

Appendix H
Land Use Information

Land Use Plan Summary and Consistency Review

This appendix summarizes relevant local land use plans and provides a general consistency review of the Proposed Project with applicable plans. However, as noted in Chapter 2, *Project Description*, pursuant to SamTrans' enabling legislation (Public Utilities Code Section 103200 et seq.) and the 1991 Interstate Commerce Commission's approval of the Peninsula Corridor Joint Powers Board (JPB) acquisition of the Caltrain line, JPB activities within the Caltrain right-of-way (ROW) are exempt from local building and zoning codes and other land use ordinances. Nonetheless, the JPB will cooperate with local government agencies in performing improvements within its ROW and will comply with applicable local regulations affecting any of its activities within other jurisdictions.

This appendix also provides a profile of local parks within 0.25 miles of the Caltrain ROW.

H.1 Summary of Local Land Use Plans

H.1.1 General Plans

A general plan is a legal document required of each local agency by California Government Code Section 65301 and adopted by the jurisdiction's city council or board of supervisors. Local general plans lay out the pattern of future residential, commercial, industrial, agricultural, open space, and recreational land uses within a community. To facilitate implementation of planned growth patterns, general plans typically also include goals and/or policies addressing the coordination of land use patterns with the development and maintenance of infrastructure facilities and utilities. In California, the general plan has seven mandatory elements: Circulation, Conservation, Housing, Land Use, Noise, Open Space, and Safety/Seismic Safety. In addition, general plans could include any number of optional elements, such as Air Quality, Economic Development, Parks and Recreation, and Environmental Protection.

Local jurisdictions implement their general plans by adopting zoning, subdivision, grading, and other ordinances. Zoning identifies the specific types of land uses that may be allowed on a given site and establishes the standards that would be imposed on new development. Zoning regulations vary from jurisdiction to jurisdiction. However, typical standards include the siting of structures relative to parcel boundaries, architectural design, and the percentage of building coverage allowed relative to the overall square footage of a parcel.

Table H-1 summarizes the general plan elements by jurisdiction.

1 **Table H-1. General Plans for Jurisdictions along the Caltrain Corridor**

Jurisdiction	General Plan Elements and Date of Adoption
City and County of San Francisco	<p><i>San Francisco General Plan</i></p> <p>Housing (2009)</p> <p>Commerce and Industry (1990, amended 2010)</p> <p>Recreation and Open Space (2011)</p> <p>Transportation (2005)</p> <p>Urban Design (1990, amended 2010)</p> <p>Environmental Protection (1995, amended 2004)</p> <p>Community Facilities (1990)</p> <p>Community Safety (2012)</p> <p>Arts (1998, amended 2004)</p> <p>Air Quality</p> <p>http://sf-planning.org/ftp/General_Plan/index.htm</p>
San Mateo County (Including North Fair Oaks)	<p><i>San Mateo County General Plan</i> (1986)</p> <p>Vegetative, Water, Fish & Wildlife Resources</p> <p>Soil Resources</p> <p>Mineral Resources</p> <p>Visual Quality</p> <p>Historical & Archaeological Resources</p> <p>Park & Recreation Resources</p> <p>General Land Use</p> <p>Urban Land Use</p> <p>Rural Land Use</p> <p>Water Supply</p> <p>Wastewater</p> <p>Transportation</p> <p>Solid Waste</p> <p>Housing (2012)</p> <p>Natural Hazards</p> <p>Man-Made Hazards</p> <p>http://www.co.sanmateo.ca.us/planning/genplan/index.html</p>
City of Brisbane	<p><i>City of Brisbane General Plan</i>^a (1994)</p> <p>Planning Area</p> <p>Community Character</p> <p>Local Economic Development</p> <p>Land Use</p> <p>Transportation and Circulation</p> <p>Open Space</p> <p>Recreation and Community Services</p> <p>Conservation</p> <p>Health and Safety</p> <p>Housing Element (2011)</p> <p>http://www.brisbaneca.org/departments/building-and-planning/planning/general-plan</p>

