



COUNTY OF SAN MATEO
Inter-Departmental Correspondence
Planning and Building Department



DATE: October 17, 2011
BOARD MEETING DATE: November 1, 2011
SPECIAL NOTICE/HEARING: 10 Days;
Newspaper Notice
VOTE REQUIRED: Majority

TO: Honorable Board of Supervisors

FROM: Jim Eggemeyer, Community Development Director

SUBJECT: EXECUTIVE SUMMARY: Public hearing to consider resolutions adopting amendments to the North Fair Oaks Community Plan, certifying a Final Environmental Impact Report (FEIR) for the amendments to the Community Plan, adopting a Statement of Overriding Considerations for the FEIR, and directing staff to prepare an Implementation Program for the updated Community Plan

RECOMMENDATION:

Adopt Resolutions:

1. Adopting a Statement of Overriding Considerations related to Environmental Impacts identified in the Final Environmental Impact Report for the amended North Fair Oaks Community Plan, adopting a mitigation monitoring program for the mitigation measures described in the Final Environmental Impact Report, and certifying the Final Environmental Impact Report prepared for the amended North Fair Oaks Community Plan as complete and adequate.
2. Adopting a comprehensive amendment to the North Fair Oaks Community Plan, and directing staff to, at a later date, prepare amendments to the County's Zoning Ordinance to implement the updated Community Plan, and to prepare an Implementation Program for the amended Community Plan.

BACKGROUND:

Staff is proposing that the Board of Supervisors adopt General Plan amendments that comprehensively update the North Fair Oaks Community Plan, as well as certify a Final Environmental Impact Report for the updated Community Plan, with adoption of a Statement of Overriding Considerations that addresses environmental impacts identified in the FEIR.

DISCUSSION:

The San Mateo County Planning and Building Department, at the direction of the County Board of Supervisors and in collaboration with other County departments and other partners, has completed a comprehensive update to the North Fair Oaks Community Plan. The updated Community Plan includes significant changes to allowed land uses and development intensities in North Fair Oaks, and new policies and programs to address the needs and goals of the community. The overarching goals of the updated Community Plan are to encourage mixed-use development in appropriate areas, promote revitalization of vacant and underutilized land, amend land use categories to strengthen neighborhood and community character, encourage transit-oriented development (TOD) in appropriate areas, improve neighborhood and transit connectivity, including pedestrian/bicycle facilities, improve parking, improve and expand recreational facilities, improve infrastructure, enhance health and wellness, improve housing opportunities and conditions, and accommodate potential demand for new non-residential development. Land use and circulation concepts included in the updated Community Plan are summarized below:

Land Use. To support a vibrant pedestrian-friendly community and a healthy mix of locally-oriented uses, “Opportunity Areas” are identified throughout North Fair Oaks (NFO). These areas have the most potential for change, given their location, existing uses, and access to transportation and infrastructure. New land use designations for these areas are:

- The designation along Middlefield Road from First Avenue to the western edge of North Fair Oaks, and along the railroad tracks from Fifth Avenue to the western edge of NFO, is Commercial Mixed-Use, allowing a higher intensity mix of commercial, residential, public, and institutional uses. The designation would support TOD near a future multi-modal transit station and support Middlefield Road as a primary commercial destination. The area along El Camino Real from Loyola Avenue to the western edge of NFO, and along Fifth Avenue between El Camino Real and the railroad tracks, is also Commercial Mixed-Use.
- The area along Middlefield Road from First Avenue to Eighth Avenue is Neighborhood Mixed-Use, allowing a mix of medium-density, locally-oriented uses including smaller scale commercial, residential, and public uses.
- The area along the rail tracks from Fifth Avenue to 12th Avenue is Industrial Mixed-Use, allowing a mix of light industrial, R&D, commercial, public, and institutional uses, with residential permitted under certain conditions. The industrial area bounded by Second Avenue, Willow Street, Fair Oaks Avenue, and Bay Road would also be Industrial Mixed-Use.
- The Hetch Hetchy right-of-way from 12th Avenue to the eastern edge of NFO, and between Middlefield and Westmoreland, is designated Parks and Recreation.

Circulation. Middlefield Road is recognized as the core of North Fair Oaks, where a locally-oriented mix of uses and amenities should be concentrated. Middlefield Road

at Fifth Avenue is identified as a “Neighborhood Activity Node,” an ideal location for a community space such as a plaza, public art, and other amenities. To increase connectivity for all types of transport, the following locations are also identified as appropriate for improved road connections: Marlborough Avenue at Berkshire Avenue; Berkshire Avenue across the railroad tracks; and Eighth Avenue at Fair Oaks Avenue, across the tracks.

A multi-modal transit station area designation is established for the area along Middlefield Road at the Caltrain and Dumbarton Rail crossings. This denotes an area appropriate for transportation improvements, to enhance transit connections and catalyze TOD. The nature of future improvements depends on transit service, development in the area, and other factors, but this junction is appropriate for improvements. Middlefield and Fifth are also identified as the best route for the potential trolley line identified in Redwood City’s new General Plan.

Segments of the San Francisco Public Utilities Commission’s Hetch Hetchy right-of-way, extending from Marsh Road west to the railroad tracks and from Middlefield Road east to the tracks, are designated for community parks, open space, and/or pedestrian and bicycle pathways.

The Community Plan proposes eventual redesign of Middlefield Road from four lanes to three, with a dedicated middle turn lane, and with the additional right-of-way used for bicycle lanes, increased sidewalk width, and space for street trees and other enhancements, as well as bulb-outs at corners to provide public space and shorten crosswalk widths, enhancing pedestrian safety. This redesign would increase safety and enhance walkability and bikeability of Middlefield Road.

Development Capacity

The updated Community Plan would allow up to 3,024 additional dwelling units, 180,000 additional square feet of retail uses, 155,000 additional square feet of office uses, 210,000 additional square feet of industrial (R&D and general) uses, 110,000 additional square feet of institutional (community and school) uses, and 3.8 additional acres of dedicated public (parks, recreation, and open space) uses. This includes development within the Opportunity Areas described above as well as infill development and redevelopment throughout North Fair Oaks, over a projected 30-year timeline.

Environmental Impact Report

A Draft Environmental Impact Report (DEIR), assessing potential environmental impacts of amendments to the Community Plan, was completed and released on August 10, 2011. The required 45-day comment period for the DEIR closed on September 23, 2011. The DEIR was distributed to all responsible agencies and other parties, made available for public review at public locations in the County, and release of the DEIR and Draft Community Plan were widely publicized. Comments on the DEIR, and responses to comments, have been incorporated in a Final EIR (FEIR).

The EIR assesses environmental impacts that could result from adoption of the Community Plan, ranks them by potential significance, and recommends mitigation

measures to reduce impacts to less than significant. For the most part, the EIR concludes that potential impacts of Community Plan adoption are less than significant, either with or without mitigation. There are five exceptions where impacts could remain significant and unavoidable, depending on the nature of future projects, the effectiveness of mitigation, and other factors. These exceptions are related to: *traffic noise*, because full buildout of the development allowed by the updated Community Plan could result in increased traffic noise; *transit facilities*, because while the Community Plan intends transit ridership and transit-oriented development in North Fair Oaks, if transit facilities are not created or enhanced, new development could significantly impact transit service; *safety at rail crossings*, because new development and increased population in the North Fair Oaks area will necessarily increase the number of rail crossing by all travel modes, which, if not coordinated with crossing safety measures, could significantly impact safety; *traffic impacts* at two intersections, El Camino Real and 5th Avenue, and Bay Road and Woodside Road; and, *cultural resources*, which may exist in North Fair Oaks and could be impacted by development. In light of these potentially significant and unavoidable impacts, certification of the EIR will require adoption of statements of overriding consideration, concluding that the overall goals and improvements contemplated by the Community Plan will generate broadly positive impacts that outweigh the potential negative impacts of adoption.

Community Plan Implementation

In addition to adoption, a number of other actions will be required to implement the Community Plan. Staff will create a detailed Implementation Program, describing the actions required to implement the Community Plan, the parties responsible for each action, the priority and timeline for the actions, and the resources required to proceed with each action. Staff will also work on amendments to zoning and other amendments required for implementation.

Planning Commission Consideration

The Planning Commission considered the amendments to the Community Plan at hearings on September 14, 2011, October 5, 2011, and October 12, 2011. On October 12, 2011, the Planning Commission voted to recommend that the Board of Supervisors adopt the proposed amendments to the Community Plan, and certify the Final EIR for the updated Community Plan.

Environmental Review

The County has completed an Environmental Impact Report for the updated Community Plan, as discussed above.

County Counsel has reviewed and approved the Resolutions as to form and content.

The proposed amendments to the North Fair Oaks Community Plan are consistent with the Shared Vision goal of Livable Communities, by promoting adequate, safe and affordable housing for North Fair Oaks residents, promoting transit-friendly development and the reduction of the environmental impacts of transportation, promoting walkable communities and the related health benefits of such communities, promoting bicycle use and safety, promoting development primarily in urbanized areas, thereby reducing

the cost of infrastructure and protecting undeveloped areas, promoting creation of recreational amenities, and, overall, contributing to a healthier, safer, and more livable community.

FISCAL IMPACT:

Adoption of the Community Plan, and subsequent implementation steps will commit the County to expenditures of staff time, some of which could be offset through available grants and other outside resources. Adoption of the Community Plan does not commit the County to any specific expenditure without additional analysis and approval. While new development allowed by the updated Community Plan could generate additional property or sales tax revenue for the County, any such changes in revenue are uncertain. Adoption of the amendments to the North Fair Oaks Community Plan does not have any fiscal impact to the County.



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SUBJECT: Public hearing to consider resolutions adopting amendments to the North Fair Oaks Community Plan, certifying a Final Environmental Impact Report (FEIR) for the amendments to the Community Plan, adopting a Statement of Overriding Considerations for the FEIR, and directing staff to prepare an Implementation Program for the updated Community Plan

RECOMMENDATION:

Adopt Resolutions:

1. Adopting a Statement of Overriding Considerations related to Environmental Impacts identified in the Final Environmental Impact Report for the amended North Fair Oaks Community Plan, adopting a mitigation monitoring program for the mitigation measures described in the Final Environmental Impact Report, and certifying the Final Environmental Impact Report prepared for the amended North Fair Oaks Community Plan as complete and adequate.
2. Adopting a comprehensive amendment to the North Fair Oaks Community Plan, and directing staff to, at a later date, prepare amendments to the County's Zoning Ordinance to implement the updated Community Plan, and to prepare an Implementation Program for the amended Community Plan.

BACKGROUND

Staff is proposing that the Board of Supervisors adopt General Plan text and map amendments that comprehensively update the North Fair Oaks Community Plan, as well as certifying a Final Environmental Impact Report for the updated Community Plan, with adoption of a Statement of Overriding Considerations that addresses environmental impacts identified in the FEIR. The amendments to the North Fair Oaks Community Plan, which constitute replacement of the existing Community Plan in its entirety, establish new land use designations and new allowed densities and types of development for specific portions of North Fair Oaks, as well as establishing a number of new policies

and programs intended to better address the current needs and vision and goals for future growth of the North Fair Oaks community.

DISCUSSION

OVERVIEW

The San Mateo County Planning and Building Department, at the direction of the County Board of Supervisors and in collaboration with other County departments and an array of other partners, has completed a comprehensive update to the North Fair Oaks Community Plan. A draft of the updated North Fair Oaks Community Plan was released for public review on August 10, 2011, along with a Draft Environmental Impact Report (DEIR) assessing potential environmental impacts of adoption of the new Community Plan. The Planning Commission considered the draft Community Plan and DEIR at hearings on September 14, 2011, on October 5, 2011, and on October 12, 2011. Changes to the Community Plan and EIR have been made in response to input from the Planning Commission, the public, and other parties, and full response to comments received have been incorporated into a Final EIR (FEIR) for the Community Plan. At the hearing on October 12, 2011, the Planning Commission voted to recommend that the Board of Supervisors adopt the amended North Fair Oaks Community Plan, and certify the FEIR for the updated Community Plan.

BACKGROUND

Since 2009, the County Planning and Building Department has been working on an update to the North Fair Oaks Community Plan, in partnership with the Health Department, Housing Department, Department of Public Works, a project steering committee, a consultant team, and other partners. The existing Community Plan was adopted in 1979, and has not been comprehensively updated since that time. The nature and needs of North Fair Oaks have changed significantly since the original Community Plan's adoption, and the updated Community Plan is intended to better address current conditions, needs and goals of the North Fair Oaks community.

The updated Community Plan includes changes to the Community Plan's goals, policies, programs, and types, locations and amounts of development allowed in North Fair Oaks. The updated Community Plan addresses land use, circulation and parking, parks and recreation, infrastructure, health and wellness, housing, and economic development. On adoption, the new Community Plan would entirely replace the existing Community Plan.

A draft of the updated North Fair Oaks Community Plan was released for public review on August 10, 2011, along with Draft Environmental Impact Report (DEIR) assessing potential environmental impacts of adoption of the new Community Plan. The Planning Commission reviewed and received public comment on the draft Community Plan and DEIR at a hearing on September 14, 2011, and again at hearings on October 5, 2011 and October 12, 2011, and changes to the Community Plan and EIR have been made in response to input from the Planning Commission, the public, and other parties.

KEY ISSUES

New Policies, Land Use Changes, and Other Community Plan Elements

The updated Community Plan includes significant changes to allowed land uses and development intensities in North Fair Oaks, and to various policies and programs intended to address the needs and goals of the community. Figures 2.1 through 2.5 from Chapter 2 of the updated Community Plan, attached, depict proposed land use changes and urban design concepts in the updated Community Plan. Tables 2.1 through 2.4, from Chapter 2, also attached, summarize specific changes to allowed types and intensities of land uses in the updated Community Plan. These changes represent the broad land use goals and outside envelopes of development types and intensities contemplated for North Fair Oaks. The changes will be implemented through subsequent zoning amendments, which may result in lesser densities, intensities, building heights, and other levels of development lower than the maximum allowed by the land use designations incorporated in the Community Plan.

The overarching goals of the updated Community Plan are to encourage mixed-use development in appropriate areas, promote revitalization of vacant and underutilized land, amend land use categories to strengthen neighborhood and community character, encourage transit-oriented development (TOD) in appropriate areas, improve neighborhood and transit connectivity, including pedestrian/bicycle facilities, improve parking, improve and expand recreational facilities, improve infrastructure, enhance health and wellness, improve housing opportunities and conditions, and accommodate potential demand for new non-residential development.

Land use and circulation concepts included in the updated Community Plan are summarized below:

Land Use. To support a vibrant pedestrian-friendly community and a healthy mix of locally-oriented uses, “Opportunity Areas” are identified throughout North Fair Oaks (NFO). These areas have the most potential for change, given their location, existing uses, and access to transportation and infrastructure. New land use designations for these areas are:

- The designation along Middlefield Road from First Avenue to the western edge of North Fair Oaks, and along the railroad tracks from Fifth Avenue to the western edge of NFO, is Commercial Mixed-Use, allowing a higher intensity mix of commercial, residential, public, and institutional uses. The designation would support TOD near a future multi-modal transit station and support Middlefield Road as a primary commercial destination. The area along El Camino Real from Loyola Avenue to the western edge of NFO, and along Fifth Avenue between El Camino Real and the railroad tracks, is also Commercial Mixed-Use.
- The area along Middlefield Road from First Avenue to Eighth Avenue is Neighborhood Mixed-Use, allowing a mix of medium-density, locally-oriented uses including smaller scale commercial, residential, and public uses.

- The area along the rail tracks from Fifth Avenue to 12th Avenue is Industrial Mixed-Use, allowing a mix of light industrial, R&D, commercial, public, and institutional uses, with residential permitted under certain conditions. The industrial area bounded by Second Avenue, Willow Street, Fair Oaks Avenue, and Bay Road would also be Industrial Mixed-Use.
- The Hetch Hetchy right-of-way from 12th Avenue to the eastern edge of NFO, and between Middlefield and Westmoreland, is designated Parks and Recreation. The remainder of the right-of-way is designated Community and Institutional.

Circulation. Middlefield Road is recognized as the core of North Fair Oaks, where a locally-oriented mix of uses and amenities should be concentrated. Middlefield Road at Fifth Avenue is identified as a “Neighborhood Activity Node,” an ideal location for a community space such as a plaza, public art, and other amenities.

The Community Plan identifies six “Primary Gateways” denoting main points of entry into NFO, which could be distinguished by signage and design elements.

To increase connectivity for all types of transport, the following locations are identified as appropriate for improved road connections: Marlborough Avenue at Berkshire Avenue; Berkshire Avenue across the railroad tracks; and Eighth Avenue at Fair Oaks Avenue, across the tracks.

