

RESOLUTION NO. 66 (2005) **

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

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

R E C I T A L S

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

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

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

WHEREAS, the proposed San Mateo Rail Corridor Transit-Oriented Development Plan (a copy of which is on file at the City Clerk's Office and incorporated herein by reference) is intended to allow, encourage, and provide guidance for the creation of world class transit-oriented development (TOD) within a half-mile radius of the Hillsdale and Hayward Park Caltrain station areas, while maintaining and improving the quality of life for those who already live and work in the area; and

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

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

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

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

WHEREAS, contributing to the realization of this endeavor are potential benefits resulting from the Peninsula Corridor Joint Powers Board’s increasing investment in its Caltrain commuter rail line, including the redesign of both stations, and introduction of the Express Service commuter train. These improvements will add to the desirability of living and working near the stations; and

WHEREAS, implementation of the San Mateo Rail Corridor Transit-Oriented Development Plan will minimize the impacts from growth that would otherwise occur with the more dispersed development pattern that would otherwise occur with existing land use standards; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Should the Bay Meadows racetrack close and is replaced with development in accordance with this plan, when the City reviews the development proposal for the racetrack area, it will ensure that measures are taken to memorialize the Bay Meadows racetrack history. Such measures could include, for example, that a photo history and book archive are maintained at the library, the new train station is named after the track to mark its location, that

some significant architecture element is retained and incorporated into the civic plaza, that a public art feature in the area call attention to its history.

POLICY 6.2A MINIMIZE CONSTRUCTION IMPACTS ON LOCAL BUSINESSES

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

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

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

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

San Mateo's NPDES permit for urban runoff requires treatment of runoff from new development. Borel Creek and the San Mateo Lagoon receive runoff from the Plan area. Integrating runoff treatment features into designs—particularly for paved area like streets and parking areas—creates visually attractive, yet functional systems to protect residents and wildlife downstream. While features like grassy swales, curb cuts or curbless road edges, rain gardens, and pervious pavement are not shown in

conceptual cross section drawings in this plan, it is these intent of this policy that these and similar urban runoff treatment features should be examined and incorporated into designs where practical.

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

- D. Directs City staff to examine a Light Pollution policy for the General Plan and how it would be used in the design review process.
- E. Urges increased City enforcement of speed limits, traffic laws, and truck routes on streets in residential neighborhoods

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

MAYOR

ATTEST:

CITY CLERK

Exhibits Attached:

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

Exhibit on File at the City Clerk's Office:

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