Jurisdiction	General Plan Elements and Date of Adoption
City of South San Francisco	<p><i>South San Francisco General Plan (1999)</i></p> <p>Land Use Planning Sub-Areas Transportation Parks, Public Facilities, and Services Economic Development Open Space and Conservation Health and Safety Noise Housing (2009) http://www.ssf.net/index.aspx?NID=360</p>
City of San Bruno	<p><i>San Bruno General Plan (2009)</i></p> <p>Land Use Economic Development Transportation Open Space Environmental Resources Health and Safety Public Facilities http://sanbruno.ca.gov/comdev_generalPlan.html</p>
City of Millbrae	<p><i>City of Millbrae General Plan (1998)</i></p> <p>Land Use Circulation Parks, Open Space, Conservation Safety Noise Housing (2006) http://www.ci.millbrae.ca.us/index.aspx?page=238</p>
City of Burlingame	<p><i>City of Burlingame General Plan</i></p> <p>Land Use (1969) Circulation (1969) Housing (2002) Open Space (1973) Conservation (1973) Seismic (1973) Scenic Roads (1975) Noise (1981) http://www.burlingame.org/Index.aspx?page=151</p>
City of San Mateo	<p><i>San Mateo General Plan (2010)</i></p> <p>Land Use Circulation Housing Urban Design Conservation Safety Noise http://www.cityofsanmateo.org/index.aspx?NID=2021</p>

Jurisdiction	General Plan Elements and Date of Adoption
City of Belmont	<p><i>Belmont General Plan (1982)</i> Land Use Circulation Noise Seismic Safety-Safety Conservation Housing Parks and Open Space (1992) Housing Element (2010) http://www.belmont.gov/subContent.asp?CatID=240000228</p>
City of San Carlos	<p><i>San Carlos 2030 General Plan (2009)</i> Land Use Housing Circulation and Scenic Highways Environmental Management Parks and Recreation Community Safety and Services Noise http://www.cityofsancarlos.org/generalplanupdate/default.asp</p>
City of Redwood City	<p><i>Redwood City General Plan (2010)</i> Urban Form and Land Use Circulation Economic Development Historic Resources Infrastructure Housing Building Community Public Safety Natural Resources http://www.redwoodcity.org/phed/planning/generalplan/FinalGP_Docs.html</p>
Town of Atherton	<p><i>Town of Atherton General Plan (2002)</i> Land Use Circulation Housing Open Space and Conservation Noise Community Safety Housing Element (2010) http://www.ci.atherton.ca.us/generalplan.html</p>
City of Menlo Park	<p><i>City of Menlo Park General Plan (2013)</i> Land Use and Circulation (1994, amended 2013) Housing Element Open Space and Conservation Noise Safety http://www.menlopark.org/departments/pln/gp/</p>

Jurisdiction	General Plan Elements and Date of Adoption
Santa Clara County	<p><i>Santa Clara County General Plan, 1995–2010</i> (1994)</p> <p>Growth and Development Transportation Parks and Recreation Resource Conservation Health and Safety^a Land Use Housing Element (2009)^a http://www.sccgov.org/sites/planning/PlansPrograms/GeneralPlan/Pages/GP.aspx</p>
City of Palo Alto	<p><i>City of Palo Alto Comprehensive Plan</i> (1998)^a</p> <p>Land Use and Design Transportation Housing (2006) Natural Environment Community Services Business and Economics Governance http://www.cityofpaloalto.org/gov/topics/projects/landuse/complan.asp</p>
City of Mountain View	<p><i>Mountain View 2030 General Plan</i> (2012)</p> <p>Land Use and Design Mobility Infrastructure and Conservation Parks, Open Space, and Community Facilities Noise Public Safety http://www.mountainview.gov/city_hall/community_development/planning/plans_regulations_and_guidelines/general_plan.asp</p>
City of Sunnyvale	<p><i>City of Sunnyvale General Plan</i> (2011)</p> <p>Community Vision Land Use and Transportation^a Community Character Housing Safety and Noise Environmental Management http://sunnyvale.ca.gov/CodesandPolicies/GeneralPlan.aspx</p>

Jurisdiction	General Plan Elements and Date of Adoption
City of Santa Clara	<i>City of Santa Clara 2010–2035 General Plan (2009-2010)</i> Land Use Focus Areas Neighborhood Compatibility Historic Preservation Mobility and Transportation Public Facilities and Services Environmental Quality Sustainability Housing Element (2009) http://santaclaraca.gov/index.aspx?page=1263
City of San Jose	<i>Envision San Jose 2040 General Plan (2011)</i> Thriving Community Environmental Leadership Quality of Life Interconnected City Land Use and Transportation http://www.sanjoseca.gov/index.aspx?NID=1737

Sources: Websites as noted above^a Denotes general plan or plan element that is in the process of being updated.