A multi-modal transit station area designation is established for the area along Middlefield Road at the Caltrain and Dumbarton Rail crossings. This denotes an area appropriate for transportation improvements, to enhance transit connections and catalyze TOD. The nature of future improvements depends on transit service provision, development in the area, and other factors, but this junction is appropriate for major improvements. Middlefield and Fifth are also identified as the best route for any trolley line from Redwood City. Redwood City’s General Plan describes a potential trolley line along Middlefield; continuation of the line along Middlefield and Fifth is the preferred route. The station area is also designated as an Activity Node.

The land use and circulation plans identify Middlefield Road and Fifth Avenue as a preferred route for extension of any potential trolley line improvements made by Redwood City. Redwood City’s General Plan describes a potential trolley line along Middlefield; continuation of this line east-west along Middlefield Road from the western edge of the community to Fifth Avenue, then north-south along Fifth Avenue, is the preferred route. Currently, the route is identified only as appropriate for a possible future rail line, and the feasibility and timing, as well as the technical details, of an actual rail project remain to be determined.

Segments of the San Francisco Public Utilities Commission’s (SFPUC) Hetch Hetchy right-of-way (ROW), extending from Marsh Road west to the railroad tracks and from Middlefield Road east to the tracks, are designated for community parks, open space, and/or pedestrian and bicycle pathways.

The Community Plan proposes eventual redesign of Middlefield Road from four lanes to three lanes, with a dedicated middle turn lane, and with the additional right-of-way used for bicycle lanes, increased sidewalk width, and space for street trees and other enhancements, as well as bulb-outs at corners to provide additional public space and shorten crosswalk widths, enhancing pedestrian safety. This redesign would increase pedestrian safety and enhance walkability and bikeability of Middlefield Road.

Additional streetscape, greening, and other improvements are also proposed for secondary and tertiary streets in North Fair Oaks, including pedestrian and bicycle improvements on designated streets. The Community Plan also includes various strategies to address parking needs, including potential reductions to required parking for multi-family housing, identification of opportunities to increase parking capacity in impacted areas, changes to regulations and increased enforcement of existing parking regulations, promotion of shared parking between compatible uses, reconfiguration of parking on some major streets, and other strategies. Full implementation of comprehensive parking strategies will require further community consensus, during subsequent amendments to zoning regulations and other stages of Community Plan implementation, on what programs and regulations are acceptable to residents.

Development Capacity

The attached Table 3.1 from Chapter 3 of the DEIR shows the development capacity assumptions of the updated Community Plan. Based on the land use changes shown in Figure 2.5, the updated Community Plan allows up to approximately 3,024 additional dwelling units, 180,000 additional square feet of retail uses, 155,000 additional square feet of office uses, 210,000 additional square feet of industrial (R&D and general) uses, 110,000 additional square feet of institutional (community and school) uses, and 3.8 additional acres of dedicated public (parks, recreation, and open space) uses. This development capacity includes development within the Opportunity Areas described above as well as infill development and redevelopment throughout the Community Plan area. These increases are over a projected 30-year development horizon, and there is no guarantee that any or all areas proposed for land use changes would achieve maximum build-out.

Environmental Impact Report

A draft of the updated Community Plan was released for public review on Wednesday, August 10, 2011. A Draft Environmental Impact Report (DEIR), assessing potential environmental impacts of adoption of the Draft Community Plan, was also completed and released on August 10, 2011. Consistent with the California Environmental Quality Act (CEQA), the DEIR must be available for public review and comment for 45 days prior to certification of a Final Environmental Impact Report (FEIR). The 45-day review and comment period for the DEIR closed on September 23, 2011. The DEIR was distributed to all responsible agencies and other parties as required by CEQA, was made available for public review at various public locations in the County, and release of the DEIR and Draft Community Plan were widely publicized. Comments on the EIR, and responses to comments, are included in the Final EIR (FEIR). The Planning Commission voted on October 12, 2011 to recommend that the Board of Supervisors certify the FEIR as complete and adequate, consistent with CEQA Guidelines.

The EIR, consistent with the requirements of CEQA, assesses potential environmental impacts that could result from adoption of the Community Plan and subsequent changes to the physical environment of North Fair Oaks that would be allowed or facilitated by Community Plan adoption, ranks them according to their potential significance, and recommends mitigation measures, as needed, to reduce impacts to less than significant. The EIR also compares the potential impacts of Community Plan adoption with various alternatives, including not adopting the Community Plan, or adopting modified versions of the Community Plan.

For the most part, the EIR concludes that potential impacts of Community Plan adoption are less than significant, either with or without mitigation. There are five exceptions where impacts could remain significant and unavoidable, even with mitigation, depending on the nature of future projects, the effectiveness of mitigation measures, and other factors. These exceptions are:

Traffic Noise. Full buildout of the development allowed by the updated Community Plan could result in increased traffic noise. This noise could be mitigated by measures including changes to paving surfaces in certain key roadway areas, installation of noise barriers in key locations, traffic calming measures on certain area roads, and installation of noise insulation in buildings in certain areas of the community. Because implementation of the measures is uncertain, however, the DEIR concludes that noise impacts could be significant and unavoidable.

Transit Facilities. While a key goal of the Community Plan is to increase transit ridership and transit-oriented development in North Fair Oaks, and this goal is supported by transit providers, new development will impact transit capacity, and the impact could be significant and negative if new transit service is not coordinated with new development. Because of the uncertainty of future service improvements and their contingency on coordination between multiple agencies and jurisdictions, the DEIR concludes that this impact could be significant and unavoidable.

Safety at Rail Crossings. The Community Plan will allow increased densities of development near rail lines, and new development and increased population in the North Fair Oaks area will necessarily increase the number of rail crossing by all travel modes. Impacts can be mitigated in a number of ways, including requiring impact studies for large projects, requiring mitigation in the design and location of projects, and requiring projects to contribute to installation of new safety measures to mitigate impacts. However, because the exact type and location of new development is uncertain, and because coordination with various other authorities would be required for improvements, the EIR considers this impact potentially significant and unavoidable.

Traffic Impacts. The EIR identifies potentially significant impacts to traffic levels-of-service (LOS) at two intersections, the intersection of El Camino Real and 5th Avenue, and the intersection of Bay Road and Woodside Road. The specific LOS impacts on these roadways are shown in Tables 6-16 and 6-19 from the DEIR, attached. Impacts to these intersections could be mitigated through intersection and roadway improvements.

However, automobile capacity improvements at these intersections would potentially degrade the pedestrian and bicycle environment and negatively impact pedestrian and bicycle safety, contrary to the Community Plan's goals. In addition, these two intersections are controlled by CalTrans, and the County does not have the authority to make improvements. In general, the Community Plan recommends that the County adopt new multimodal LOS standards that take into account the safety and convenience of all modes of travel, rather than only automobile travel, and that these new LOS standards supercede the existing standards, which prioritize automobile use to the detriment of the safety and convenience of pedestrians and bicyclists. The County also intends to work with CalTrans on mitigation measures, but because the County cannot independently guarantee mitigation, the EIR therefore identifies these LOS impacts as potentially significant and unavoidable.

Cultural Resources. The EIR identifies that there may be significant, historical, archaeological, or other cultural resources in the Community Plan area that could be impacted by development. Without additional study and without specific information on the nature of future development projects, potential impacts are unknown. The EIR recommends a number of mitigation measures that are likely to successfully address these impacts, but absent more detailed information on the nature of resources and the nature of future projects, the EIR concludes that such impacts could be significant and unavoidable.

In light of these potentially significant and unavoidable impacts, certification of the EIR will require adoption of statements of overriding consideration, concluding that the overall goals and improvements contemplated by the Community Plan will generate broadly positive impacts that outweigh the potential negative impacts of adoption. The positive impacts of adoption the Community Plan include the provision of opportunities for additional safe and affordable housing, improvements to pedestrian and bicycle safety and accessibility, improvements to community health and wellness, provision of additional recreational resources, and additional economic activity from development and from new commercial and other job-generating uses. In addition, the amendments to the Plan are consistent with the goals of the County's Shared Vision 2025, including the goals of: neighborhoods that are safe and provide residents with access to health care and services; communities that are livable, with growth occurring near transit, promoting affordable, connected communities; the creation of jobs and educational opportunities for residents; and, the promotion of resource conservation, reduction of carbon emissions, and more efficient use of energy, water and land.

Public Participation

The updated Community Plan is based on extensive public outreach and participation, including guidance from a steering committee, community workshops, stakeholder interviews, stakeholder focus groups, and other methods. Public participation in the process to-date has included the following components:

Steering and Technical Advisory Committees. The update has been overseen by a Steering Committee that provides input, review, and guidance on the Community Plan update. The Steering Committee has met throughout the update, to review outreach

and participation strategies, provide input on needs, review materials, review and propose policies, and provide other feedback. Committee members have also participated in workshops, and are actively engaged with community members in other venues and forums. There is also a Technical Advisory Committee that has provided assistance on more technical materials, such as infrastructure analysis, detailed policy analysis and policy recommendations, and other materials. A list of the membership of both committees is provided in the front materials of the Community Plan.

Stakeholder Interviews. The County conducted interviews with individual stakeholders in the community to gather information on issues, needs and goals. Stakeholders interviewed include members of the community council, members of the business community, members of neighborhood groups, and members of service organizations focused on North Fair Oaks. Input was solicited and received about the needs of the community, including public health and safety concerns, infrastructure maintenance issues, business development goals, affordable housing issues, transportation needs, neighborhood and community walkability, recreational needs, and other issues.

Neighborhood Groups. Project representatives have met with neighborhood organizations in North Fair Oaks, including the Neighbor-to-Neighbor group in the southeastern area of North Fair Oaks, to present information on the Community Plan update, solicit feedback on issues, and encourage ongoing participation in the process.

Youth and Community Engagement. The Peninsula Conflict Resolution Center (PCRC) and Redwood City 2020, in collaboration with the County, have conducted ongoing outreach to the community through a variety of existing forums, including youth engagement opportunities and ongoing community forums.

Public Workshops. There have been three public workshops during the Community Plan update. The first workshop was focused on familiarizing the community with the Community Plan update, and gathering information on community needs and goals. The second workshop was to review the results of needs assessment and to obtain feedback on initial policies, proposed land use changes, and other initial components of the Community Plan. The third workshop, held on September 10, 2011, was to review the released public Draft of the Community Plan, and the Draft Environmental Impact Report, and to receive public comment on both of these documents, as well as to inform the public of additional avenues and opportunities for public comment and participation in the process, including planned public hearings at the Planning Commission and Board of Supervisors.

There have been four Planning Commission hearings at which the Community Plan was discussed and public comment received: April 27, 2011, September 14, 2011, October 5, 2011, and October 12, 2011. In addition, the Planning Commission toured North Fair Oaks on September 28, 2011, a tour that was noticed to the public, and in which a number of members of the public participated.

Community Plan Implementation

In addition to adoption of the Community Plan, a number of other actions will be required to implement the Community Plan. Staff will create a detailed Implementation Program for the Community Plan, in collaboration with the community and the Planning Commission, to be completed in approximately 6 months, at which point staff will return to the Planning Commission and Board of Supervisors for consideration of the Implementation Program. The Implementation Program will describe, in detail, the actions required to implement the policies and programs included in the Community Plan, the parties responsible for each action, the priority and timeline for the actions, and the resources required, both available and needing to be obtained, to proceed with each action in the Program. Staff will also work, after adoption of the Community Plan, on amendments to zoning and other amendments required for implementation.

The Implementation Program will be comprehensive, covering all aspects of the Community Plan. A number of key implementation strategies have already been identified. These include:

- A parking study and strategy, potentially with assistance from ABAG and MTC's technical assistance program for Community Plan implementation, including consideration of parking districts, metering, permit parking, locations for surface parking lots and parking structures, and other factors.
- Creation of an anti-displacement strategy for local merchants and business owners to ensure that local businesses are not displaced by future development, including training, funding opportunities, access to non-profit consultation, and other resources.
- Creation of a broad-based Economic Development strategy.
- A façade improvement/commercial revitalization program, as part of a broader economic development program, potentially with assistance from the Local Initiatives Support Corporation.
- Comprehensive zoning amendments defining the allowed intensities and mix of uses, including fine-grained determination of allowed heights in all areas, and also including a study of an appropriate triggering mechanism to ensure that full heights and buildout to full development capacity in the TOD-designated area are only allowed contingent on provision of transit service.
- A formal agreement (MOU) with SFPUC on future use of the Hetch Hetchy Right-of-Way.
- A park creation and funding strategy, including study of an impact fee and/or assessment district, and identification of preferred park locations.

Planning Commission Consideration

As noted above, the Planning Commission considered the amendments to the North Fair Oaks Community Plan at hearings on September 14, 2011, October 5, 2011, and October 12, 2011. At the hearing on October 12, 2011, the Planning Commission voted unanimously to recommend that the Board of Supervisors adopt the proposed amendments to the Community Plan, and certify the Final EIR for the updated Community Plan as complete and adequate, with a Statement of Overriding Considerations addressing the discrete environmental impacts of adoption of the Community Plan, as discussed above. The Planning Commission also voted to recommend that the Board of Supervisors direct staff to proceed with preparation of a comprehensive Implementation Program for the updated Community Plan.

Environmental Review

The County has completed an Environmental Impact Report for the updated Community Plan, as discussed above.

County Counsel has review and approved the Resolutions as to form and content.

The proposed amendments to the North Fair Oaks Community Plan are consistent with the Shared Vision goal of Livable Communities, by promoting adequate, safe and affordable housing for North Fair Oaks residents, promoting transit-friendly development and the reduction of the environmental impacts of transportation, promoting walkable communities and the related health benefits of such communities, promoting bicycle use and safety, promoting development primarily in urbanized areas, thereby reducing the cost of infrastructure and protecting undeveloped areas, promoting creation of recreational amenities, and, overall, contributing to a healthier, safer, and more livable community.

FISCAL IMPACT:

Adoption of the Community Plan, and subsequent implementation steps, including creation of an Implementation Program and preparation of zoning amendments required to implement the land use designations and other changes proposed in the Community Plan, will commit the County to expenditures of staff time, some of which could be offset through available grants and other outside resources. Adoption of the Community Plan does not commit the County to any specific capital or other improvements or other expenditure of funds without additional analysis and consideration of detailed implementation strategies, available resources, and other analysis. While new development allowed by the updated Community Plan could generate additional property or sales tax revenue for the County, any such changes in revenue are uncertain. Apart from staff time, adoption of the amendments to the North Fair Oaks Community Plan does not have any fiscal impact to the County.

ATTACHMENTS:

- A. Figure 2.1: Land Use and Community Design Framework: Land Use, Corridors, Amenities and Opportunity Areas
- B. Figure 2.2: Land Use and Community Design Framework: Roadway Classifications and Connections
- C. Figure 2.3: Land Use and Community Design Framework: Gateways and Nodes
- D. Figure 2.4: Existing General Plan Land Use Designations
- E. Figure 2.5: New North Fair Oaks Land Use Designations
- F. Table 2.1: Neighborhood Mixed-Use Land Use Category Summary
- G. Table 2.2: Commercial Mixed-Use Land Use Category Summary
- H. Table 2.3: Commercial Mixed-Use within TOD Area Land Use Category Summary
- I. Table 2.4: Industrial Mixed-Use Land Use Category Summary
- J. Table 3.1: Development Capacity Assumptions

Copies of the Draft and Final Environmental Impact Report (EIR) are available at the following locations: (1) the Planning Department's website at <http://www.co.sanmateo.ca.us/portal/site/planning>; and (2) the County Planning Department, 455 County Center, Second Floor, Redwood City, California.



