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**Mountain Communities to  
Urban Centers  
The Benefits of Specific Plans  
for Sustaining Cities**

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City of San Mateo Planning Division

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Fairmont Hotel, San Jose

# City of San Mateo Location

- City located between San Francisco & San Jose
- 97,966 residents
- CalTrain commuter rail line runs through City



# Bay Meadows II Specific Plan

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- 83-acre Specific Plan for a commuter rail TOD with built-in sustainable features.
- Former Use: Horse race track
- Adopted 2005 with 18 year Development Agreement
- Single Master Developer: Wilson Meany Sullivan ([www.wmspartners.com](http://www.wmspartners.com))



**Caltrain Station**



# Setting

Near Highway  
101/Route 92

Phase I (blue)  
mixed use  
project  
developed in  
late  
1990s/early  
2000 (not TOD)

# Project Site (2010)



# Context- TOD Area Plan & Program EIR

Area Plan & EIR provided first layer of support:

- Transit Oriented Development land use designation
- Program EIR
- Other circulation/policy components to enable Specific Plan

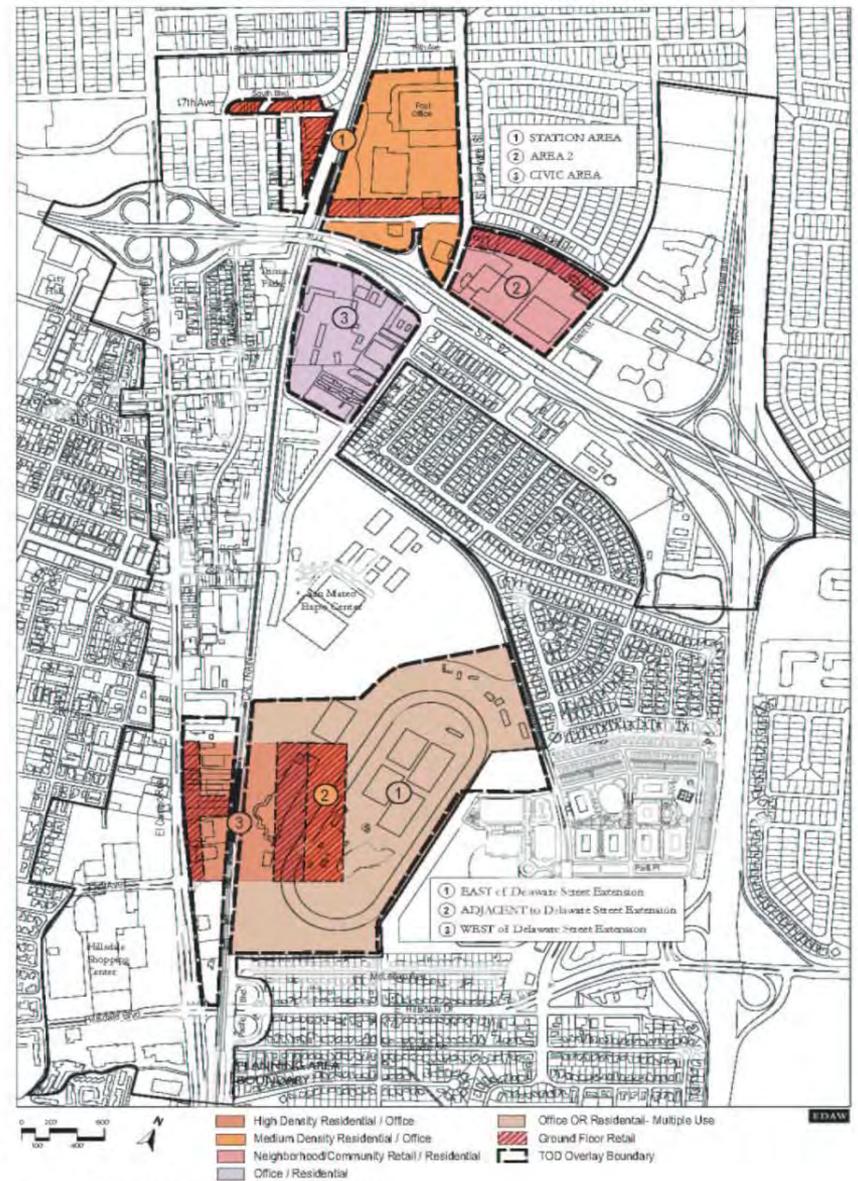


Figure 5.3 TOD Overlay Land Use Map

# Specific Plan Background

- Plan Components that were important to the Community
  - Replacement of lost race track revenue \$\$\$\$\$\$
  - Providing housing and jobs near transit to reduce vehicle trips.
  - Create walkable/bikable community
  - Positive interface with train station.
  - New parkland
- Total of 44 public meetings on the project between April 2003- November 2005



*Downtown Station*

# Specific Plan Basics

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Approved maximum of 1.5 million sf commercial & 1500 housing units

- 15 acres public parks
- 2.8 acres private open space
- New public streets
- Race track demolished in 2008
- Infrastructure under construction



# Project Site (2010)



# Specific Sustainability Benefits- Land Uses

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- Infill project /reuse of dated single-use horse racing facility.
- 93,000 square feet of neighborhood- and office-serving retail and restaurant uses located along main pedestrian street to minimize off-site vehicular trips of employees and residents.
- Balance of land uses including office, retail, restaurant, and high and medium density residential (rental and ownership units) to create a sustainable, balanced neighborhood.

**5 new office buildings**

**Caltrain line**



# Specific Sustainability Benefits- Buildings & Traffic

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- Buildings will comply with City Green Building Code- LEED Silver & 75 GreenPoint Rated
- TDM measures and reduced parking to reduce vehicular trips to comply with project trip cap and meet trip reduction goals of 25% (over traditional development)