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2 H.1.2 Specific, Area, and Precise Plans

3 A specific plan is a tool for the systematic implementation of the general plan. It effectively
 4 establishes a link between implementing policies of the general plan and the individual development
 5 proposals in a defined area. Precise plans are flexible documents adopted by some California cities
 6 to facilitate the use of innovative or unconventional urban planning techniques. Precise plans are
 7 often similar to specific plans, but are preferred by some charter cities (which, unlike general law
 8 cities, can use any planning tool not prohibited by the State) due to the lack of State-mandated
 9 constraints. Area plans are plans that cover specific subareas of a community. Within these plans,
 10 more general policies in the General Plan elements are made more precise as they relate to specific
 11 parts of the city. Area plans specify detailed land use designations used to review specific
 12 development proposals and to plan services and facilities.

13 The project corridor overlaps with, or runs adjacent to, several adopted specific, area, or precise
 14 plans that address land development in defined geographic areas within a jurisdiction. The plans
 15 adjacent to the project corridor are listed in Table H-2. In addition, several plans that are adjacent to
 16 the ROW are currently being prepared but not adopted, including the *South San Francisco Downtown*
 17 *Specific Plan*, the *San Antonio Precise Plan* (Mountain View), the *Lawrence Station Area Plan*
 18 (Sunnyvale), and the *Peery Park Specific Plan* (Sunnyvale).
 19

1 **Table H-2. Adopted Specific, Precise, and Area Plans Adjacent to the Caltrain Corridor**

Specific, Precise, or Area Plan	Description and Location Relative to the Caltrain Corridor
City and County of San Francisco	
<p><i>East SOMA Area Plan</i> (included in the Eastern Neighborhoods Plan) (2008) http://www.sf-planning.org/ftp/General_Plan/East_SoMa.htm</p>	<p>The <i>East SOMA Area Plan</i> focuses on development in the City’s South of Market area. Goals include encouraging an appropriate mix of uses, retaining businesses and organizations that contribute to the diversity of the neighborhood, encouraging more neighborhood-serving businesses, attracting jobs for local residents, encouraging a mix of income households, increasing affordable housing, enhancing open spaces, providing a variety of transportation options, and improving the character of the streets. The Caltrain corridor and the San Francisco 4th and King Station are located adjacent to the plan area to the northwest.</p>
<p><i>Central Waterfront Area Plan</i> (included in the Eastern Neighborhoods Plan) (2008) http://www.sf-planning.org/ftp/General_Plan/Central_Waterfront.htm</p>	<p>The <i>Central Waterfront Area Plan</i> covers a portion of eastern San Francisco along the San Francisco Bay and north of Islais Creek. The Plan envisions an area that can accommodate both new housing and neighborhood commercial services while maintaining its role as an area of important economic activity. The neighborhood would feature well-designed, mixed-use buildings that take advantage of transit and new, cutting edge business next to more traditional light-industrial uses. The Caltrain corridor and the 22nd Street Station are along the western boundary of the plan area.</p>
<p><i>Showplace Square/Potrero Hill Area Plan</i> (included in the Eastern Neighborhoods Plan) (2008) http://www.sf-planning.org/ftp/General_Plan/Showplace_Square_Potrero.htm</p>	<p>The <i>Showplace Square/Potrero Hill Area Plan</i> presents the vision for land use in the area to protect and establish neighborhood and commercial patterns. The Plan builds on the existing character of the area and stabilizes it as a place for living and working. A main goal is to strengthen and expand Showplace Square and Potrero Hill as a residential, mixed-use neighborhood with a comprehensive package of public benefits as part of rezoning. The Caltrain corridor and the 22nd Street Station are along the eastern boundary of the plan area.</p>
<p><i>Bayview Hunters Point Area Plan</i> (2004)</p>	<p>The <i>Bayview Hunters Point Area Plan</i> is a tool to guide the future development of this area of San Francisco. The principal land use objectives include a balance between residential, industrial, commercial, and open space uses; stimulate development in underused and declining areas; enhance low-scale physical character in the established neighborhoods; and increase pedestrian-oriented neighborhood commercial and social activities. The Caltrain corridor bisects the plan area.</p>