County of San Mateo - Planning and Building Department

ATTACHMENT A

**FIGURE 2.1: Land Use and Community Design Framework -
Land Use, Corridors, Amenities and Opportunity Areas**

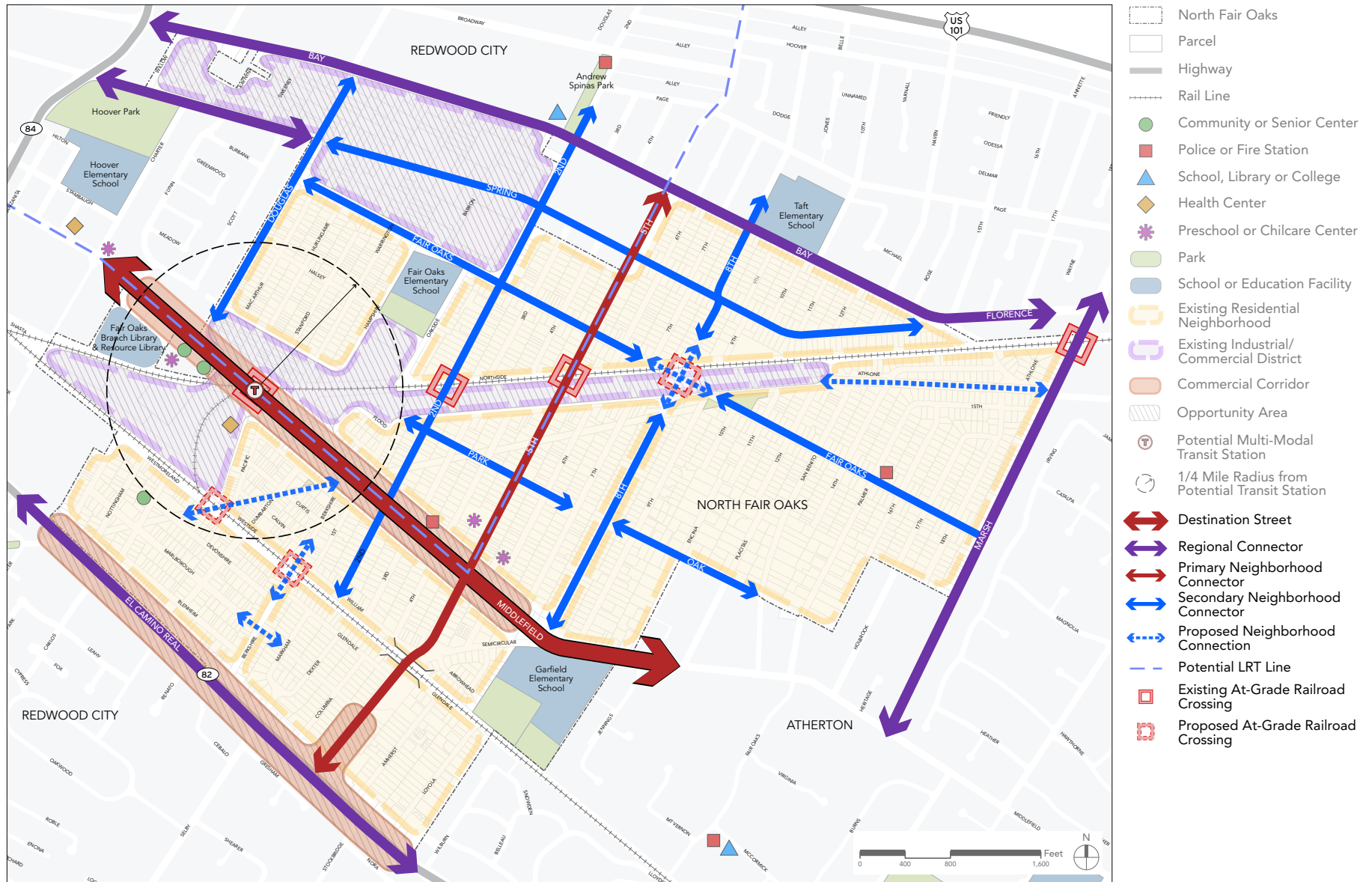




County of San Mateo - Planning and Building Department

ATTACHMENT B

FIGURE 2.2: Land Use and Community Design Framework - Roadway Classifications and Connections

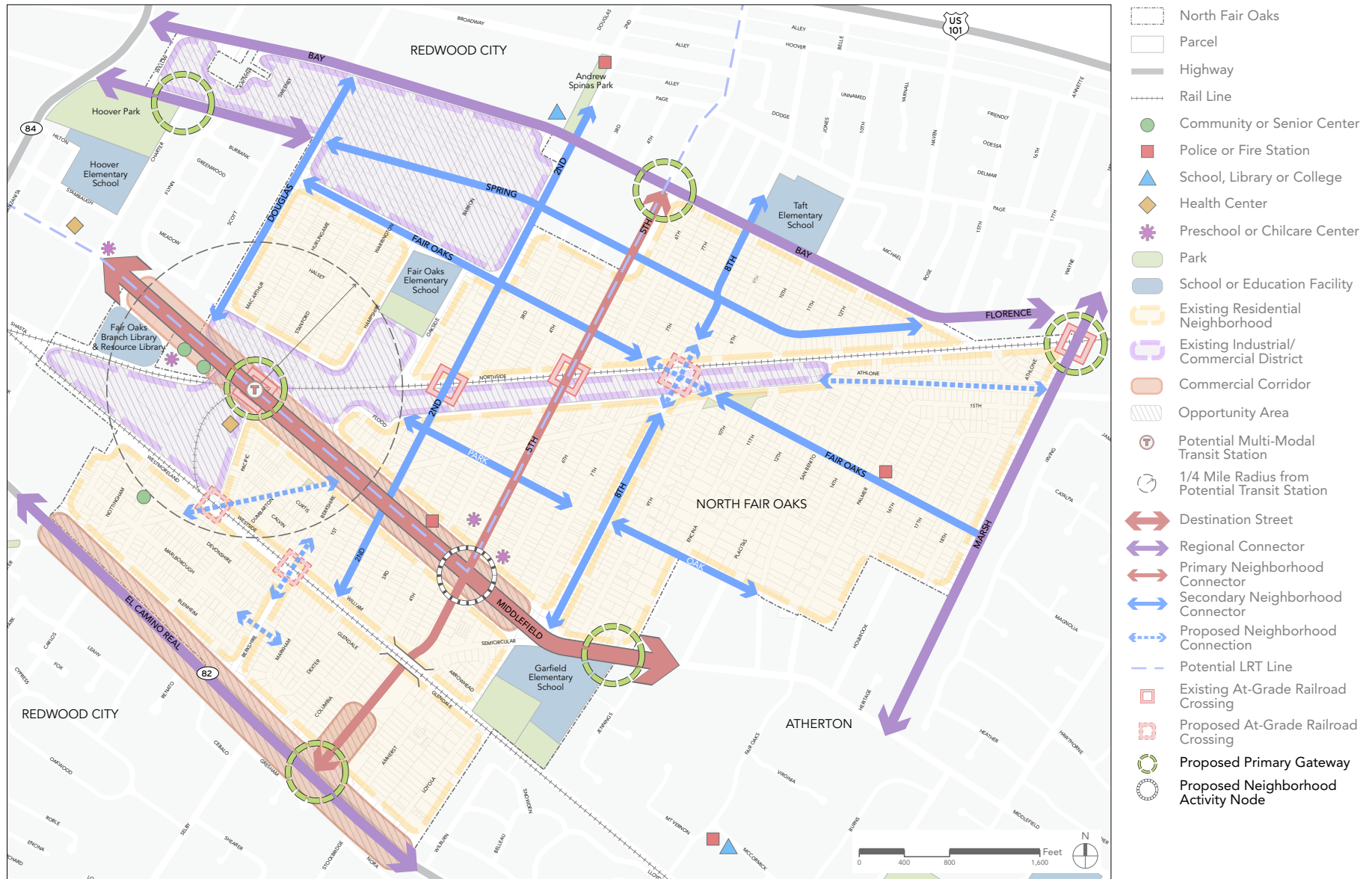




County of San Mateo - Planning and Building Department

ATTACHMENT C

FIGURE 2.3: Land Use and Community Design Framework - Gateways and Node

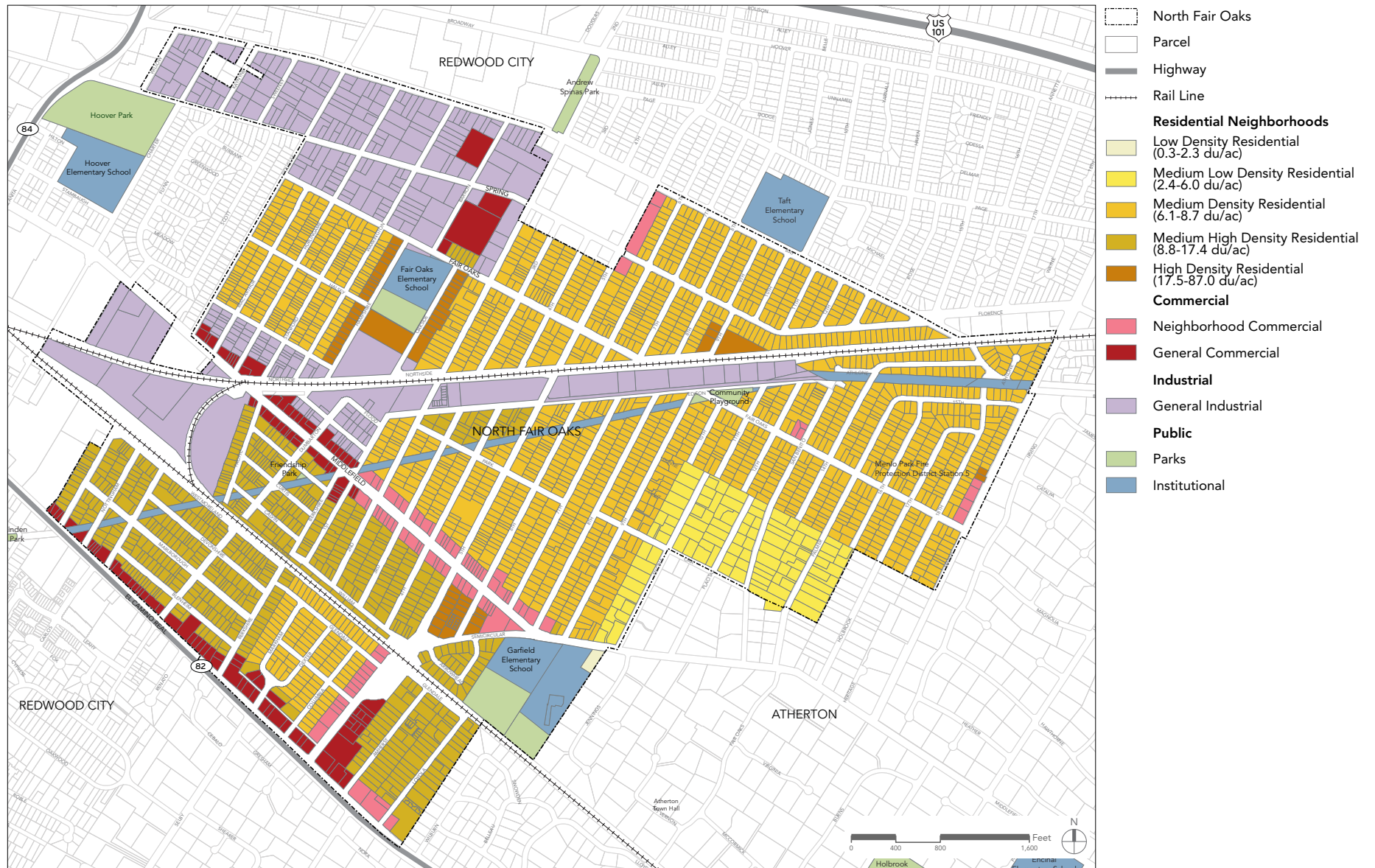




County of San Mateo - Planning and Building Department

ATTACHMENT D

FIGURE 2.4: Existing General Plan Land Use Designations

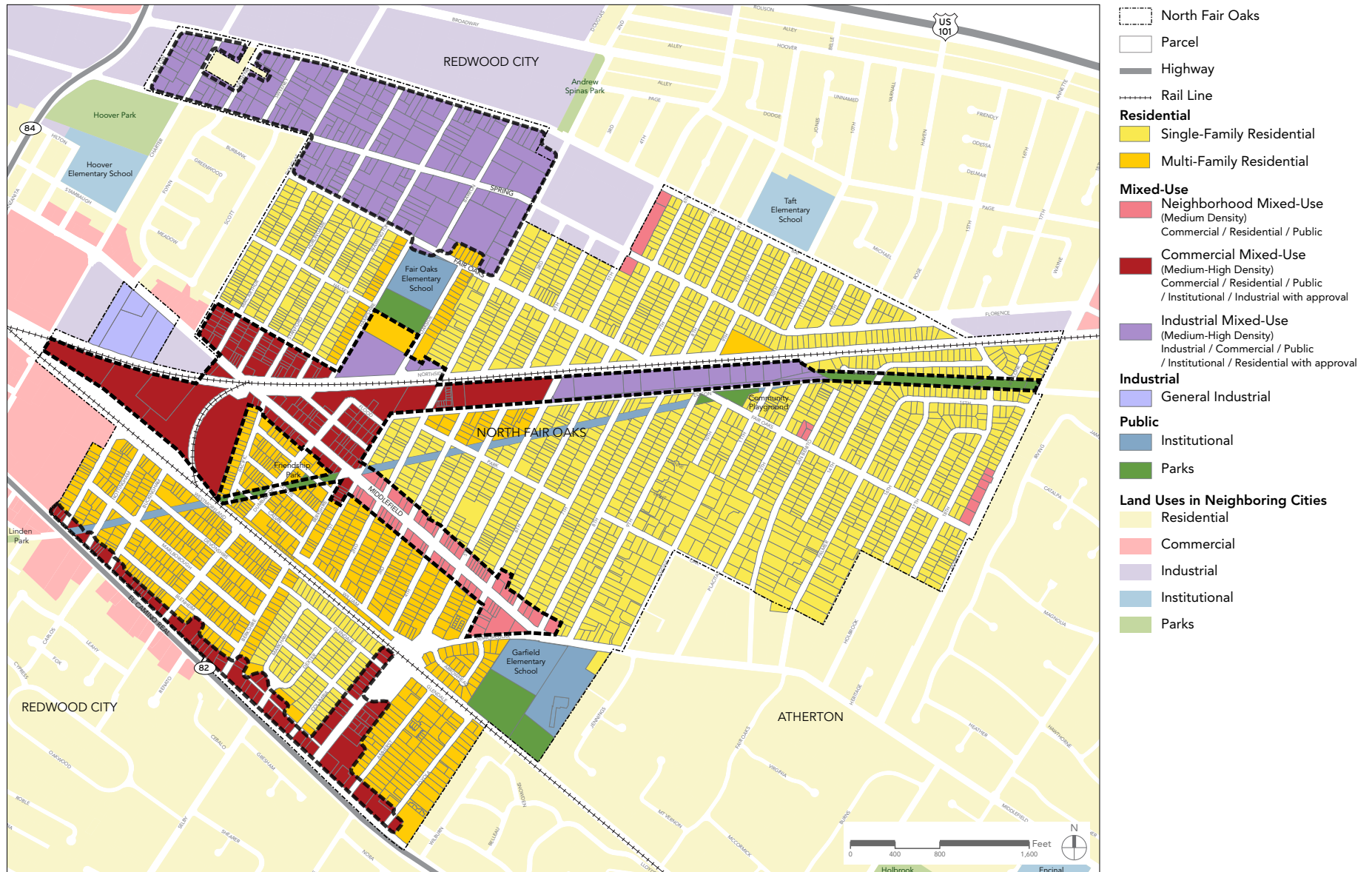




County of San Mateo - Planning and Building Department

ATTACHMENT E

FIGURE 2.5: North Fair Oaks Land Use Designations





County of San Mateo - Planning and Building Department

ATTACHMENT F

B. MIXED-USE

Neighborhood Mixed-Use

The Neighborhood Mixed-Use land use designation allows a medium-density mix of locally-oriented uses including commercial, residential, and public uses to serve the daily needs of both residents and visitors to the area. The Neighborhood Mixed-Use land use designation is located exclusively along Middlefield Road between 1st Avenue and 8th Avenue. A summary of the land use standards for Middlefield Road is shown in Table 2.1.

The allowed density in the Neighborhood Mixed-Use land use designation is a maximum of 60 du/ac for all allowed land uses. The maximum building height is 40 feet, or 3 stories. The FAR for commercial and institutional uses is 0.75. Mixed-use development in this area has an FAR of 1.5, to allow more flexibility for mixed uses.

There are no minimum front setbacks required in the Neighborhood Mixed-Use land use designation. Side and rear setbacks are regulated by the County's building and fire code regulations. However, in areas where the rear of commercial, institutional, or industrial uses are directly adjacent to residential uses, a minimum 20-foot rear setback is required. There is a maximum 10-foot front setback for commercial and institutional ground floor uses and up to a 15-foot setback for stand-

alone residential uses to provide a close connection to the sidewalk edge and the pedestrian realm. At the corners of buildings at intersections, setbacks are encouraged from the right-of-way line to preserve sightlines for vehicles. Corner setbacks for commercial and institutional uses can also provide space for community amenities such as plazas, landmarks (public art or other facilities), and supporting outdoor activities such as outdoor dining.

The rationale for determining building heights by land use type assumes that stand-alone residential uses have lower floor-to-ceiling heights per floor (typically 9-10 feet per floor) than do commercial or institutional uses, which typically require floor-to-ceiling heights of 12 to 15 feet per floor.

