likely be discontinued.

- a. The Developer additionally proposed that this service begin operating upon 75% of the Project being occupied. Until that point, the traffic generated will be 25% lower than at full build-out of the project. If nearby developments are interested in cooperating on the shuttle program, it could be started at an earlier date.
 - b. Further, the shuttle would cease operations if demand and use did not materialize or if the planned rail electrification occurred.
- **Neighborhood-Serving Retail:** The Developer proposes a mix of retail types at the project, which is expected to include a small grocery store, as well as neighborhood-serving retail, such as dry cleaning and a coffee shop. The types of retail businesses allowed in the plan area are limited to those uses allowed in the C1 (Neighborhood Commercial District) of the City of San Mateo Municipal Code. These businesses will reduce the need for residents and employees to drive to other locations to run several types of common errands.
 - **Bicycle Storage:** There will be long-term secure bicycle parking provided to residents and employees in the garages. To meet the San Mateo code requirements, there would need to be a bicycle storage area for every one hundred car parking spaces. Because the project will encourage the use of the nearby train, it is expected that bicycle storage will be necessary in the amount of 1 space per 10 units. These spaces are planned to be located in bicycle storage rooms/cages for residents, mixed with racks at garage entrances for less security-conscious bicycle users and employees. The initial recommendation of 1 space per 10 units will need to be adjusted in line with demand; should the demand for storage facilities for bicycles grow beyond what is initially provided, additional storage areas will be provided. The provision of plentiful secure bicycle parking will make it easier and more convenient for the residents to replace local auto trips with bicycle trips. Employee bike parking would be provided in the same cages, at 1 space per 10,000 square feet of retail/restaurant/services area, and 1 space per 3,750 square feet of office area.

Short-term bicycle parking will be provided by means of on-street racks immediately adjacent to high-demand locations, such as at retail frontages and next to the primary transit stops. Initially, a single “U” or similar rack will be placed as close as possible to the entrance of all retail businesses where this is not prevented by other obstructions. Additional racks are easy to install and this should be done based on demonstrated

demand. Nelson\Nygaard recommends initially 1 rack for every 10 residential units, and additionally 1 rack for every 2,500 square feet of retail area.

- **Unbundled Parking:** The applicant would provide parking in accordance with the parking ratios described in Attachment 14 (Shared Parking Analysis). Spaces would be provided per residential unit and additional spaces would be “unbundled”. This means that apartment tenants will be given one parking space per residential unit, but that second or third spaces are provided at a cost to the tenant. Parking fees are generally subsumed into lease fees or sale prices for the sake of simplicity and because that is the more traditional practice in real estate. However, providing anything for free or at highly subsidized rates encourages use and means that more parking spaces have to be provided to achieve the same rate of availability. Charging for parking is also the single most effective strategy to encourage people to use alternatives to the single-occupant vehicle.
- **Shared Parking:** The applicant would implement shared parking between all visitors and customers at Station Park Green. Parking ratios are typically based on suburban developments where all uses are physically isolated and all trips are made by car. Therefore, ITE parking ratios are not suitable to dense, pedestrian-friendly, mixed-use developments such as Station Park Green, where many different land uses are within walking distance and trips to multiple destinations can be achieved by parking once and walking in between uses. This means that the majority of visitor parking can be shared between the different uses.
- **TMA Participation:** The City of San Mateo and the Peninsula Traffic Congestion Relief Alliance (the Alliance) are currently in the process of forming a Transportation Management Association (TMA) for the Rail Corridor area. The applicant will become a member of the yet to be formed San Mateo Corridor Plan TMA, a member-controlled transportation management association that will encourage efficient use of transportation and parking resources in the Hayward Park TOD Zone and other Rail Corridor Plan areas. Many of the TDM tools discussed in the TDM report (could be efficiently administered through a TMA. TMA participation will assist the development in maintaining the TDM Program as well as undertake annual monitoring to verify if the short-term 25% trip reduction target and long-term 26% to 36% trip reduction targets are met. A representative for the project will also be required to be on the TMA Board of Directors.
- **Transportation Kiosk:** A transportation board with up-to-date information on transit, ridesharing (e.g. 511.org), carsharing, bicycling and other alternative transportation will be located in a central location within the project.
- **Improved Transit Stop:** SamTrans route 292 with service between Hillsdale Shopping Center and downtown San Francisco (via San Francisco International Airport) currently runs every 30 minutes throughout the day and stops right outside the project site. The bus stop on the Station Park Green side of South Delaware Street will be upgraded with a shelter and bicycle racks as part of the project.

- **Transportation Coordinator:** A staff member within the property management will be a designated transportation coordinator. This person will communicate with the TMA once it is formed, and will also be responsible for maintaining the TDM Program. This includes providing new residents with a welcome package about transportation, updating the transportation kiosk, monitoring bicycle parking usage and requesting more parking if need arises, communicating with the carsharing provider on success and the need for more vehicles, etc.

Alternatively, the project may substitute or implement TDM measures that are not within this menu, should the advisability and feasibility of such measures improve at a later date. Such substitute measures may include: the use of GO Passes, changing the shuttle program to better meet user's preferences, unbundling more parking and/or charging for employess/visitor parking.

It is expected that the project will continue to modify and refine the TDM program over time, to address market conditions or to respond to TMA survey results.

Based upon the TDM Program analysis prepared by Nelson Nygaard Consulting Associates, it has been determined that the project would result in a trip reduction of 25 percent in the short-term, and potentially an even greater reduction in the long-term. There is currently a good mix of uses around the proposed project site. The project site's proximity to retail, the Hayward Park Caltrain Station and Bus 292, as well as the inclusion of pedestrian and bicycle amenities is anticipated to further reduce trip generation.