Specific, Precise, or Area Plan	Description and Location Relative to the Caltrain Corridor
San Mateo County	
<p><i>North Fair Oaks Community Plan</i> (2011) http://www.co.sanmateo.ca.us/portal/site/planning/menuitem.2ca7e1985b6c8f5565d293e5d17332a0/?vgnnextoid=fce20549b39b1310VgnVCM1000001937230aRCRD&vgnnextchannel=3d130549b39b1310VgnVCM1000001937230aRCRD&appInstanceName=default</p>	<p>North Fair Oaks is an unincorporated part of San Mateo County comprising approximately 798 acres, bound by Redwood City to the north, west and southwest, Atherton to the east, and Menlo Park to the northeast. The updated Community Plan establishes the vision and goals for the development and physical composition of North Fair Oaks for the next 25 to 30 years, and incorporates new policies, programs, regulations and strategies to meet the needs of current and future residents and workers. The updated Community Plan’s policies and provisions address land use, circulation and parking, infrastructure, health and wellness, housing, economic development, and design guidelines. The Caltrain corridor bisects the southwestern portion of the Community Plan area.</p>
<p><i>Peninsula Corridor Plan</i> (2003) http://www.belmont.gov/subContent.asp?CatID=240000372 http://www.cityofsancarlos.org/planning/projects/completed_projects/peninsula_corridor/introduction.asp</p>	<p>The regional initiative targets communities along the rail corridor-the area bound by El Camino Real and U.S. Highway 101. Participating jurisdictions within San Mateo County included the cities of Brisbane, Colma, Pacifica, South San Francisco, San Bruno, San Carlos, and Redwood City. The areas around these Caltrain and BART stations and SamTrans bus stops represent unmet potential as centers of community activity that will increase transit ridership and reduce traffic congestion. The four principles of the Plan include turning transit centers into “places,” pedestrian friendly streets, adding housing to a lively downtown mix, and access/linkages. The Caltrain corridor bisects the plan area from Brisbane to Redwood City.</p>
<p><i>San Bruno Mountain Habitat Conservation Plan</i> (1983) http://www.traenviro.com/sanbruno/sbmhpc.htm</p>	<p>The <i>San Bruno Mountain Habitat Conservation Plan</i> (HCP) allows both public and private projects on San Bruno Mountain to be planned so as to minimize the effect on endangered species and the other biological resources of the Mountain. As part of the preparation of the San Bruno Mountain HCP, the private developers have redesigned their projects to reflect habitat consideration. The San Bruno Mountain HCP provides for ongoing planning assistance, including: design review, phasing, reclamation of land disturbed during development, and the creation of buffer zones. The Caltrain corridor is adjacent to the plan area to the east.</p>
City of Brisbane	
<p><i>Brisbane Baylands Specific Plan</i> (2011) http://www.ci.brisbane.ca.us/departments/building-and-planning/baylands-specific-plan</p>	<p>The Baylands in Brisbane encompass approximately 684 acres of undeveloped land. Most of the Baylands were formerly used for industrial and landfill purposes and is now underutilized due to challenges posed by contamination issues as well as a lack of a coordinated vision. The specific plan allows for approximately 12.5 million square feet of commercial/retail, office, residential, hotel, office/R&D, and light industrial development on 414 acres, while preserving 170 acres of upland open space, 111 acres of open water, and 11 acres of open space perimeter within the Brisbane Lagoon. The Caltrain corridor bisects the plan area.</p>