- Parking standards reduced from City wide rates – less land devoted to parking.



# Specific Sustainability Benefits- Stormwater Features

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- 4 acres of wet/dry storm water storage within the Community Park that serve as the storm water retention facility for the entire development.
- Biofiltration planters on key streets
- Other on-site stormwater treatment control measures as needed, such as swales, rain gardens, etc.



# Specific Sustainability Benefits- Site Preparation & Infrastructure

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- Minimal import of off-site fill across 83-acre site. Recycling of extensive asphalt on site for street base.
- Pedestrian-friendly sidewalks, mid-block pedestrian paths and extensive bicycle facilities to promote non-vehicular trips.
- Streetlights with lower energy demand.
- Direct pedestrian and vehicular access from public streets and public access easements to commuter rail station.
- Location for commuter rail station vehicular parking garage identified on-site adjacent to station.



# City Benefits- Design Features

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- Project design guidelines and development standards for entire site to ensure high quality project design and variable building heights.
- Town Square and View Corridor easements to provide a sense of place and site design keystones.
- Mid-block public access easements for more direct access to train station or public parks.
- Consistent sense of place created through consistent streetscape design, landscaping, and other street improvements. Neighborhood planning creates a greater sense of community connectivity and cohesion.



# Town Square & View Corridor

View  
Corridor

Town  
Square



# City Benefits- Dedications

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- 15 acres of publicly dedicated parkland– 7.5 acres greater than City dedication requirements.
- 2.85 acres of publicly accessible privately maintained open space via public easements (Town Square, view corridor, bikeways).
- Developer to fund design and construction of 1.5 acre neighborhood park and 1.5 acre linear park and dedicate “turnkey”.
- Dedication of one (1) acre of land to the City for affordable housing.

# 3 New Publicly Dedicated Parks



12 acre Park

2- 1.5 acre parks



# City Benefits- Cash Payments

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- \$1.0 million toward community park improvements or equivalent in interim improvements.
- \$1.0 million to be used for public art and historic homage onsite and \$50,000 to fund a citywide campaign for the arts.
- \$250,000 contribution to traffic calming offsite (in excess of the traffic mitigation fees).
- \$100,000 to adjacent offsite homeowners' association for aquatic improvements at their private facility.
- \$100,000 for offsite city neighborhood park improvements.