Table 2.1: Neighborhood Mixed-Use

| | Residential | Commercial ² (Retail/Office ³) | Institutional | Mixed-Use |
|--|---|--|----------------------------|---|
| FAR | - | 0.75 | 0.75 | 1.5 |
| DU/AC (max) | 60 | - | - | 60 |
| Building Heights (max) ¹ | 40' (approx. 3 stories) | 40' (approx. 3 stories) | 40' (approx. 3 stories) | 40' (approx. 3 stories) |
| Front Setbacks | 0' min. 15' max. | 0' min. 10' max. | 0' min. 10' max. | - ⁴ |
| Stepback | No stepback required | No stepback required | No stepback required | No stepback required |
| Parking | 1.0 sp/0-1 BR 1.5 sp/ 2+ BR 1 guest sp/ 5 units | 1 sp/400 s.f. | 1 sp/500 s.f. | Residential 1 sp/unit Non-Residential 1sp/1,000 s.f. |

¹ These represent the maximum allowed building heights under the Community Plan. Specific zoning amendments may reduce these heights at various locations within North Fair Oaks. Architectural elements (e.g. tower features) may be allowed to exceed height limit with County approval.

² Stand-alone commercial uses are conditionally permitted only, at the County's discretion.

³ Office uses are encouraged as part of mixed-use developments only. Stand-alone office uses are discouraged, and will be conditionally permitted subject to the County's discretion only.

⁴ Front setback governed by ground floor use.



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ATTACHMENT G

Commercial Mixed-Use

The Commercial Mixed-Use land use designation allows a medium to high density of land uses, including a mix of multi-family residential, local- and regionally-oriented commercial and institutional uses

Table 2.2: Commercial Mixed-Use

| | Residential | Commercial ² (Retail/Office ³) | Institutional | Industrial ⁴ | Mixed-Use |
|--|---|--|-------------------------------|--|---|
| FAR | - | 1.5 | 1.0 | 0.75 | 2.0 |
| DU/AC (max) | 80 | - | - | - | 80 |
| Building Heights (max) ¹ | 50' (approx. 5 stories) | 60' (approx. 5 stories) | 60' (approx. 5 stories) | 40' ⁵ (approx. 2 stories) | 60' (approx. 5 stories) |
| Front Setbacks | 0' min. 15' max. | 0' min. 10' max. | 0' min. 10' max. | 10' min. ⁶ 20' max. | - ⁷ |
| Stepback | at 30' and above | at 30' and above | at 30' and above | at 30' and above | at 30' and above |
| Parking | 1.0 sp/0-1 BR 1.5 sp/ 2+ BR and 1 guest sp/ 5 units | 1 sp/400 s.f. | 1 sp/400 s.f. | 1 sp/300 s.f. | Residential 1 sp/unit Non- Residential 1sp/1,000 s.f. |

¹ These represent the maximum allowed building heights under the Community Plan. Specific zoning amendments may reduce these heights at various locations within North Fair Oaks. Architectural elements (e.g. tower features) may be allowed to exceed height limit with County approval.

² Stand-alone commercial uses are conditionally permitted only, at the County's discretion.

³ Office uses are encouraged as part of mixed-use developments only. Stand-alone office uses are discouraged, and will be conditionally permitted subject to the County's discretion only.

⁴ Industrial uses only allowed with County approval through a Conditional Use Permit.

⁵ Stand-alone industrial structures limited to 40' in height.

⁶ Setback requirements for office uses associated with industrial development may be waived.

⁷ Front setback governed by ground floor use.

supported by community facilities. This land use designation also allows potential light-industrial uses with approval through a conditional use permit. Areas with this designation are located along El Camino Real, along 5th Avenue, at the northwestern end of Middlefield Road (west of 1st Avenue), and west of 5th Avenue along Edison Way and the Southern Pacific Railroad tracks (see Table 2.2).

The Commercial-Mixed Use designation also includes separate standards for the area within ¼ mile (a walkable distance) of the potential future multi-modal transit hub at Middlefield Avenue and the crossing of the Southern Pacific tracks, where a higher density of uses is appropriate (see Table 2.3).

The allowed densities in this Commercial Mixed-Use area are a maximum of 80 du/ac for all uses in opportunity areas along El Camino Real and 5th Avenue, and between 2nd Avenue and 5th Avenue along Edison Way. The multi-family residential density within ¼ mile of the potential multi-modal transit hub ranges from a minimum of 60 du/ac to a maximum of 120 du/ac. The FARs for the Commercial Mixed-Use land use designation are 0.75 for industrial uses, 1.0 for institutional uses, 1.5 for commercial uses, and 2.0 for mixed-use development.

The maximum allowed building height for the Commercial Mixed-Use area along El Camino Real and 5th Avenue and between 2nd and 5th Avenue along Edison Way is 60 feet or 5 stories for commercial, institutional, and mixed-use buildings.



County of San Mateo - Planning and Building Department

ATTACHMENT H

The maximum height for industrial buildings is 40 feet or 2 stories. Stand-alone multi-family residential has a maximum height of 50 feet or 5 stories. To support higher-density transit-oriented development within a ¼ mile of the potential multi-modal transit station, allowed building heights are up to 70 feet or 6 stories for all allowed uses except for industrial uses, which are limited to 40 feet or 3 stories. The FARs under this land use designation are 1.0 for industrial uses, 1.5 for commercial and institutional uses, and 2.5 for mixed-use development.

As with the Neighborhood Mixed-Use development standards, there is a maximum 10-foot front setback for commercial and institutional buildings and a maximum 15-foot setback for stand-alone residential uses. Any industrial uses allowed in this area must have a minimum 10-foot front setback and a maximum 20-foot front setback. However, if office uses are located within a larger industrial structure, and the office use faces onto the street, the County may waive the front setback for the office portion of the structure, in order to encourage active uses on the street. In addition, at the corners of buildings at intersections, setbacks are encouraged from the property line to preserve sightlines for vehicles and provide space for community amenities such as plazas, landmarks (i.e. public art, etc.), and outdoor activities. Side and rear setbacks will be regulated by the County's building and fire code regulations, except in areas where the

rear of commercial, institutional, or industrial uses are directly adjacent to residential uses, in which case a minimum 20-foot setback is required.

Table 2.3: Commercial Mixed-Use (within 1/4 mile of Potential Multi-Modal Transit Hub)

| | Residential | Commercial ² (Retail/Office ³) | Institutional | Industrial ⁴ | Mixed-Use |
|---|--|--|-------------------------------|--|--|
| FAR | - | 1.5 | 1.5 | 1.0 | 2.5 |
| DU/AC (max) | 60 min. 120 max. | - | - | - | 60 min. 120 max. |
| Building Heights (max)¹ | 70' (approx. 6 stories) | 70' (approx. 6 stories) | 70' (approx. 6 stories) | 40' ⁵ (approx. 3 stories) | 70' (approx. 6 stories) |
| Front Setbacks | 0' min. 15' max. | 0' min. 10' max. | 0' min. 10' max. | 10' min. ⁶ 20' max. | - ⁷ |
| Stepback | at 50' and above | at 50' and above | at 50' and above | at 50' and above | at 50' and above |
| Parking | 0.75 sp/studio 1.0 sp/1-2 BR 1.5 sp/ 3+ BR 1 guest sp/ 10 units | 1 sp/1,000 s.f. | 1 sp/1,000 s.f. | 1 sp/750 s.f. | Residential 1 sp/0.75 unit Non-Residential 1sp/1,000 s.f. |

¹ These represent the maximum allowed building heights under the Community Plan. Specific zoning amendments may reduce these heights at various locations within North Fair Oaks. Architectural elements (e.g. tower features) may be allowed to exceed height limit with County approval.

² Stand-alone commercial uses are conditionally permitted only, at the County's discretion.

³ Office uses are encouraged as part of mixed-use developments only. Stand-alone office uses are discouraged, and will be conditionally permitted subject to the County's discretion only.

⁴ Industrial uses only allowed with County approval through a Conditional Use Permit.

⁵ Stand-alone industrial structures limited to 40' in height.

⁶ Setback requirements for office uses associated with industrial development may be waived.

⁷ Front setback governed by ground floor use.



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ATTACHMENT I

Industrial Mixed-Use

The Industrial Mixed-Use land use designation allows a medium to high density of land uses with a primarily industrial focus while also allowing a mix of secondary commercial, public, and institutional uses. Limited multi-family residential uses that do

Table 2.4: Industrial Mixed-Use

| | Residential ² | Commercial ³ (Retail/Office ⁴) | Institutional | Industrial | Mixed-Use |
|--|--|--|-------------------------------|--|---|
| FAR | - | 0.75 | 1.25 | 1.25 | 1.0 |
| DU/AC (max) | 40 | - | - | - | 40 |
| Building Heights (max) ¹ | 40' (approx. 3 stories) | 45' (approx. 3 stories) | 60' (approx. 4 stories) | 40' ⁵ (approx. 2 stories) | 40' (approx. 3 stories) |
| Front Setbacks | 5' min. 15' max. | 0' min. 10' max. | 0' min. 10' max. | 10' min. ⁶ 20' max. | - ⁷ |
| Stepback | Not required | Not required | Not required | Not required | Not required |
| Parking | 1.0 sp/0-1 BR 1.5 sp/ 2+ BR 1 guest sp/ 5 units | 1 sp/400 s.f. | 1 sp/750 s.f. | 1 sp/750 s.f. | Residential 1 sp/unit Non- Residential 1sp/750 s.f. |

¹ These represent the maximum allowed building heights under the Community Plan. Specific zoning amendments may reduce these heights at various locations within North Fair Oaks. Architectural elements (e.g. tower features) may be allowed to exceed height limit with County approval.

² Residential uses only allowed with County discretionary approval.

³ Commercial uses only allowed with County discretionary approval in the Spring Street Industrial Mixed-Use area. Stand-alone commercial uses are conditionally permitted only, at the County's discretion.

⁴ Office uses are encouraged as part of mixed-use developments only. Stand-alone office uses are discouraged, and will be conditionally permitted subject to the County's discretion only.

⁵ Stand-alone industrial structures are limited to 40' in height.

⁶ Setback requirements for office uses associated with industrial development may be waived.

⁷ Front setback governed by ground floor use.

not conflict with light-industrial uses may also be allowed as conditional uses with approval. The objective of this land use category is to preserve and promote job-generating uses in designated areas while catalyzing reuse of underutilized industrial buildings for commercial activities, including retail and office uses, artist studios, live/work lofts, and institutional uses such as schools/training and sports facilities.

The Industrial Mixed-Use designation is focused along the Southern Pacific /Dumbarton Spur railroad tracks along Edison Way between 5th and 12th Avenues, and in the northwestern section of North Fair Oaks between 2nd Avenue and Willow Street and between Fair Oaks Avenue and Bay Road (the "Spring Street area"). While in the Edison Way corridor Industrial Mixed-Use area commercial uses are a regularly permitted use, in the Spring Street Industrial Mixed-Use area commercial and residential uses both require a conditional use permit and discretionary approval from the County, with the exception of the single layer of parcels fronting on Bay Road, where the normal standards for the Industrial Mixed-Use land use designation apply.

Given that multi-family residential development in Industrial Mixed-use areas will only be permitted with County approval, the maximum allowable density in the Industrial Mixed-Use area is 40 du/ac. The maximum allowed building height for the



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ATTACHMENT J

Table 3.1
North Fair Oaks Community Plan Update
Development Capacity Assumptions

| | Residential (units) | | Commercial (s.f.) | | Industrial (s.f.) | | Institutional (s.f.) | Public (ac.) |
|--|---------------------|--------------|-------------------|----------------|-------------------|------------------|----------------------------|--------------------|
| | <u>SF</u> | <u>MF</u> | <u>Office</u> | <u>Retail</u> | <u>R&D</u> | <u>General</u> | <u>(Community/Schools)</u> | <u>(Parks/Rec)</u> |
| <i>Existing</i> | 2,700 | 1,550 | 180,000 | 500,000 | 125,000 | 1,150,000 | 675,000 | 10 |
| <i>Proposed Plan Land Use Designation</i> | | | | | | | | |
| Neighborhood Mixed-Use (14 acres) | | 336 | 20,000 | 30,000 | | | 15,000 | 0.5 |
| Commercial Mixed-Use (51 acres) | | 2,040 | 65,000 | 75,000 | | | 35,000 | 1.5 |
| Industrial Mixed-Use (81 acres) | | 648 | 70,000 | 75,000 | 90,000 | 120,000 | 60,000 | 1.8 |
| Subtotal (Net New Development) | | 3,024 | 155,000 | 180,000 | 90,000 | 120,000 | 110,000 | 3.8 |
| <i>Total Development Capacity</i> | 2,700 | 4,574 | 335,000 | 680,000 | 215,000 | 1,270,000 | 785,000 | 13.8 |

SOURCE: MIG and County of San Mateo, May 2011.

RESOLUTION NO. _____

BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

* * * * *

**RESOLUTION ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS
RELATED TO ENVIRONMENTAL IMPACTS IDENTIFIED IN THE FINAL
ENVIRONMENTAL IMPACT REPORT FOR THE AMENDED NORTH FAIR OAKS
COMMUNITY PLAN, ADOPTING A MITIGATION MONITORING PROGRAM FOR
THE MITIGATION MEASURES DESCRIBED IN THE FINAL ENVIRONMENTAL
IMPACT REPORT, AND CERTIFYING THE FINAL ENVIRONMENTAL IMPACT
REPORT PREPARED FOR THE AMENDED NORTH FAIR OAKS COMMUNITY
PLAN AS COMPLETE AND ADEQUATE**

RESOLVED, by the Board of Supervisors of the County of San Mateo, State of California, that:

WHEREAS, the San Mateo County Planning and Building Department has prepared an Environmental Impact Report (EIR) for the comprehensive update to the North Fair Oaks Community Plan; and

WHEREAS, a Notice of Preparation of a Draft EIR was filed with the California Office of Planning and Research, distributed to responsible agencies, and published on April 28, 2011; and

WHEREAS, a Notice of Completion and public availability of the Draft EIR was published on August 10, 2011; and

WHEREAS, the Draft EIR was made available for public review and comment for a 45-day period that concluded on September 23, 2011; and

WHEREAS, the San Mateo County Planning and Building Department has considered and responded to all comments received on the Draft EIR during the comment period, and has amended the EIR appropriately, where necessary; and

WHEREAS, the EIR concludes that most potential environmental impacts of adoption of the updated Community Plan are either not significant, or will not be significant if appropriately mitigated, with the following exceptions that may be significant and unavoidable: traffic noise, because full buildout of the development allowed by the updated Community Plan could result in increased traffic noise; transit facilities, because while the Community Plan intends transit ridership and transit-oriented development in North Fair Oaks, if transit facilities are not created or enhanced, new development could significantly impact transit service; safety at rail crossings, because new development and increased population in the North Fair Oaks area will necessarily increase the number of rail crossings by all travel modes, which, if not coordinated with crossing safety measures, could significantly impact safety; traffic impacts at two intersections, El Camino Real and Fifth Avenue and Bay Road and Woodside Road; and, cultural resources, which may exist in North Fair Oaks and could be impacted by development; and

WHEREAS, the Final Environmental Impact Report for the amended Community Plan was published on October 21, 2011; and

WHEREAS, the County Board of Supervisors has reviewed and considered the Final EIR in full compliance with State and California Environmental Quality Act (CEQA) Guidelines and requirements; and

WHEREAS, CEQA requires a mitigation monitoring program be adopted to ensure monitoring of mitigation measures described in the FEIR; and

WHEREAS, the Board of Supervisors has reviewed the Mitigation Monitoring Program attached as Exhibit A; and

WHEREAS, the California Environmental Quality Act requires that a Statement of Overriding Considerations be adopted for any potentially significant impacts identified in the EIR that are not avoided or substantially lessened, and the Statement of Overriding Considerations must state in writing the specific reasons to support the action based on the Final EIR and/or other information in the record; and

WHEREAS, the Final EIR does identify such impacts.

NOW, THEREFORE, IT IS HEREBY DETERMINED that:

1. The San Mateo County Board of Supervisors has reviewed and considered the information contained in the Final Environmental Impact Report on the comprehensive update to the North Fair Oaks Community Plan prior to acting on adoption of the update to the Community Plan; and

2. The Board of Supervisors certifies that the Final EIR for the project was presented to the Board of Supervisors, that the Final EIR was completed in full compliance with State law and CEQA Guidelines and requirements, that there was adequate public review of the Environmental Impact Report, that the Board has considered all comments on the Environmental Impact Report and responses to comments, and all other relevant comments submitted prior to or at the hearing of November 1, 2011, that the Final Environmental Impact Report adequately discusses all significant environmental issues, and that the Final Environmental Impact Report reflects the independent judgment and analysis of the Board of Supervisors; and
3. The Board of Supervisors approves and adopts the Mitigation Monitoring Program for the FEIR for the updated North Fair Oaks Community Plan attached as Exhibit A; and
4. The Board of Supervisors adopts the Statement of Overriding Considerations attached as Exhibit B.