Specific, Precise, or Area Plan	Description and Location Relative to the Caltrain Corridor
City of South San Francisco	
<p><i>East of 101 Area Plan</i> (1994) http://www.ssf.net/index.aspx?nid=366</p>	<p>The plan area is bound by the Bay to the east, U.S. Highway 101 and the Caltrain corridor to the west, Brisbane to the north, and San Francisco International Airport to the south. The area consists of approximately 1,700 acres of land. The overall goal is to recognize the unique character of the East of 101 Area and to guide and relate development in a manner that protects and enhances the area’s physical, economic, and natural resources, while also encouraging appropriate development in the area. The Caltrain corridor travels along the northwestern border of the plan area.</p>
City of San Bruno	
<p><i>Transit Corridors Plan</i> (2013) http://planbruno.org/</p>	<p>The <i>Transit Corridors Plan</i> is a specific plan document that defines the desired development framework for the Transit Corridors Area in San Bruno. This plan will guide all new development in the area in both the public and private realms. New development projects will be required to follow the policies, programs, and guidelines set for in the specific plan. The Caltrain corridor traverses the plan area and the San Bruno Station is located at the center.</p>
City of Millbrae	
<p><i>Millbrae Station Area Specific Plan</i> (1998) http://www.ci.millbrae.ca.us/index.aspx?20page=239</p>	<p>The <i>Millbrae Station Area Specific Plan</i> (MSASP) is a vision for redevelopment of the 116 acres around the BART/Caltrain Station. The MSASP automatically confers special zoning upon that land for higher density housing, retail, restaurant, office, hotel, and entertainment in a mixed-use setting. The plan area is divided into 13 subareas that are grouped by location. The main goal of the plan is redevelopment and intensification of uses, with a “townscape” theme, for the physical improvement, economic revitalization, and long-term social and cultural benefit of the city. The Caltrain corridor traverses the Plan area and the Millbrae Transit Center is located at the center.</p>
City of Burlingame	
<p><i>North Burlingame/Rollins Road Specific Plan</i> (2004) http://www.burlingame.org/Index.aspx?page=151</p>	<p>The <i>North Burlingame/Rollins Road Specific Plan</i> includes land use changes and design improvements for the northern Burlingame area. The Specific Plan consists of two subareas. Proximity to transportation opportunities allows the intensification of commercial, industrial, and residential uses in both subareas. The Caltrain corridor traverses the plan area in the northern portion and continues to run along the area’s western perimeter. The Broadway Station is directly to the south, but not within the plan area.</p>
<p><i>Downtown Specific Plan</i> (2010) http://www.burlingame.org/Index.aspx?page=151</p>	<p>The <i>Downtown Specific Plan</i> provides an overall vision for the future of Downtown Burlingame. The Specific Plan is a policy document, organized into elements that include goals and policies as well as implementation strategies. The plan would include approximately 180,000 square feet of commercial uses, 250,000 square feet of office uses, and up to 1,200 housing units. The Caltrain corridor travels along the eastern border of the plan area and includes the Burlingame Station.</p>

Specific, Precise, or Area Plan	Description and Location Relative to the Caltrain Corridor
City of San Mateo	
<p><i>Downtown Area Plan (2009)</i> http://www.cityofsanmateo.org/index.aspx?NID=1894</p>	<p>The <i>Downtown Area Plan</i> provides a framework for future decision making. The policies provide an overall direction to be followed and used to evaluate private development projects. Specific implementation measures guide the City’s actions regarding public improvements, and the ultimate disposition of publicly owned land in downtown. The Caltrain corridor bisects the plan area, with the San Mateo Station at the center.</p>
<p><i>Hillsdale Station Area Plan (2011)</i> http://www.cityofsanmateo.org/index.aspx?NID=1945</p>	<p><u>The Hillsdale Station Area Plan provides the regulatory framework for compact and sustainable development in the area surrounding the Hillsdale Caltrain Station. The Plan’s guiding principles provide the overarching goals for achieving a vibrant, compact, and sustainable Station Area, and are threaded through the decisions, goals, and policies that provide the foundation of the Plan. The Plan also calls for relocating the Caltrain Hillsdale Station to north of 31st Avenue. The Caltrain corridor traverses through the Plan Area and the sites of the three proposed options for PS4 are located within the Plan Area.</u></p>
<p><i>Rail Corridor Transit-Oriented Development Plan (2005)</i> http://www.cityofsanmateo.org/index.aspx?NID=1899</p>	<p>The intent of the <i>San Mateo Rail Corridor Transit Oriented Development Plan</i> is to allow, encourage, and provide guidance for the creation of world class transit-oriented development within a half-mile radius of the Hillsdale and Hayward Park Station areas, while maintaining and improving the quality of life of those who already live and work in the area. The Caltrain corridor traverses the plan area and the proposed development is focused around the Hillsdale and Hayward Park Stations.</p>
<p><i>Bay Meadows Phase II Specific Plan (2005)</i> http://www.cityofsanmateo.org/index.aspx?NID=1050</p>	<p>The <i>Bay Meadows Phase II Specific Plan</i> is an outgrowth of a multi-year corridor planning process undertaken by the City of San Mateo. The 83-acre Bay Meadows Phase II is envisioned as a compact, walkable, transit-oriented community, where many independent elements are brought together to promote transit utilization. The Specific Plan also includes major upgrades planned for Caltrain and the Hillsdale Station. The Caltrain corridor travels along the western border of the plan area, which includes the Hillsdale Station.</p>
<p><i>El Camino Real Master Plan (2001)</i> http://www.cityofsanmateo.org/index.aspx?nid=1308</p>	<p>The <i>El Camino Real Master Plan</i> provides a vision for the future of El Camino Real south, from State Route 92 to the Belmont city border. The Master Plan is a framework for decision making for developers, designers, city officials, and concerned citizens and outlines future projects and development along El Camino Real in southern San Mateo. The Caltrain corridor generally travels just outside of the eastern border of the plan area.</p>
City of Belmont	
<p><i>Downtown Belmont Specific Plan (1990)</i> http://www.belmont.gov/subContent.asp?CatId=240001038</p>	<p>The Belmont Downtown Specific Plan focuses on creating a new image for the Downtown to improve appearance and create a “sense of place.” The Specific Plan has the goal of creating a Downtown Core and urban design plans/guidelines to revitalize the Downtown streetscape. The Caltrain corridor bisects the Plan area, with the Belmont Station at the center on the intersection of Ralston Avenue and El Camino Real.</p>

