

EXCERPTS OF THE RAIL CORRIDOR TRANSIT-ORIENTED DEVELOPMENT PLAN

PA-2021-033

Rail Corridor Transit-Oriented Development Plan: <https://www.cityofsanmateo.org/1899/Rail-Corridor-Transit-Oriented-Developme>

- Chapter 3. Objectives
 - 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. Explore the feasibility of sharing parking among the future Hillsdale Station Caltrain garage, the San Mateo County Expo Center, and adjacent development. (Page 3-5)*
- Chapter 4. Circulation
 - Transit Station Features. Policy 4.12: *Provide a balanced street system in the Plan area that safely connects Hillsdale and Hayward Park stations to the adjacent and greater community by providing for convenient access by a mix of modes of travel including pedestrians, bicycles, buses, and automobiles both on- and off-site. (Page 4-29)*
 - Hayward Park Station: Station Parking. *Parking at the Hayward Park Station is currently provided only on the east side of the tracks. Patrons coming from the west side of the tracks must use SR 92 to cross the tracks and access the parking. In order to make transit user parking more convenient, the JPB plans to provide Caltrain parking on both sides of the tracks, retaining at a minimum the same number of spaces as there are today. (Page 4-33)*
- Chapter 6: Community Character and Design Guidelines
 - CalTrain Stations. Policy 6.6: *Work closely with the JPB to ensure the design for the Hillsdale and Hayward Park Caltrain Stations are not only efficient, but also contribute to the character of the neighborhoods that surround them.*

The TOD zone in this Plan is specially tailored to include transit supportive land use patterns and development densities. It is equally important to work closely with the JPB to ensure that the new design of the Hillsdale and Hayward Park Caltrain stations in and of themselves contribute to their success. Although different in function, both stations represent significant public investment and will greatly influence the character and identity of the neighborhoods that surround them. It is therefore critical that their designs are attractive, inviting, functional, and respectful of their context. Meeting projected parking demand is an important challenge to be addressed at both stations.

This Plan highly encourages the use of the most innovative approaches to solving this, possibly including shared parking in multiple locations. (Page 6-5)

- *Hayward Park Station. Policy 6.9: 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. (Page 6-7)*
 - *Hayward Park Station will serve an important role as a neighborhood transit center. However, as it is not an express stop, its role will not serve the same regional needs as the Hillsdale Station. As such its design must be influenced more by the neighborhoods that surround it. The station area must be designed to accommodate several modes of transit, particularly pedestrians, bicycles and buses, yet there will be a need to accommodate automobile drop-off and pickup and park and ride commuters. (Page 6-7)*
 - *In order to accommodate the required parking spaces for park and ride commuters, it is likely that at least one parking structure should be constructed. This structure should be viewed as a building near the train station rather than as a strictly utilitarian structure flanking the station. This building should be screened from view from public streets and located as close to the station as practical (Page 6-9)*