* * * * *

EXHIBIT A

MITIGATION MONITORING PROGRAM FOR THE NORTH FAIR OAKS COMMUNITY PLAN UPDATE

MITIGATION MONITORING PROGRAM FOR THE NORTH FAIR OAKS COMMUNITY PLAN UPDATE

The following mitigation monitoring program has been formulated for implementation of the mitigation measures identified in the Final Environmental Impact Report for the North Fair Oaks Community Plan Update (October 2011).

STATE MITIGATION MONITORING REQUIREMENTS

CEQA section 21081.6 of the Public Resources Code requires all public agencies to adopt mitigation reporting or monitoring programs when they approve projects subject to environmental impact reports or mitigated negative declarations. The mitigation monitoring program must be implemented by the Lead Agency subsequent to certification of the EIR.

MITIGATION MONITORING PROGRAM CHECKLIST FORMAT

The attached Mitigation Monitoring Program Checklist for the North Fair Oaks Community Plan Update includes individual columns for identifying the following, pursuant to CEQA Guidelines section 15097:

Identified Impact:

This column includes each identified significant adverse impact.

Related Mitigation Measure (Performance Criteria):

This column includes each mitigation measure.

Monitoring:

This column describes (1) the implementation entity responsible for carrying out each mitigation measure; (2) the monitoring and verification entity responsible for performing the monitoring of each mitigation; and (3) specific implementation timing requirements.

Verification:

The verification column provides a space for the signature and date of the monitoring and verification entity when a monitoring milestone is reached.

MITIGATION MONITORING PROGRAM CHECKLIST--NORTH FAIR OAKS COMMUNITY PLAN UPDATE

The environmental mitigation measures listed in column two below have been incorporated into the conditions of approval for the North Fair Oaks Community Plan Update in order to mitigate identified environmental impacts. A completed and signed chart will indicate that each mitigation requirement has been complied with, and that County and state monitoring requirements have been fulfilled with respect to Public Resources Code section 21081.6.

| IDENTIFIED IMPACT | RELATED MITIGATION MEASURE (Performance Criteria) | MONITORING | | | VERIFICATION | |
|---|--|---------------------------------------|------------------------------------|--|--------------|------|
| | | Implementation Entity | Monitoring and Verification Entity | Timing Requirements | Signature | Date |
| <i>AIR QUALITY</i> | | | | | | |
| Impact 5-1: Short-Term Construction Emissions. Demolition or construction activities facilitated by the updated Community Plan may generate temporary emissions of ROG, NO _x and PM ₁₀ that exceed BAAQMD thresholds of significance. In addition, related construction dust could cause localized health and nuisance impacts on adjacent residential sensitive receptors. These possible effects represent a potentially significant impact . | Mitigation 5-1. Grading, demolition, or construction activity for future discretionary development projects within the Community Plan area shall be conditioned to implement the following or similar best management practices: (a) The following dust control measures by construction contractors, where applicable: During <i>demolition</i> of existing structures: § Water active demolition areas to control dust generation during demolition of structures and break-up of pavement. § Cover all trucks hauling demolition debris from the site. § Use dust-proof chutes to load debris into trucks whenever feasible. During all <i>construction</i> phases: § Water all active construction areas at least twice daily. § Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind. § Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard. § Pave, apply water three times daily, or | County; Individual project applicants | County | Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction | | |

| IDENTIFIED IMPACT | RELATED MITIGATION MEASURE (Performance Criteria) | MONITORING | | | VERIFICATION | |
|-------------------|--|-----------------------|------------------------------------|---------------------|--------------|------|
| | | Implementation Entity | Monitoring and Verification Entity | Timing Requirements | Signature | Date |
| | <p>apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.</p> <p>§ Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.</p> <p>§ Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.</p> <p>§ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).</p> <p>§ Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).</p> <p>§ Limit traffic speeds on unpaved roads to 15 miles per hour.</p> <p>§ Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</p> <p>§ Replant vegetation in disturbed areas as quickly as possible.</p> <p>§ Consult with the BAAQMD prior to demolition of structures suspected to contain asbestos to ensure that demolition/construction work is conducted in accordance with BAAQMD rules and regulations.</p> <p>(b) The following best management controls on emissions by diesel-powered construction equipment used by construction contractors, where applicable:</p> <p>§ When total construction projects at any one time would involve greater than 270,000 square feet of development or</p> | | | | | |

| IDENTIFIED IMPACT | RELATED MITIGATION MEASURE (Performance Criteria) | MONITORING | | | VERIFICATION | |
|-------------------|--|-----------------------|------------------------------------|---------------------|--------------|------|
| | | Implementation Entity | Monitoring and Verification Entity | Timing Requirements | Signature | Date |
| | <p>demolition, a mitigation program to ensure that only equipment that would have reduced NO_x and particulate matter exhaust emissions shall be implemented. This program shall meet BAAQMD performance standards for NO_x standards--e.g., should demonstrate that diesel-powered construction equipment would achieve fleet-average 20 percent NO_x reductions and 45 percent particulate matter reductions compared to the year 2010 ARB statewide fleet average.</p> <p>§ Ensure that visible emissions from all on-site diesel-powered construction equipment do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired or replaced immediately.</p> <p>§ The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).</p> <p>§ Diesel equipment standing idle for more than three minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site and away from residences.</p> <p>§ Signs shall be posted to alert workers that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their</p> | | | | | |

| IDENTIFIED IMPACT | RELATED MITIGATION MEASURE (Performance Criteria) | MONITORING | | | VERIFICATION | |
|---|--|---------------------------------------|------------------------------------|---|--------------|------|
| | | Implementation Entity | Monitoring and Verification Entity | Timing Requirements | Signature | Date |
| | <p>engines running continuously as long as they were on-site and away from residences.</p> <p>§ Properly tune and maintain equipment for low emissions.</p> <p>Implementation of these BAAQMD-identified "feasible control measures" for construction emissions would reduce the short-term construction-related air quality impact of the updated Community Plan to a less-than-significant level.</p> | | | | | |
| <p>Impact 5-2: Community Risk and Hazard Impacts. Future development in accordance with the updated Community Plan could expose sensitive receptors to levels of toxic air contaminants (TACs) or PM_{2.5} that cause an unacceptable cancer risk or hazard, which represents a potentially significant impact.</p> | <p>Mitigation 5-2. For future discretionary development intended for occupancy by sensitive receptors located within the following specified distances from the identified sources of TACs and PM_{2.5} within the Community Plan area, the County shall implement one of the mitigation measure options listed below:</p> <p>§ El Camino Real – 100 feet, § Caltrain and Dumbarton Rail Corridor – 100 feet, § Dry cleaning operations – 300 feet (see Figure 5.1), and § Other stationary sources – 100 feet (see Figure 5.1).</p> <p>(Site-specific modeling for future development projects proposed within these distances may provide a data basis upon which this buffer distance may be reconsidered and reduced.)</p> <p>(1) Change the updated Community Plan proposed land use map to avoid the siting of new sensitive receptors (e.g., residential uses) within these setback areas.</p> <p>(This mitigation option may be considered by the County to be inconsistent with the basic objectives of the updated Community Plan to provide additional housing along these corridors in order to generate</p> | County; Individual project applicants | County | During individual project review (health risk assessment); Condition of building permit issuance (design/construction measures); Field verify implementation during construction (design/construction measures) | | |

| IDENTIFIED IMPACT | RELATED MITIGATION MEASURE (Performance Criteria) | MONITORING | | | VERIFICATION | |
|-------------------|--|-----------------------|------------------------------------|---------------------|--------------|------|
| | | Implementation Entity | Monitoring and Verification Entity | Timing Requirements | Signature | Date |
| | <p>additional vitality and foot traffic, ridership for transit, and social and business activity.)</p> <p>(2) <u>Alternatively</u>, require future individual discretionary development projects within the Community Plan area that would place air quality sensitive receptors within these specified distances from identified sources, to either:</p> <p>(a) For projects within the specified distances from identified sources, conduct a site-specific health risk assessment using air quality dispersion modeling methodologies and screening thresholds recommended by the BAAQMD to demonstrate that, despite a location within the screening setback distances, modeled site-specific exposures would be less-than-significant.</p> <p>(b) Mitigate anticipated community risks and hazards through implementation of the following mitigations:</p> <p>Where residential uses or other sensitive receptors are proposed to be located within the setback distances specified above or identified through site-specific health risk assessment using air quality dispersion modeling to indicate potentially significant exposure, air filtration units shall be installed and maintained. The air filtration systems shall be installed to achieve BAAQMD effectiveness performance standards in removing PM_{2.5} from indoor air. The system effectiveness requirement shall be determined during final design, when the exact level of exposure is known, based on proximity to these sources;</p> | | | | | |

| IDENTIFIED IMPACT | RELATED MITIGATION MEASURE (Performance Criteria) | MONITORING | | | VERIFICATION | |
|-------------------|--|-----------------------|------------------------------------|---------------------|--------------|------|
| | | Implementation Entity | Monitoring and Verification Entity | Timing Requirements | Signature | Date |
| | <p>§ Locate ventilation air intakes and operable windows away from these sources;</p> <p>§ Where appropriate, install passive (drop-in) electrostatic filtering systems, especially those with low air velocities (i.e., 1 mph);</p> <p>§ Consider tiered plantings of trees, such as redwood, deodar cedar, live oak and oleander, between sensitive uses and these sources;</p> <p>§ Consider plan implementation phasing that delays occupancy of units with highest exposure so that source emissions regulations and vehicle fleet turnover that would result in lower emissions may take more effect and lower exposure levels (since emission rates will decrease in the future, projects developed later in the updated Community Plan buildout timeframe would have less exposure);</p> <p>§ Avoid locating truck loading zones near sensitive units;</p> <p>§ Require rerouting of nearby heavy-duty truck routes;</p> <p>§ Enforce illegal parking and/or idling restrictions on heavy-duty trucks in the vicinity; and</p> <p>§ Install indoor air quality monitoring units in buildings.</p> <p>With implementation of either one of these mitigation options, the potential TAC and PM_{2.5} exposure impacts of the updated Community Plan would be reduced to a <i>less-than-significant level</i>.</p> | | | | | |

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| | Potential future preparation and implementation by the County of a Community Risk Reduction Plan (CRRP) to bring TAC and PM _{2.5} concentrations for the entire community down below BAAQMD thresholds of significance as an alternative to addressing associated community health risk on a project-by-project basis would also reduce this impact to a <i>less-than-significant level</i> . | | | | | |
| Impact 5-3: Odor Impacts of Mixed Use Development. Development in accordance with the updated Community Plan could result in food service uses (e.g., restaurants) or other odor-generating uses in close proximity to or in the same building as residential or other odor-sensitive uses. This possibility represents a <i>potentially significant impact</i> . | <p>Mitigation 5-3. Discretionary approvals within the Community Plan area for food service (e.g., restaurants) or other odor generating uses located in close proximity to or in the same building as residential or other odor sensitive uses shall be conditioned to implement a combination of the following measures to reduce odors and potential conflicts and complaints:</p> <p>§ for restaurant or cooking uses, use of such devices as integral grease filtration or grease removal systems, baffle filters, electrostatic precipitators, water cooling/cleaning units, disposable pleated or bag filters, activated carbon filters, oxidizing pellet beds, and catalytic conversion, as well as proper packaging and frequency of food waste disposal, and exhaust stack and vent location with adequate consideration of nearby receptors; and</p> <p>§ for new residential dwellings within 300 feet of existing paint spraying operations (e.g., auto body shops), cleaning operations (e.g., dry cleaners), or other uses with the potential to cause odors, identification and adequate disclosure of potential odor impacts in notices to prospective buyers or tenants.</p> <p>With implementation of this mitigation, the potential odor impacts of the updated Community Plan would be reduced to a</p> | Individual project applicants | County | Condition of building permit issuance; Field verify implementation during construction | | |

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| | <i>less-than-significant level.</i> | | | | | |
| BIOLOGICAL RESOURCES | | | | | | |
| Impact 6-1: Migratory Wildlife Impacts. Grading and construction activities associated with development in accordance with the updated Community Plan could temporarily reduce nesting opportunities for resident and migratory bird species that are protected by the Migratory Bird Treaty Act. This possibility represents a potentially significant impact . | Mitigation 6-1: During the County's development review process for discretionary approvals for development within the Community Plan area, the County shall require tree removal and trimming, as well as ground disturbing activities, to be scheduled to take place outside of the breeding season for migratory bird species (February 15 to August 31). If construction is unavoidable during this time, a qualified biologist shall conduct a survey for nesting birds no more than three days prior to the removal or trimming of any tree and prior to the start of ground disturbing activities. If active nests are not present, project activities can proceed as scheduled. If active nests of protected species are detected, a buffer shall be established around the nest based on consultation with CDFG and based on CDFG standards, which buffer shall remain in place until the County has determined, in consultation with a qualified biologist, that the buffer is no longer necessary to avoid disturbance to the nest. With implementation of this measure, potential impacts of the updated Community Plan on nesting birds would be reduced to a less-than-significant level . | County; Individual project applicants | County; CDFG | Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction | | |
| CULTURAL AND HISTORIC RESOURCES | | | | | | |
| Impact 8-1: Impacts on Archaeological Resources. Fourteen previous cultural resource studies have surveyed approximately 10 percent of the Community Plan area. The Plan area contains three recorded archaeological resources, P-41-000086, P-41-000299, and P-41-000303, all prehistoric Native American habitation sites. Given the location of the Community Plan area within valley lands approximately ½-mile from the historic San Francisco Bay shoreline | Mitigation 8-1: The County shall implement the following measures: (a) With the assistance of a professional archaeologist on the CHRIS list of consultants who meets the Secretary of the Interior's Professional Qualifications Standards, County staff shall identify and keep confidential the locations of the three recorded Native American habitation sites within the Community Plan area, P-41- | County; Individual project applicants | County | During individual project review; Condition of grading permit issuance; Field verify implementation during grading | | |

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| <p>near the locations of former intermittent and perennial watercourses, there is a moderate to high potential for the presence of additional unrecorded Native American resources within the Community Plan area.</p> <p>There are no previously recorded historic-period archaeological resources within the Community Plan area. Based on review of historical literature and maps, there is a moderate to high potential for the presence of unrecorded historic-period archaeological resources within the Community Plan area.</p> <p>Development in accordance with the updated Community Plan could disrupt, alter or eliminate as-yet undiscovered prehistoric or historic-period archaeological sites, potentially including Native American remains. This possibility represents a potentially significant impact.</p> | <p>000086, P-41-000299, and P-41-000303.</p> <p>(b) Before approval of any discretionary project that could affect any of the three recorded Native American habitation sites within the Community Plan area, P-41-000086, P-41-000299, and P-41-000303, a professional archaeologist on the CHRIS list of consultants who meets the Secretary of the Interior's Professional Qualifications Standards shall assess the resources and provide project-specific recommendations.</p> <p>(c) If prehistoric or historic-period archaeological resources are encountered during future construction within the Community Plan area, work shall be temporarily halted in the vicinity of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the County. Project personnel shall not collect cultural resources. Cultural resources shall be recorded on DPR 523 historic resource recordation forms. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies. If it is determined that the proposed development could damage a unique archaeological resource, mitigation shall be implemented in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. This measure would reduce the potential impact on archaeological resources to a less-than-</p> | | | | | |

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| | <i>significant level.</i> | | | | | |
| <p>Impact 8-2: Impacts on Historic Resources. There are ten previously recorded historic properties within the Community Plan area: eight recorded buildings which have been determined ineligible for the National Register of Historic Places but have not been evaluated for potential eligibility for the California Register of Historical Resources or for local listing; and two recorded structures, the Peninsula Commute Service (also known as the San Francisco & San Jose Railway) and the Hetch Hetchy Bay Division Pipeline. There may also be additional unrecorded buildings, structures or objects 45 years or older within the Community Plan area that are of potential historical value.</p> <p>Future development on properties within the Community Plan area that contain a potentially significant historic resource (i.e., a recorded historic resource or an unrecorded building or structure 45 years or older) may cause the demolition, destruction or alteration of a significant historic resource such that the significance of the resource is "materially impaired." This possibility represents a <i>potentially significant impact</i>.</p> | <p>Mitigation 8-2. For any individual discretionary project within the Community Plan area that the County determines may involve a property that contains a potentially significant historic resource (i.e., a recorded historic resource or an unrecorded building or structure 45 years or older), the resource shall be evaluated by County Planning Department staff, and if warranted, shall be assessed by a qualified professional on the CHRIS list of consultants who meet the Secretary of the Interior's Professional Qualifications Standards to determine whether the property is a significant historical resource and whether or not the project may have a potentially significant adverse effect on the historical resource. If, based on the recommendation of the qualified professional, the County determines that the project may have a potentially significant effect, the County shall require the applicant to implement the following mitigation measures:</p> <p>(a) Adhere to one or both of the following "Secretary Standards":</p> <p>§ Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or</p> <p>§ Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer.</p> <p>The qualified professional shall make a recommendation to the County as to whether the project fully adheres to the Standards for Rehabilitation, and any specific modifications necessary to do so. The final determination as to a project's adherence to the Standards for Rehabilitation shall be made by the County</p> | County; Individual project applicants | County | During individual project review; Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction | | |

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| | <p>body with final decision-making authority over the project. Such a determination of individual project adherence to the Secretary Standards will constitute mitigation of the project historic resource impacts to a less than significant level (CEQA Guidelines section 15064.5).</p> <p>(b) If measure (a) is not feasible, the historic resource shall be moved to a new location compatible with the original character and use of the historical resource, and its historic features and compatibility in orientation, setting, and general environment shall be retained, such that the resource retains its eligibility for listing on the California Register. Implementation of measure (b) would reduce the impact to a less-than-significant level.</p> <p>If neither measure (a) nor measure (b) is feasible, the County shall, as applicable and to the extent feasible, implement the following measures in the following order:</p> <p>(c) Document the historic resource before any changes that would cause a loss of integrity and loss of continued eligibility. The documentation shall adhere to the Secretary of the Interior's Standards for Architectural and Engineering Documentation. The level of documentation shall be proportionate with the level of significance of the resource. The documentation shall be made available for inclusion in the Historic American Building Survey (HABS) or the Historic American Engineering Record (HAER) Collections in the Library of Congress, the California Historical Resources Information System and the Bancroft Library, as well as local libraries and historical societies, such as the North Fair Oaks Community Library.</p> <p>(d) Retain and reuse the historic resource to the maximum feasible extent and</p> | | | | | |

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| | <p>continue to apply the Secretary of the Interior's Standards for Rehabilitation to the maximum feasible extent in all alterations, additions and new construction.</p> <p>(e) Through careful methods of planned deconstruction to avoid damage and loss, salvage character-defining features and materials for educational and interpretive use on-site, or for reuse in new construction on the site in a way that commemorates their original use and significance.</p> <p>(f) Interpret the historical significance of the resource through a permanent exhibit or program in a publicly accessible location on the site or elsewhere within the Community Plan area.</p> <p>Implementation of measures (c), (d), (e) and/or (f) would reduce the potentially significant impact on historic resources, but not to a less-than-significant level. Without knowing the characteristics of the potentially affected historic resource or the subject future individual development proposal, the County cannot determine with certainty that measure (a) or (b) above would be considered feasible.</p> <p>Consequently, this impact is currently considered significant and unavoidable.</p> | | | | | |
| <p>Impact 8-3: Disturbance of Paleontological Resources. Development in accordance with the updated Community Plan could potentially disrupt, alter or eliminate as-yet undiscovered paleontological resources. This possibility represents a potentially significant impact.</p> | <p>Mitigation 8-3: If paleontological resources are encountered during future grading or excavation in the Community Plan area, work shall avoid altering the resource and its stratigraphic context until a qualified paleontologist has evaluated, recorded and determined appropriate treatment of the resource, in consultation with the County. Project personnel shall not collect cultural resources. Appropriate treatment may include collection and processing of "standard" samples by a qualified paleontologist to recover micro</p> | County; Individual project applicants | County | During individual project review; Condition of grading permit issuance; Field verify implementation during grading | | |

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| | vertebrate fossils; preparation of significant fossils to a reasonable point of identification; and depositing significant fossils in a museum repository for permanent curation and storage, together with an itemized inventory of the specimens. This measure would reduce the potential impact on paleontological resources to a less-than-significant level . | | | | | |
| Impact 8-4: Cumulative Cultural Resources Impacts. The loss of significant archaeological, historical and paleontological resources due to a development activity facilitated by the updated Community Plan would represent a cumulatively considerable contribution to a loss of cultural resources throughout San Mateo County and the surrounding region, and thus a significant cumulative impact . | Mitigation 8-4: Implementation of Mitigations 8-1 and 8-3 would reduce the impacts of the updated Community Plan, and thus the project contribution to significant cumulative impacts on archaeological resources and paleontological resources, to a less-than-significant level. However, it cannot be determined at this time, without consideration of a specific development proposal, whether it would be feasible under Mitigation 8-2 to mitigate to a less-than-significant level the impacts on historic resources of any given subsequent individual development project within the Community Plan area that involves a potentially significant historic resource, and so the contribution of the updated Community Plan to cumulative impacts on cultural resources would remain cumulatively considerable and thus significant and unavoidable . | County; Individual project applicants | County | During individual project review; Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction | | |
| <i>HYDROLOGY AND WATER QUALITY</i> | | | | | | |
| Impact 11-1: Flooding Impacts Related to Sea Level Rise. A limited number of parcels located on Bay Road, Spring Street, Willow Street and Charter Street in the northwestern portion of the Plan area could be subject to flooding due to predicted sea level rise associated with global climate change. With increased flooding potential in the future, development in accordance with the updated Community Plan could place people, structures and other improvements in these | Mitigation 11-1. Future individual development projects on properties within the Plan area subject to flooding as a result of predicted sea level rise shall be required to comply with specific flood damage avoidance requirements commonly required for development within 100-year flood hazard areas under the National Flood Insurance Program and Chapter 35.5, Flood Hazard Areas, of the San Mateo County Code of Ordinances, even if such | County; Individual project applicants | County | During individual project review; Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction | | |

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| areas at an increased risk of injury or loss from flooding. This possibility represents a potentially significant impact . | projects do not lie within an Area of Special Flood Hazard as identified by FEMA. These requirements may include, but are not limited to, raising the elevation of habitable space above anticipated flood heights, creating 'freely communicating' structures that allow flood waters to pass through lower levels of buildings, and ensuring that site design does not result in a reduction of floodplain areas which could result in increasing flooding conditions downstream. Implementation of this measure would reduce flooding impacts related to predicted sea level rise associated with global climate change to a less-than-significant level . | | | | | |
| NOISE AND VIBRATION | | | | | | |
| Impact 13-1: Demolition and Construction Period Noise. Demolition and construction activities associated with the updated Community Plan could temporarily increase noise levels at nearby residential and commercial sensitive receptors. Noise levels at 50 feet from the demolition or construction equipment source could reach approximately 105 dBA, resulting in intermittent interference with typical existing residential and business activities, and exceeding the County's noise ordinance limits. This possibility represents a potentially significant impact . | <p>Mitigation 13-1. Reduce demolition- and construction-period noise impacts on nearby residences in the Community Plan area by incorporating conditions in project demolition and construction contract agreements that stipulate the following conventional construction-period noise abatement measures:</p> <p>§ <i>Construction Plan.</i> Prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby noise-sensitive facilities so that construction activities can be scheduled to minimize noise disturbance.</p> <p>§ <i>Construction Scheduling.</i> Ensure that noise-generating construction activity is limited to between the hours of 7:00 a.m. and 6:00 p.m. weekdays, 9:00 a.m. and 5:00 p.m. on Saturdays, and does not occur at any time on Sundays, Thanksgiving or Christmas.</p> <p>§ <i>Construction Equipment Mufflers and Maintenance.</i> Equip all internal</p> | County; Individual project applicants | County | Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction | | |

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| | <p>combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.</p> <p>§ <i>Equipment Locations.</i> Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project site.</p> <p>§ <i>Construction Traffic.</i> Route all construction traffic to and from the construction sites via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible.</p> <p>§ <i>Quiet Equipment Selection.</i> Use quiet construction equipment, particularly air compressors, wherever possible.</p> <p>§ <i>Temporary Barriers.</i> Construct solid plywood fences around construction sites adjacent to residences, operational businesses, or noise-sensitive land uses.</p> <p>§ <i>Temporary Noise Blankets.</i> Temporary noise control blanket barriers should be erected, if necessary, along building facades adjoining construction sites. This mitigation would only be necessary if conflicts occurred which were not able to be resolved by scheduling. (Noise control blanket barriers can be rented and quickly erected.)</p> <p>§ <i>Noise Disturbance Coordinator.</i> For larger construction projects, the County may choose to require project designation of a "Noise Disturbance Coordinator" who would be responsible for responding to any local complaints about construction noise. The</p> | | | | | |

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| | <p>Disturbance Coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the Disturbance Coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The project sponsor should be responsible for designating a Noise Disturbance Coordinator, posting the phone number, and providing construction schedule notices. The Noise Disturbance Coordinator would work directly with an assigned County staff member.)</p> <p>Implementation of these measures would reduce this intermittent, short-term, project construction-period noise impact to a <i>less-than-significant level</i>.</p> | | | | | |
| <p>Impact 13-2: Exposure to Temporary Construction Ground-Borne Vibration. Demolition and construction activities associated with Plan Update-facilitated development activity could generate substantial temporary ground-borne vibration (e.g., from pile driving) exceeding standard vibration thresholds, which could interfere with normal activities or cause a nuisance for or damage to adjacent properties. Temporary excessive ground-borne vibration would represent a <i>potentially significant impact</i>.</p> | <p>Mitigation 13-2. Reduce ground-borne vibration levels during individual, site-specific future project demolition and construction periods in the Plan area by incorporating conditions in individual project demolition and construction contractor agreements that stipulate the following ground-borne vibration abatement measures:</p> <p>§ Ensure that vibration-generating activity is limited to between the hours of 7:00 a.m. and 6:00 p.m. weekdays, 9:00 a.m. and 5:00 p.m. on Saturdays, and does not occur at any time on Sundays, Thanksgiving or Christmas.</p> <p>§ Notify occupants of land uses located within 200 feet of pile-driving activities of the project construction schedule in writing.</p> | County; Individual project applicants | County | Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction | | |

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| | <p>§ Investigate in consultation with County staff possible pre-drilling of pile holes as a means of minimizing the number of pile driving blows required to seat the pile.</p> <p>§ Conduct a pre-construction site survey documenting the condition of any historic structure located within 200 feet of proposed pile driving activities.</p> <p>§ Monitor pile driving vibration levels to ensure that vibration does not exceed appropriate thresholds for the potentially affected building (5mm/sec or 0.2 inches/sec ppv for structurally sound buildings).</p> <p>Implementation of these measures would reduce this potential intermittent and short-term Plan Update-related vibration impact to a less-than-significant level.</p> | | | | | |
| <p>Impact 13-3: Permanent Ground-Borne Vibration Impacts. Development facilitated by the updated Community Plan would not be expected to introduce any permanent new sources of significant groundborne vibration. However, the Plan Update would permit new multifamily and single-family residential development within 100 feet of the Caltrain tracks or the Dumbarton Rail Corridor. Groundborne vibration levels are typically less than the FTA criteria for frequent events (72 VdB) at a distance of approximately 100 feet or more from the centerline of the Caltrain tracks or the Dumbarton Rail Corridor. Therefore, where new residential or other vibration sensitive uses are proposed within 100 feet or less of the Caltrain tracks or the Dumbarton Rail Corridor, a potentially significant vibration impact could occur.</p> | <p>Mitigation 13-3: Before the development of new habitable buildings in the Plan area within 100 feet of the centerline of the Caltrain tracks or Dumbarton Rail Corridor, completion of a detailed site-specific vibration study shall be required demonstrating that groundborne vibrations associated with rail operations either (1) would not exceed applicable FTA groundborne vibration impact assessment criteria (see EIR Table 13.4), or (2) can be reduced to below the applicable FTA criteria thresholds through building design and construction measures (e.g., stiffened floors, modified foundations). Implementation of this measure would reduce this potential intermittent vibration impact to a less-than-significant level.</p> | County; Individual project applicants | County | Condition of building permit issuance; Field verify implementation during construction | | |
| <p>Impact 13-4: Exposure to Noise Levels Exceeding Standards. The occupants of new residential and other noise-sensitive</p> | <p>Mitigation 13-4. All proposed new multifamily residential or other noise-sensitive uses within 300 feet of the existing</p> | County; Individual project applicants | County | During individual project review; Condition of building | | |

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| development facilitated in the Plan area by the Community Plan Update could be exposed to noise levels in excess of County noise standards and California Building Code standards, which would represent a <i>potentially significant impact</i> . | <p>Caltrain line and proposed Dumbarton Rail Corridors, and within 120 feet of El Camino Real and other arterial roadways, shall submit for County approval a noise study, consistent with the requirements of the California Building Code, to identify noise reduction measures necessary to achieve compatibility with County noise standards and California Building Code noise compatibility standards. The noise study shall be approved by the County's Planning and Building Department prior to issuance of a building permit. Identified noise reduction measures, in order of preference so that windows can be opened, may include:</p> <p>§ Site and building design so as to minimize noise in shared residential outdoor activity areas by locating such areas behind the buildings, in courtyards, or orienting the terraces toward the interior of lots rather than streets;</p> <p>§ Site and building design so as to minimize noise in the most intensively occupied and noise-sensitive interior spaces of units, such as bedrooms, by placing such interior spaces and their windows and other openings in locations with less noise exposure;</p> <p>§ Design of windows, doors, and other sound transmission paths such as ventilation openings, walls, and roofs to achieve a high Sound Transmission Class (STC) rating and/or other noise-attenuating characteristics.</p> <p>§ Installation of forced air mechanical ventilation systems in all units exposed to noise levels exceeding Title 24 standards to allow residents the option of reducing noise by keeping the windows closed.</p> | | | permit issuance; Field verify implementation during construction | | |

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| | Implementation of these measures to the satisfaction of the County's Planning and Building Department would reduce this impact to a <i>less-than-significant level</i> . | | | | | |
| <p>Impact 13-5: Cumulative Plus Project Noise Impacts. Cumulative plus project traffic noise levels are expected to increase by 3 dBA, and traffic resulting from the updated Community Plan would contribute at least 1 decibel to the cumulative traffic noise level increase, along the following two street segments:</p> <p>§ Bay Avenue between Woodside Road and Fifth Avenue, and</p> <p>§ Middlefield Road between Fifth Avenue and Eighth Avenue.</p> <p>Noise-sensitive receptors along these street segments would be exposed to a substantial cumulative increase in traffic noise levels. The updated Community Plan would result in a cumulatively considerable contribution to this cumulative noise impact, representing a significant cumulative impact.</p> | <p>Mitigation 13-5. Implementation of some combination of the following traffic noise reduction measures on Bay Avenue from Woodside Road to Fifth Avenue and on Middlefield Road from Fifth Avenue to Eighth Avenue would mitigate this impact:</p> <p>§ <i>Pave streets with reduced-noise pavement types such as rubberized or open grade asphalt.</i> Reduced-noise pavement types would reduce noise levels by 2 to 3 dBA depending on the existing pavement type, traffic speed, traffic volumes, and other factors. Case studies have shown that the replacement of standard dense grade asphalt with open grade or rubberized asphalt can reduce traffic noise levels along residential streets by 2 to 3 dBA. A possible noise reduction of 2 dBA would be expected using conservative engineering assumptions. Project-generated traffic noise increases could be reduced to a less-than-significant level along Bay Avenue from Woodside Road to Fifth Avenue and Middlefield Road from Fifth Avenue to Eighth Avenue. In order to provide permanent mitigation, all future repaving would needed to consist of "quieter" pavements.</p> <p>§ <i>Construct new or larger noise barriers.</i> New or larger noise barriers could reduce noise levels by 5 dBA L_{dn}. The final design of such barriers, including an assessment of their feasibility and cost-effectiveness, should be completed during final design.</p> <p>§ <i>Install traffic calming measures to slow</i></p> | County; Individual project applicants | County | During individual project review; Condition of grading permit issuance; Condition of building permit issuance; Field verify implementation during grading and construction | | |

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| | <p><i>traffic along Bay Avenue and Middlefield Road. Traffic calming measures could provide a qualitative (i.e., perceived if not measurable) improvement by smoothing out the rise and fall in noise levels caused by speeding vehicles.</i></p> <p>§ <i>Provide sound insulation treatments to affected buildings. Sound-rated windows and doors, mechanical ventilation systems, noise insulation, and other noise-attenuating building materials could reduce noise levels in interior spaces.</i></p> <p>Measures such as repaving with reduced-noise pavement types, the replacement or construction of noise barriers, traffic calming, and sound insulation could reduce the project contribution to cumulative traffic noise at affected sensitive receptors on Bay Avenue from Woodside Road to Fifth Avenue and on Middlefield Road from Fifth Avenue to Eighth Avenue to a less-than-significant level.</p> <p>However, each of these measures involves other non-acoustical considerations. For example, other engineering considerations may require continued use of dense grade asphalt. Installation of noise barriers may be inconsistent with desired community character and local aesthetic goals. Installation of noise barriers and sound insulation treatments on private property would require agreements with each affected property owner. These measures therefore may not be feasible to reduce the project contribution to cumulative traffic noise at every affected sensitive receptor, or such measures may not be desired by the County or by affected individual property owners. Therefore, the contribution of the updated Community Plan to cumulative noise impacts is</p> | | | | | |