Specific, Precise, or Area Plan	Description and Location Relative to the Caltrain Corridor
City of Redwood City	
<p><i>Downtown Precise Plan</i> (2011) http://www.redwoodcity.org/phed/planning/precise/FINAL-DTPP/NewDTPPDownload.htm</p>	<p>The <i>Downtown Precise Plan</i> (DTPP) will guide growth in Downtown Redwood City by providing a vision and clear rules for future development. The DTPP will continue Downtown’s revitalization as a walkable, lively, and successful activity center in the San Francisco Bay Area. Rather than being focused primarily on land use, the DTPP’s foremost concern is the form of buildings, how they address the street, and how they shape public spaces. Architecture will fit in with the existing character of the area and build on our strengths.</p> <p>The Caltrain corridor bisects the southwestern portion of the plan area, with the Redwood City Station in the western area.</p>
City of Menlo Park	
<p><i>El Camino Real/Downtown Specific Plan</i> (2012) http://www.menlopark.org/projects/comdev_eocrdowntown.htm</p>	<p>The <i>El Camino Real/Downtown Specific Plan</i> establishes a framework for private and public improvements on El Camino Real, in the Caltrain station area, and in downtown Menlo Park for the next several decades. The plan’s focus is on the character and extent of enhanced public spaces, the character and intensity of private infill development and circulation and connectivity improvements. It includes a strategy for implementation of public space improvements, such as wider sidewalks and plazas, and other infrastructure improvements.</p> <p>The Caltrain corridor generally establishes the northeastern boundary of the Plan area, except in the vicinity of the Menlo Park Station, which is encompassed by the plan area.</p>
Santa Clara County	
<p><i>Santa Clara Valley Habitat Plan</i> (2012) http://www.scv-habitatplan.org/www/site/alias_default/346/final_habitat_plan.aspx</p>	<p>The <i>Santa Clara Valley Habitat Plan</i> provides a framework for promoting the protection and recovery of natural resources, including endangered species, while streamlining the permitting process for planned development, infrastructure, and maintenance activities. The Habitat Plan allows the Santa Clara County, the Santa Clara Valley Water District, the Santa Clara Valley Transportation Authority, and the cities of Gilroy, Morgan Hill, and San José (collectively, the Local Partners or Permittees) to receive permits required under the Endangered Species Act for activities and projects that the agencies conduct or permit. The Caltrain corridor runs through the northern portion of the plan area. The San Jose Diridon Station and the Tamien Station are located within the plan area.</p>