# Community Park- “Interim” Developer-Funded Improvements - \$1 million++



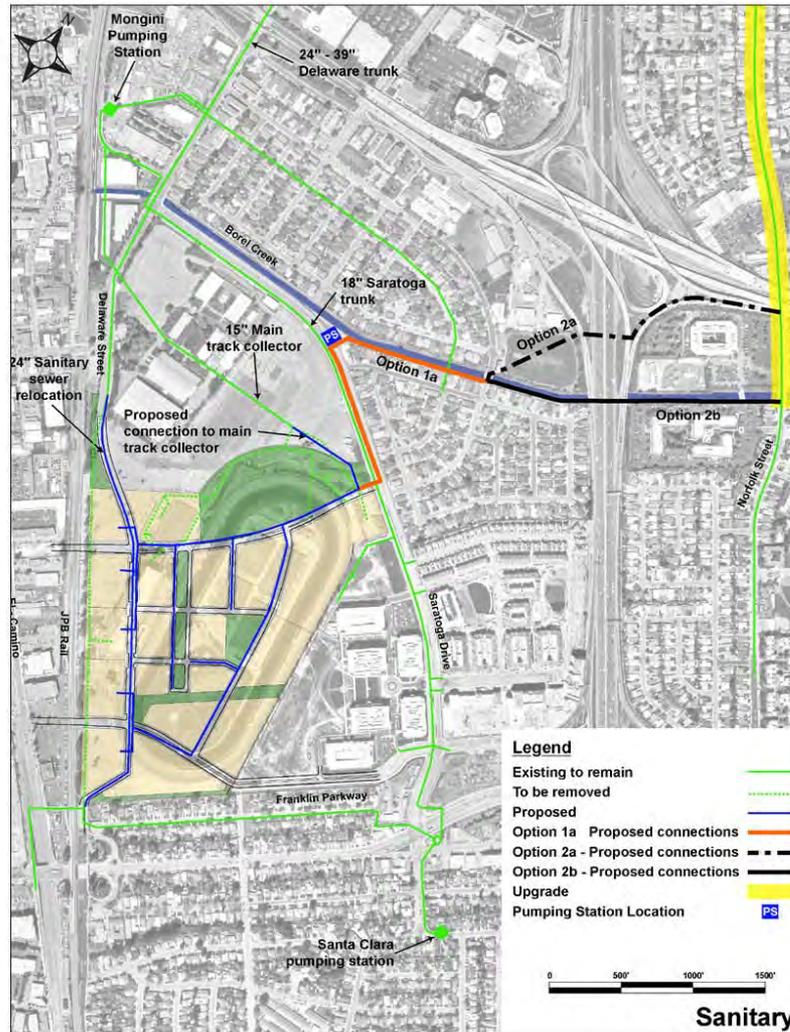
# City Benefits- Utilities/Maintenance

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- Significant onsite (pump station) and offsite sanitary sewer system infrastructure improvements.
- Onsite emergency fire water storage (600,000 gallons in storm water retention facility).
- Land owner to undertake the maintenance of all landscaping, medians and open space (except for the 15 acres of public parks dedicated to the City) through property owner's association or similar entity.
- \$120 million Community Facilities District to assist in financing public improvements.

# On and Off Site Sewer Improvements

FIGURE IV-53  
Sewer Improvement Diagram



# Challenges to Community Acceptance of Plan

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- Traffic concerns & inadequate parking
- “We would never live there!”
- Limit on heights, FAR and densities because of voter initiative. Set to sunset and replacement initiative did not substantially increase heights, FAR and densities over the moderate level of what they were before.
- Race track demolition- CEQA challenge to Site approvals in 2007 by small group who wanted race track saved. The track did not qualify as a historic resource.



# Lessons Learned

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- Ability to achieve more project benefits and sustainable features across a larger infill site.
- Ability to commit developers to a more significant investment in sustainable features and other negotiated public benefits.
- Provide a long time frame for development (18 years) to accommodate economic cycles
- Require payment for loss of racing revenue- not triggered because permit was issued for demolition in 2008.



# Contact Information

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