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| | considered to represent an unavoidable, cumulatively considerable, effect--i.e., a significant and unavoidable impact . | | | | | |
| TRANSPORTATION | | | | | | |
| Impact 16-1: El Camino Real/Fifth Avenue Intersection Impacts. Under Existing Plus Project conditions, intersection operations would deteriorate from acceptable LOS C (existing) to unacceptable LOS D during the AM peak hour, which would represent a potentially significant impact under Caltrans criteria. | Mitigation 16-1. Restripe the southbound approach to one dedicated left turn lane, one dedicated right turn lane, and one shared left turn/right turn lane. This mitigation would improve the intersection to LOS C during the AM peak hour and therefore would reduce the project impact to a less-than-significant level . | County; Caltrans; Fair-share reimbursement from future individual project applicants | County; Caltrans | Condition of occupancy permit issuance | | |
| Impact 16-2: Middlefield Road/Woodside Road Intersection Impacts. Under Existing Plus Project conditions, intersection operations would deteriorate from acceptable LOS D (existing) to unacceptable LOS F during the PM peak hour, which would represent a potentially significant impact under C/CAG criteria. | Mitigation 16-2. Modify traffic signal operations to include a westbound right turn overlap phase and a northbound right turn overlap phase. This mitigation would improve the intersection to LOS E during the PM peak hour and therefore would reduce the project impact to a less-than-significant level . | County; C/CAG; Fair-share reimbursement from future individual project applicants | County; C/CAG | Condition of occupancy permit issuance | | |
| Impact 16-3: Middlefield Road/Fifth Avenue Intersection Impacts. Under Existing Plus Project conditions, intersection operations would deteriorate from acceptable LOS C (existing) to unacceptable LOS F during the AM peak hour, and from unacceptable LOS E (existing) to unacceptable LOS F during the PM peak hour, which would represent a potentially significant impact under San Mateo County criteria. | Mitigation 16-3. In the northbound and southbound directions, prohibit on-street parking within the vicinity of the intersection, shift the through/right turn lane and stripe a dedicated left turn lane; modify traffic signal operations from split phase to concurrent northbound and southbound travel with protected left turn phasing; prohibit parking in the eastbound direction within the vicinity of the intersection and stripe a dedicated eastbound right turn lane. This mitigation would improve the intersection to LOS C during the AM peak hour and to LOS D during the PM peak hour, and therefore would reduce the project impact to a less-than-significant level . | County; Fair-share reimbursement from future individual project applicants | County | Condition of occupancy permit issuance | | |
| Impact 16-4: Middlefield Road/Semicircular Road Intersection Impacts. Under Existing Plus Project conditions, intersection operations would deteriorate from | Mitigation 16-4. In the eastbound direction, prohibit on-street parking within the vicinity of the intersection, and stripe a dedicated left turn lane, resulting in one left | County; Fair-share reimbursement from future individual project applicants | County | Condition of occupancy permit issuance | | |

| IDENTIFIED IMPACT | RELATED MITIGATION MEASURE (Performance Criteria) | MONITORING | | | VERIFICATION | |
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| unacceptable LOS E (existing) to unacceptable LOS F during the AM peak hour, and from unacceptable LOS D (existing) to unacceptable LOS F during the PM peak hour, which would represent a potentially significant impact under San Mateo County criteria. | <p>turn lane, one through lane, and one shared through/right turn lane; modify traffic signal operations to the following phases:</p> <p>§ Phase 1: NE Semicircular Rd through movement and WB Middlefield Rd through and unprotected left (as exists currently)</p> <p>§ Phase 2: EB Middlefield Rd through phase and WB Middlefield Rd through and unprotected left turn</p> <p>§ Phase 3: EB Middlefield Rd through and protected left turn</p> <p>§ Phase 4: Pedestrian only phase for Semicircular Rd crossing (as exists currently)</p> <p>§ Phase 5: NB and SB phases with unprotected left turns (as exists currently)</p> <p>This mitigation would improve the intersection to LOS D during the AM and PM peak hours, and therefore would reduce the project impact to a less-than-significant level.</p> | | | | | |
| Impact 16-5: Fifth Avenue/Bay Road Intersection Impacts. Under Existing Plus Project conditions, intersection operations would deteriorate from acceptable LOS D (existing) to unacceptable LOS F during the AM peak hour, and from acceptable LOS C (existing) to unacceptable LOS F during the PM peak hour, which would represent a potentially significant impact under City of Redwood City criteria. | Mitigation 16-5. The Redwood City Traffic Impact Mitigation Fee Program includes the installation of a traffic signal at this intersection as a planned capital improvement. As a condition of approval for future individual discretionary development projects within the Plan area, require project fair-share contribution toward the installation of this traffic signal. This mitigation would improve the intersection to LOS D during the AM and PM peak hours, and therefore would reduce the project impact to a less-than-significant level . | City of Redwood City; County; Fair-share reimbursement from future individual project applicants | City of Redwood City; County | Condition of occupancy permit issuance | | |
| Impact 16-6: Bay Road/Woodside Road Intersection Impacts. Under Existing Plus | Mitigation 16-6. The MTC Transportation 2035 Plan and the Redwood City Traffic | City of Redwood City; County; Caltrans; Fair- | City of Redwood City; County; Caltrans; | If and when improvements | | |

| IDENTIFIED IMPACT | RELATED MITIGATION MEASURE (Performance Criteria) | MONITORING | | | VERIFICATION | |
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| Project conditions, intersection operations would deteriorate from acceptable LOS C (existing) to unacceptable LOS D during the AM peak hour, and from acceptable LOS C (existing) to unacceptable LOS E during the PM peak hour, which would represent a potentially significant impact under Caltrans criteria. | Impact Mitigation Fee Program identify the widening of Woodside Road to six travel lanes between El Camino Real and US 101 as a planned capital improvement. As a condition of approval for future individual discretionary development projects within the Plan area, require project fair-share contribution toward the addition of a southbound through lane and optimization of cycle length, or to other mitigation approaches that may be formulated by MTC and Redwood City to reduce the impact. This mitigation would improve the intersection to LOS C during the AM and PM peak hours, and therefore would reduce the project impact to a less-than-significant level . | share reimbursement from future individual project applicants | C/CAG | adopted, Redwood City/County/Caltrans shall implement improvements and fair-share requirement. Individual projects may require Transportation Demand Management (TDM) plans per C/CAG adopted guidelines. | | |
| Impact 16-7: Transit Facilities Impacts. The Existing Plus Project scenario would generate additional transit trips, which would place substantial additional demands on the existing and planned SamTrans, Caltrain and High Speed Rail Authority transit network in the Plan area. This would represent a potentially significant impact . | Mitigation 16-7. The County shall coordinate with SamTrans, Caltrain, the High Speed Rail Authority, and other appropriate transit authorities to ensure that existing and future transit services within the vicinity of North Fair Oaks are capable of accommodating potential Plan Update-related increases in transit demand. Given the anticipated long-term Plan area buildout period and the uncertainty of the existing and proposed transit facilities, equipment, and services beyond the County's jurisdiction, it cannot be determined at this time whether service improvements would be implemented concurrently with increase demand such that acceptable service levels would be maintained. Therefore, the impacts of the Community Plan on transit service are currently deemed to be significant and unavoidable . | County; SamTrans; Caltrain; High Speed Rail Authority | County | Ongoing | | |
| Impact 16-8: Safety Impacts at At-Grade Railroad Crossings. Development facilitated by the Plan Update may result in substantial additional automobile, bicycle, and/or pedestrian traffic at existing at-grade railroad crossings in the Plan area vicinity and potentially contribute to safety issues at these railroad crossings. This would represent a | Mitigation 16-8. As a condition of approval for future individual discretionary development projects within the Plan area that would generate substantial additional multi-modal trip (i.e., motor vehicles or pedestrians) crossing volume at at-grade railroad crossings in the project vicinity, require project implementation of the | County; CPUC; Individual project applicants | County; CPUC | During individual project review; Condition of building permit issuance; Field verify implementation during construction | | |

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| <i>potentially significant impact.</i> | <p>following:</p> <p>§ Transportation Impact Studies (TIS) for At-Grade Railroad Crossings. The TIS, otherwise required to be prepared for proposed developments under the Community Plan Update, in accordance with standard City policies and practices, will evaluate potential impacts to at-grade railroad crossings resulting from project-related traffic. The TIS shall examine whether the proposed development would generate substantial multi-modal trips crossing at-grade railroad crossings which could substantially increase hazards between incompatible uses (e.g., motor vehicles and trains, pedestrians and trains). Such analysis may include a Diagnostic Review for each railroad crossing.</p> <p>§ If required, the Diagnostic Review must be completed with all affected properties and stakeholders, in coordination with the California Public Utilities Commission (CPUC). It will include: roadway and rail descriptions; collision history; traffic volumes for all modes; train volumes; vehicular speeds; train speeds; and existing rail and traffic controls. Based on the Diagnostic Review and the number of projected trips, the TIS will evaluate if the proposed development increases hazards at the crossing. For example, vehicle traffic generated by a proposed development may cause vehicle queuing at intersections resulting in traffic spilling back onto at-grade railroad crossings.</p> <p>§ Where the TIS identifies substantially hazardous crossing conditions caused by the proposed development, mitigations relative to the development's contribution to the</p> | | | | | |

| IDENTIFIED IMPACT | RELATED MITIGATION MEASURE (Performance Criteria) | MONITORING | | | VERIFICATION | |
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| | <p>crossing, as necessary, shall be applied through project redesign and/or incorporation of improvements to reduce potential adverse impacts. Proposed improvements must be coordinated with CPUC and affected railroads and all necessary permits/approvals obtained, including a GO 88-B Request (Authorization to Alter Highway Rail Crossings). These improvements may include:</p> <ul style="list-style-type: none"> – installation of additional warning signage; – improvements to warning devices at existing rail crossings; – installation or improvement to automobiles and/or pedestrian control gates; – installation of concrete panels to provide a smooth crossing surface; – reduction in the flangeway gap to improve pedestrian and bicyclist safety; – installation of median separation to prevent vehicles from driving around railroad crossings; – improvements to traffic signaling at intersections adjacent to crossings (e.g., signal preemption); – prohibition of parking within 100 feet of the crossings to improve the visibility of warning devices and approaching trains; – where soundwalls, landscaping, buildings, etc., would be installed near crossings, maintain the visibility of warning devices and approaching trains; – elimination of driveways near crossings; – installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad | | | | | |

| IDENTIFIED IMPACT | RELATED MITIGATION MEASURE (Performance Criteria) | MONITORING | | | VERIFICATION | |
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| | <p>right-of-way; and/or</p> <ul style="list-style-type: none"> – installation of grade separations at crossings. <p>This mitigation measure shall be applied by the County on individual development projects (case-by-case), as appropriate. The incorporation of improvements identified in this mitigation measure could reduce the development's impact to the at-grade railroad crossing to a less-than-significant level. However, to the extent that installation of safety mechanisms is not feasible (physically, financially or otherwise), impacts would remain significant and unavoidable. More detailed individual project-specific analysis of this impact and effectiveness of the mitigation measure at specific at-grade railroad crossings is not feasible in this programmatic EIR; therefore, it is conservatively concluded that this mitigation measure may not mitigate the identified significant impact to a less-than-significant level, and the impact remains potentially significant and unavoidable. Therefore, this EIR conservatively identifies the Plan Update impact on railroad crossing safety as significant and unavoidable.</p> | | | | | |
| <p>Impact 16-9: Cumulative Plus Project Impact on El Camino Real/Fifth Avenue Intersection. Under Cumulative Plus Project conditions, intersection operations would deteriorate from an unacceptable LOS D (No Project, 37.0 seconds average delay) to unacceptable LOS D (50.1 seconds average delay) during the AM peak hour, and from acceptable LOS C (No Project) to unacceptable LOS D delay during the PM peak hour, which would represent a potentially significant impact under Caltrans criteria.</p> | <p>Mitigation 16-9. Implement Mitigation 16-1: restripe the southbound approach to one dedicated left turn lane, one dedicated right turn lane, and one shared left turn/right turn lane. Under the Cumulative Plus Project condition during the AM peak hour, this mitigation would result in a projected LOS C; however, during the PM peak hour, the intersection would still operate at LOS D.</p> <p>Additional capacity would be needed at this intersection to mitigate the Cumulative Plus Project impact. Constructing additional lanes would require obtaining additional right-of-way and relocation of utilities, and would contradict the purpose of the Plan Update to create a pedestrian, bicycle, and</p> | County; Caltrans; Fair-share reimbursement from future individual project applicants | County; Caltrans | Condition of occupancy permit issuance | | |

| IDENTIFIED IMPACT | RELATED MITIGATION MEASURE (Performance Criteria) | MONITORING | | | VERIFICATION | |
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| | transit-friendly environment. Achievement of an “acceptable” vehicular LOS standard at this intersection would not encourage development of the pedestrian-friendly, mixed-use, transit-oriented environment. Typically, construction of additional intersection lanes can worsen conditions for pedestrian and bicycle travel by increasing exposure to conflicts with vehicles and deteriorating the non-motorized environment. Also, since this intersection is controlled by Caltrans, this improvement would exceed the County’s authority to implement. This impact is therefore considered significant and unavoidable . | | | | | |
| Impact 16-10: Cumulative Plus Project Impact on Middlefield Road/Woodside Road Intersection. Under Cumulative Plus Project conditions, intersection operations would deteriorate from an acceptable LOS E (No Project) to unacceptable LOS F during both the AM and PM peak hour, which would represent a potentially significant impact under C/CAG criteria. | Mitigation 16-10. Implement Mitigation 16-2: modify traffic signal operations to include a westbound right turn overlap phase and a northbound right turn overlap phase. This mitigation would improve the intersection to LOS E during the AM and PM peak hours and would therefore reduce the project impact to a less-than-significant level . | County; C/CAG; Fair-share reimbursement from future individual project applicants | County; C/CAG | Condition of occupancy permit issuance | | |
| Impact 16-11: Cumulative Plus Project Impact on Middlefield Road/Fifth Avenue Intersection. Under Cumulative Plus Project conditions, intersection operations would deteriorate from an acceptable LOS C (No Project) to unacceptable LOS E during the AM peak hour, and from unacceptable LOS F (No Project, 83.9 seconds average delay) to unacceptable LOS F (254.5 seconds average delay) during the PM peak hour, which would represent a potentially significant impact under San Mateo County criteria. | Mitigation 16-11. Implement Mitigation 16-3: in the northbound and southbound directions, prohibit on-street parking within the vicinity of the intersection, shift the through/right turn lane and stripe a dedicated left turn lane; modify traffic signal operations from split phase to concurrent northbound and southbound travel with protected left turn phasing; prohibit parking in the eastbound direction within the vicinity of the intersection; and stripe a dedicated eastbound right turn lane. This mitigation would improve the intersection to LOS C during the AM peak hour and LOS E during the PM peak hour. While the PM peak hour would still not meet the LOS standard, the mitigation would decrease average delay to a level that is lower than under Cumulative No | County; Fair-share reimbursement from future individual project applicants | County | Condition of occupancy permit issuance | | |

| IDENTIFIED IMPACT | RELATED MITIGATION MEASURE (Performance Criteria) | MONITORING | | | VERIFICATION | |
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| | Project conditions. Therefore, the project's contribution to this cumulative impact would be reduced to a <i>less-than-significant level</i> . | | | | | |
| Impact 16-12: Cumulative Plus Project Impact on Middlefield Road/Semicircular Road Intersection. Under Cumulative Plus Project conditions, intersection operations would deteriorate from an acceptable LOS D (No Project) to unacceptable LOS E and LOS F during the AM and PM peak hour, respectively, which would represent a <i>potentially significant impact</i> under San Mateo County criteria. | <p>Mitigation 16-12. Implement Mitigation 16-4: in the eastbound direction, prohibit on-street parking within the vicinity of the intersection, and stripe a dedicated left turn lane, resulting in one left turn lane, one through lane, and one shared through/right turn lane; modify traffic signal operations to the following phases:</p> <p>§ Phase 1: NE Semicircular Rd through movement and WB Middlefield Rd through and unprotected left (as exists currently)</p> <p>§ Phase 2: EB Middlefield Rd through phase and WB Middlefield Rd through and unprotected left turn</p> <p>§ Phase 3: EB Middlefield Rd through and protected left turn</p> <p>§ Phase 4: Pedestrian only phase for Semicircular crossing (as exists currently)</p> <p>§ Phase 5: NB and SB phases with unprotected left turns (as exists currently)</p> <p>This intersection is projected to operate at LOS D during the AM and PM peak hours. With the addition of project generated trips, the intersection is projected to operate at LOS E during the AM peak hour and LOS F during the PM peak hour under the Cumulative plus Project scenario. The mitigation measure would mitigate the project's impact at this intersection. The proposed mitigation would improve the intersection to LOS D during the AM and PM peak hours and therefore would reduce the project impact to a <i>less-than-significant level</i>.</p> | County; Fair-share reimbursement from future individual project applicants | County | Condition of occupancy permit issuance | | |