Specific, Precise, or Area Plan	Description and Location Relative to the Caltrain Corridor
City of Palo Alto	
<p><i>South of Forest Coordinated Area Plan Phase I</i> (2000) http://www.cityofpaloalto.org/gov/depts/pln/advance/area/sofa.asp</p>	<p>The <i>South of Forest Coordinated Area Plan (SOFA CAP), Phase I</i> defines future land uses in the approximately 9-block portion of the SOFA area in which most of the Palo Alto Medical Foundation holdings were originally located. As part of the Development Agreement, the City acquired title to the historic Roth Building, land for a new public park, a site for a child care facility, and a site for a below market rate housing project. The City granted approval for 160 new dwelling units and 30,000 square feet of retail and office space.</p> <p>The Caltrain corridor is just outside of the plan area, paralleling the plan area to the southwest. The Palo Alto Station is also located to the southwest of the plan area, across Alma Street.</p>
<p><i>South of Forest Coordinated Area Plan Phase II</i> (2003) http://www.cityofpaloalto.org/gov/depts/pln/advance/area/sofa.asp</p>	<p>Phase two of the SOFA CAP is long-term plan that addresses a specific nine-block area (approximately 19 acres). Phase 2 of the CAP was triggered due to new development in the commercial portions of the nine-block area. These new developments generally included commercial office and residential uses in denser developments than the existing automobile oriented service uses, which previously dominated the area. Although some of the goals and policies are the same for phase two as phase one, the Phase II CAP is an independent document that does not rely on Phase I for its direction or implementation.</p> <p>The Caltrain corridor is just outside of the plan area, paralleling the plan area to the southwest. The Palo Alto Station is also located to the southwest of the plan area, across Alma Street.</p>
City of Mountain View	
<p><i>Downtown Precise Plan</i> (2004) http://beta.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=2768 http://www.mountainview.gov/city_hall/community_development/planning/plans_regulations_and_guidelines/precise_plans.asp</p>	<p>The purpose of the <i>Downtown Precise Plan</i> is to provide a coherent framework for downtown development and preservation, which will guide future private-sector actions. As a result of increased development pressure throughout Santa Clara County, downtown Mountain View has experienced considerable growth and change. The intent of this Plan is to manage that growth by guiding it toward the realization of specific urban design objectives for the downtown. This document outlines these objectives in terms of land use policies, and development standards and design guidelines for 10 specific subareas within the study area.</p> <p>The Caltrain corridor and the Mountain View Station form the northeastern border of the plan area.</p>
<p><i>Evelyn Avenue Corridor Precise Plan</i> (1994) http://beta.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=2767 http://www.mountainview.gov/city_hall/community_development/planning/plans_regulations_and_guidelines/precise_plans.asp</p>	<p>The <i>Evelyn Avenue Corridor Precise Plan</i> promotes beneficial change in an area that is poised for redevelopment. The principal elements are a new residential area that emulates the qualities of the Old Mountain View Neighborhood, a commercial area that supports downtown and adjacent residential areas, a multi-modal downtown transit center, and a clear hierarchy of streets and roadways, with Evelyn Avenue improved as an attractive downtown entrance.</p> <p>The Caltrain corridor forms the northeastern border of the plan area. The Mountain View Station is within the plan area boundaries.</p>

Specific, Precise, or Area Plan	Description and Location Relative to the Caltrain Corridor
<p><u><i>Shoreline Boulevard Precise Plan (1978)</i></u> http://beta.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=2756 http://www.mountainview.gov/city_hall/community_development/planning/plans_regulations_and_guidelines/precise_plans.asp</p>	<p>The area is to be developed with a residential complex designed for either a mix of families and senior citizens or exclusively for senior citizens. The residential location, proximity to shopping services and central location in the City all lend themselves to this unique and needed use. Planned Community District procedures should be utilized to ensure high-quality development and harmonious integration of uses with adjacent properties. A substantial proportion of the entire parcel shall be retained for landscape and open space. The Caltrain corridor is located approximately 0.15 miles south of the plan area.</p>
<p><u><i>Mayfield Precise Plan (2006)</i></u> http://beta.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=2969</p>	<p><u>The purpose of the Plan is to establish a comprehensive framework of development objectives, standards and design guidelines to fit the unique opportunities and challenges of the plan area. The Plan specifies allowed uses, intensity of use, relationship to neighboring properties, parking and circulation, special design standards, public improvements, and procedures for development review.</u> <u>The Caltrain corridor is located adjacent to Central Expressway, which forms the southwestern border of the plan area.</u></p>
<p><u><i>San Antonio Station Precise Plan (2002)</i></u> http://beta.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=2759</p>	<p><u>The Plan provides density and land use criteria, design parameters, and general guidelines to be used as the basis for design and development of a distinctive mixed-use community. The Plan supports the goal of facilitating development of appropriately situated and planned residential communities, especially those integrated with existing transit networks.</u> <u>The Caltrain corridor forms the northeastern boundary of the plan area, across Showers Drive. The San Antonio Caltrain Station is located adjacent to the plan area.</u></p>
<p><u><i>San Antonio Precise Plan Development Alternatives (2014)</i></u> http://sanantoniopreciseplan.com/wp-content/uploads/2014/02/BriefingBook_SA_Final.pdf</p>	<p><u>The Plan builds on the City's 2030 General Plan as well as the vision framework that the community developed in the San Antonio Vision Report in 2013. The Plan sets forth land use goals for the area. The Plan presents alternatives for streetlife, parkways, central green and bicycle circulation.</u></p>
<p><u><i>San Antonio Center Precise Plan (2011)</i></u></p>	<p><u>The Plan provides a framework for development in the San Antonio Center to guide future development. Plan was updated to allow 188,000 square feet of additional commercial area and up to 350 residential units.</u></p>
<p><u><i>Villa-Mariposa Area Precise Plan (1992)</i></u> http://beta.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=2766</p>	<p><u>The Plan provides for the transition of the older industrial complex into a primarily residential area, either with a purely residential development in keeping with the adjacent, surrounding land uses; or, alternatively, as a combination-use project with nonresidential use of the easterly portion when such use is consistent with and facilitates the development of residential use of the remaining major part of the site.</u> <u>The Caltrain corridor forms the eastern boundary of the plan area.</u></p>