| IDENTIFIED IMPACT | RELATED MITIGATION MEASURE (Performance Criteria) | MONITORING | | | VERIFICATION | |
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| | | Implementation Entity | Monitoring and Verification Entity | Timing Requirements | Signature | Date |
| Impact 16-13: Cumulative Plus Project Impact on Middlefield Road/Marsh Road Intersection. Under Cumulative Plus Project conditions, intersection operations would deteriorate from an acceptable LOS C (No Project) to unacceptable LOS E during the PM peak hour, which would represent a potentially significant impact under Town of Atherton criteria. | Mitigation 16-13. As identified in the conditions of approval for the Menlo Gateway Project, construction of a southbound left turn lane from Middlefield Road onto Marsh Road would improve intersection operation to acceptable LOS D during the PM peak hour. Individual development projects that will contribute to this impact will contribute their fair share to the cost of this mitigation. The County shall coordinate with the Town of Atherton in order to implement this mitigation. Implementation of this measure would reduce the impact to a less-than-significant level . | Town of Atherton; City of Menlo Park; County; Fair-share reimbursement from future individual project applicants | Town of Atherton; City of Menlo Park; County | Condition of occupancy permit issuance | | |
| Impact 16-14: Cumulative Plus Project Impact on Bay Road/Woodside Road Intersection. Under Cumulative Plus Project conditions, intersection operations would deteriorate from an unacceptable LOS C (No Project) to unacceptable LOS E and LOS F during the AM and PM peak hour, respectively, which would represent a potentially significant impact under Caltrans criteria. | Mitigation 16-14. Construction of an additional northbound through lane, an additional southbound through lane, and a dedicated westbound right turn lane, plus addition of an overlap signal phase to coincide with the existing southbound left turn phase, would improve operation at this intersection to acceptable LOS C during the AM and PM peak hours. However, this mitigation measure may require obtaining additional right-of-way from adjacent developed properties, and is therefore potentially infeasible. Constructing additional lanes would also require relocation of utilities, and would contradict the purpose of the Plan Update to create a pedestrian, bicycle, and transit-friendly environment. Typically, such intersection improvements can worsen conditions for pedestrian and bicycle travel by increasing exposure to conflicts with vehicles and deteriorating the non-motorized environment. Additionally, this intersection is controlled by Caltrans, this improvement would exceed the County's authority to implement. This impact is therefore considered significant and unavoidable . | County; Caltrans; Fair-share reimbursement from future individual project applicants | County; Caltrans; C/CAG | If and when improvements adopted, County and Caltrans shall implement improvements and fair-share requirement. Individual projects may require Transportation Demand Management (TDM) plans per C/CAG guidelines. | | |
| Impact 16-15: Cumulative Plus Project Safety Impacts at At-Grade Railroad | Mitigation 16-15. Implement Mitigation 16-8. As discussed under that mitigation, it is | County; CPUC; Individual project | County; CPUC | During individual project review; | | |

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| IDENTIFIED IMPACT | RELATED MITIGATION MEASURE (Performance Criteria) | Implementation Entity | Monitoring and Verification Entity | Timing Requirements | Signature | Date |
| Crossings. Development facilitated under Cumulative Plus Project conditions may result in additional automobile, bicycle, and/or pedestrian traffic at the existing at-grade railroad crossings and potentially contribute to safety issues along the railroad crossings. This would represent a <i>potentially significant cumulative impact</i> . | conservatively concluded that the mitigation would not mitigate the identified significant impact to a less-than-significant level, and the impact would remain <i>significant and unavoidable</i> . | applicants | | Condition of building permit issuance; Field verify implementation during construction | | |

EXHIBIT B

STATEMENT OF OVERRIDING CONSIDERATIONS

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN MATEO

for comprehensive amendments to the North Fair Oaks Community Plan

November 1, 2011

Statement of Overriding Considerations for Project Approval and Certification of the Final Environmental Impact Report for the comprehensive amendments to the North Fair Oaks Community Plan (the Project).

As described in the Environmental Impact Report (EIR) for the amendments to the North Fair Oaks Community Plan, the EIR finds that all potential impacts from adoption of the Project and from physical changes that could potentially occur due to adoption of the Project can be feasibly mitigated to a level that is less than significant, with the following exceptions of Impact 13.5, *Cumulative plus Project Noise Impacts*, Impact 16-7, *Transit Facilities Impacts*, Impact 16-8 and 16-15, *Safety Impacts at At-Grade Rail Crossings*, Impact 16.9, *Cumulative Plus Project Impact on El Camino Real/Fifth Avenue Intersection*, Impact 16.4, *Cumulative Plus Project Impact on Bay Road/Woodside Road Intersection*, and Impact 8-4, *Cumulative Impacts to Cultural Resources*.

In accordance with CEQA Guidelines Section 15903, the Board of Supervisors has, in determining whether or not to approve the Project, balanced the economic, legal, social, technological, and other benefits of the Project against the potentially unavoidable environmental impacts, and has found that the benefits of the Project outweigh the potentially unavoidable environmental effects, for the reasons set forth below. The following statements specify the reasons why, in the Board of Supervisors' judgment, the benefits of the project outweigh any of the significant and unavoidable consequences described in the EIR. The Board of Supervisors also finds that any one of the following reasons for approval cited below is sufficient to justify approval of the Project. Thus, even if were to be determined that not every reason cited below is supported by substantial evidence, the Board of Supervisors stands by the determination that each individual reason is sufficient justification of approval of the Project. The substantial evidence supporting the Board of Supervisors' findings and the benefits described below can be found in the record of proceedings.

- Adoption of the Plan furthers the goals and policies of the County's General Plan, including, but not limited to: Policy 4.14, Regulate development to promote and enhance good design, site relationships and other aesthetic considerations; Policy 6.2, Meet the identified relative park and recreational needs in a manner which best enhances the physical, mental

and spiritual quality of life of San Mateo County residents; Policy 6.9, Locate Suitable Park and Recreation Facilities in Urban Areas; Policy 6.51, Encourage the provision of park and recreation facilities for use by local residents in unincorporated areas consistent with community plans; Goal 7.3, Distribute land uses where public services and facilities exist or can feasibly be provided (e.g., sewer and water systems) in order to achieve maximum efficiency; Goal 7.5, Distribute land use designations in order to minimize the demand for energy consumption and maximize the effectiveness of energy consumed; Policy 7.16, Locate land use designations in urban areas (urban unincorporated areas) in order to: (1) maximize the efficiency of public facilities, service and utilities, (2) minimize energy consumption, (3) encourage the orderly formation and development of local government agencies, (4) protect and enhance the natural environment, (5) revitalize existing developed areas, and (6) discourage urban sprawl; Goal 8.2 a. Plan Urban Communities to be balanced, self-contained areas which have a sufficient mix of urban land uses to support the internal housing, employment, shopping, and recreational needs of the community; 8.2.c, Provide a mix and amount of residential land uses which will provide a substantial amount of housing opportunities in unincorporated areas; 8.2e, Establish land use patterns which give Urban Communities strong, individual and identifiable characters; Policy 8.29, Encourage the infilling of urban areas where infrastructure and services are available, and; Policy 8.30, Encourage development which contains a combination of land uses (mixed-use development), particularly commercial and residential developments along major transportation corridors.

- The facilitation and promotion of new housing by the new land use designations included in the amended Plan, and the enactment of policies promoting creations of housing serving a broad range of households, residents, and income levels, furthers the goals and policies of the County's Housing Element, including but not limited to Goal 14.2, promote sufficient production of new housing of affordable cost and diverse size to accommodate the housing needs of all persons who reside, work, or who can be expected to work or reside in the County; Goal 14.3, Strive to provide housing in balanced residential environments that combine access to employment opportunities, transportation, childcare and other community services; Policy 14.9, Encourage New Housing Near Employment and Services, and; Policy 14.43, Encourage Second Dwelling Units;
- Adoption of the amended Plan furthers the goals of the County's Shared Vision 2025, including but not limited to the goal of creating livable communities, with growth near transit, promoting affordable, livable, connected communities; the goal of a prosperous community, with an economic strategy that fosters innovation in all sectors, creates jobs,

builds community and educational opportunities for all residents, and the goal of an environmentally conscious community, where natural resources are preserved through environmental stewardship, reducing our carbon emissions, and using energy, water and land more efficiently.

- Adoption of the amended Plan, by establishing new land use designations that facilitate transit-oriented, higher density, and mixed use development on unused and underutilized properties, will promote economically beneficial reuse of unused and underutilized land;
- Adoption of the amended Plan will enact policies that improve bicycle and pedestrian safety throughout North Fair Oaks;
- Adoption of the amended Plan will enact policies that promote and require the implementation of sustainability measures, including policies intended to reduce water use, policies intended to curb runoff from developed areas, policies intended to decrease reflectivity and albedo and consequent heat emission from new development, policies intended to promote installation of drought tolerant, native landscaping that is water-efficient, policies that promote the use of recycled water, policies that promote energy-efficient design and construction, including passive heating and cooling systems, and a range of policies promoting reduction in automobile use and increased bicycling, walking, and public transit use;
- Adoption of the amended Plan will facilitate the creation of new development in proximity to public transit, reducing the need automobile use and attendant pollution and other negative consequences and increasing walking and transit ridership;
- Adoption of the Plan will enact policies promoting additional housing and additional affordable housing in the community, including housing to meet a broader range of housing needs and housing that is appropriate to and accessible for a broader range of household types, including large households, disabled residents, and others;
- Adoption of the amended Plan will enact policies that promote access to healthy foods in North Fair Oaks;
- Adoption of the Plan will enact policies to facilitate and promote walking and bicycling in the North Fair Oaks community, and improve overall bicycle and pedestrian facilities, improving overall health and wellness;
- Adoption of the amended Plan will enact policies that identify needed improvements to infrastructure, and enact strategies to address infrastructure needs and existing infrastructure deficiencies in the North Fair Oaks community;

- Adoption of the amended Community Plan will allow for the creation of jobs and economic benefits for current and future residents of the North Fair Oaks by designation of appropriate areas for additional commercial, industrial or institutional uses;
- The amended Community Plan will serve as a foundation in making land use decisions based on goals and policies related to land use, transportation, population growth and distribution, development, open space, resource preservation and utilization, air and water quality, noise, safety, and other related physical, social, and economic development factors;
- The amended Community Plan provides a level of comprehensive planning that is more appropriate and more environmentally sustainable than the existing Community Plan, which was adopted in 1979, since which time the nature, needs, and goals of the community, and the type of planning appropriate to the community, have changed substantially;

Any one of these reasons is sufficient to support adoption of the amended Community Plan, and to outweigh the identified, possibly significant environmental effects that might occur due to adoption of the Plan. On balance, in light of the benefits to the County and to the North Fair Oaks community identified above, pursuant to CEQA Guidelines Section 15903, the Board of Supervisors find finds that these overriding considerations, as identified in conjunction with the environmental review of impacts stemming from the proposed amendments to the North Fair Oaks Community Plan, are acceptable when measured against the significant and unavoidable environmental impacts identified in the Final EIR.

RESOLUTION NO. _____

BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

* * * * *

RESOLUTION ADOPTING A COMPREHENSIVE AMENDMENT TO THE NORTH FAIR OAKS COMMUNITY PLAN, AND DIRECTING STAFF TO, AT A LATER DATE, PREPARE AMENDMENTS TO THE COUNTY'S ZONING ORDINANCE TO IMPLEMENT THE UPDATED COMMUNITY PLAN, AND TO PREPARE AN IMPLEMENTATION PROGRAM FOR THE AMENDED COMMUNITY PLAN

RESOLVED, by the Board of Supervisors of the County of San Mateo, State of California, that:

WHEREAS, in 1979, the North Fair Oaks Community Plan was adopted by the Board of Supervisors as a subset of the County's General Plan, governing land use in North Fair Oaks and incorporating policies and programs addressing a range of issues related to development, infrastructure, and other aspects of the community; and

WHEREAS, the Community Plan has not been significantly amended since that time, and the needs and nature of the North Fair Oaks community have changed substantially since then; and

WHEREAS, at the direction of the Board of Supervisors, with funding from the Metropolitan Transportation Commission (MTC), the San Mateo County Department of Housing, and the San Mateo City/County Association of Governments (C/CAG), over the past two years the Planning and Building Department, in collaboration with a steering committee made up of residents and stakeholders in North Fair Oaks, the County Housing, Health, Parks, and Public Works Departments, SamTrans, and the

Office of Supervisor Rose Jacobs-Gibson, has worked to prepare a comprehensive update to the North Fair Oaks Community Plan; and

WHEREAS, the update to the Community Plan has been based on extensive analysis of existing conditions and needs in the community, and significant outreach and input from the community to determine residents' needs, goals, and vision for North Fair Oaks; and

WHEREAS, the goals of the updated North Fair Oaks Community Plan include encourage mixed-use development in appropriate areas, promote revitalization of vacant and underutilized land, amend land use categories to strengthen neighborhood and community character, encourage transit-oriented development in appropriate areas, create distinct points of entry into the area, improve neighborhood and transit connectivity, improve bicycle and pedestrian safety, improve parking, improve and expand recreational facilities, improve infrastructure, enhance health and wellness, improve housing opportunities and conditions, and accommodate potential demand for new non-residential development, and overall, create a healthier, more livable community for existing and future residents; and

WHEREAS, the amendments to the Community Plan, on adoption, will replace the existing North Fair Oaks Community Plan in its entirety; and

WHEREAS, adoption of the amended Community Plan constitutes a General Plan text amendment replacing the existing North Fair Oaks Community Plan with the amended text of the updated Community Plan; and

WHEREAS, adoption of the amended Community Plan constitutes a General Plan map amendment replacing existing General Plan land use designations for North Fair Oaks with the designations depicted in the amended Community Plan on Map 2.1, and described in the Community Plan in Tables 2.1 through 2.4; and

WHEREAS, the project complies with the policies of the County's General Plan Goals, including Policies 7.3 (*Infrastructure*), which calls for distribution of land uses where public services and facilities exist or can be feasibly provided, 7.4 (*Natural Resources*), which calls for designation of land uses in a manner that enhances the protection and management of natural resources, 7.16 (*Location of Land Use Designations*) that calls for the location of land use designations in urban areas to discourage urban sprawl, and 8.13 (*Land Use Designations and Locational Criteria for Urban Areas*), which calls for the use of locational criteria in assigning appropriate land use designations so that stated land use objectives may be achieved; and

WHEREAS, the proposed amendments to the North Fair Oaks Community Plan are consistent with the Shared Vision goal of Livable Communities, by promoting adequate, safe and affordable housing for North Fair Oaks residents, promoting transit-friendly development and the reduction of the environmental impacts of transportation, promoting walkable communities and the related health benefits of such communities,

promoting bicycle use and bicycle safety, promoting housing and other types of development primarily in urbanized areas, thereby reducing the cost of infrastructure and protecting undeveloped areas, promoting creation of recreational amenities, and, overall, contributing to a healthier, safer, and more livable community, and the proposed amendments are also consistent with the Shared Vision goals of including the goals of creating neighborhoods that are safe and provide residents with access to health care and services, growth occurring near transit, promotion of affordable, connected communities, the creation of jobs and educational opportunities for residents, and the promotion of resource conservation, reduction of carbon emissions, and more efficient use of energy, water and land; and

WHEREAS, the Planning and Building Department has prepared an Environmental Impact Report, assessing the potential environmental impacts of adoption of the amendment to the North Fair Oaks Community Plan; and

WHEREAS, on October 12, 2011, the San Mateo County Planning Commission considered the amendment described above and voted unanimously to recommend that the Board of Supervisors certify the Final Environmental Impact Report and approve the amendment to the North Fair Oaks Community Plan; and

WHEREAS, the Board of Supervisors has certified the Final Environmental Impact Report (FEIR) as complete and adequate, and adopted a Statement of Overriding Considerations related to environmental impacts described in the FEIR; and

WHEREAS, implementation of the amended Community Plan will require amendments to the County's zoning code; and

WHEREAS, implementation of the amended Community Plan will be facilitated by a detailed Implementation Program for the Community Plan, describing required actions, parties responsible for these actions, priorities and timelines for the actions, and resources available and required for implementation.

NOW, THEREFORE, IT IS HEREBY DETERMINED that the San Mateo County Board of Supervisors adopts the amended North Fair Oaks Community Plan as part of the County's General Plan, wholly replacing the existing North Fair Oaks Community Plan, and directs staff, at a later date, to:

1. Prepare zoning ordinance amendments to implement the updated Community Plan;
2. Prepare a comprehensive Implementation Program for the updated Community Plan.

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