Specific, Precise, or Area Plan	Description and Location Relative to the Caltrain Corridor
<p><u><i>111 Ferry-Morse Way Precise Plan (1985)</i></u> http://beta.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=2775</p>	<p><u>The premise of the Plan is to provide for transition to quality light industrial or office use when Ferry-Morse vacates the site. The plan area and any development on it are visible to adjacent roadways. Therefore, special attention is needed to the design of any building constructed here and to site features, including landscaping, parking lot layout and special amenities, including fountains and public sculpture, to call attention to development on this property.</u> <u>The Caltrain corridor is to the east of the plan area, across Evelyn Avenue.</u></p>
<p><u><i>Sylvan-Dale Area Plan (1974)</i></u></p>	<p><u>The majority of the goals for this Plan center around the basic concept of assuring the creation of a residential neighborhood of sound design and character. The Plan aims to develop a neighborhood which incorporates a variety of residential uses, recreation opportunities, public facilities, and commercial services to serve its population.</u> <u>The northeastern portion of the plan area is adjacent to the Caltrain corridor.</u></p>
<p><u><i>Mora/Ortega Precise Plan (2012)</i></u> http://beta.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=3797</p>	<p><u>The purpose of the Plan is to provide for the eventual, long-term transition of the plan area to residential use. The Precise Plan delineates uses, relationships to other areas, intensity of use, circulation, design criteria, procedures for development and review, and special conditions. This Plan incorporates several alternatives with respect to major improvement while strongly encouraging parcel assembly and coordinated design throughout.</u> <u>The Caltrain corridor forms the eastern boundary of the plan area.</u></p>
<p><u><i>Whisman Station Precise Plan (2005)</i></u> http://beta.mountainview.gov/civicax/filebank/blobdload.aspx?blobid=2779</p>	<p><u>The purpose of the Plan is to establish the zoning framework for a mixed residential and industrial community in an area that has undergone recent significant changes. The Precise Plan has fostered high-quality development and a new mix of uses that have rejuvenated this older industrial area. The development standards and design guidelines in the Plan are meant to accommodate small-lot single-family and rowhouse units, new public parks, and existing office and research facilities to continue to form a new mixed-use neighborhood that contains a light rail line and station.</u> <u>The Caltrain corridor provides the southwestern border of the plan area.</u></p>
<p>City of Sunnyvale</p>	
<p><u><i>Downtown Specific Plan (2003)</i></u> http://sunnyvale.ca.gov/Portals/0/Sunnyvale/CDD/Non-Residential/DSPFINAL.pdf http://sunnyvale.ca.gov/Departments/CommunityDevelopment/CommunityDevelopmentDivisions/Planning.aspx/</p>	<p><u>The Downtown Specific Plan area comprises roughly 125 acres. This Plan increases the number of residential units, emphasizes reconnection of the street grid in the Town Center area and creates a sense of arrival along Mathilda Avenue with wider sidewalks and taller buildings. The plan addresses the special assets, character, and identity that make Sunnyvale unique while targeting development to meet current conditions.</u> <u>The Caltrain corridor and the Sunnyvale Station forms the northern border of the plan area. <u>The Sunnyvale station and the proposed location for PS6, Option 2 are within this plan area.</u></u></p>
<p><u><i>Southern Pacific Corridor Specific Plan (1984)</i></u> http://sunnyvale.ca.gov/Departments/CommunityDevelopment/CommunityDevelopmentDivisions/Planning.aspx/</p>	<p><u>The <i>Southern Pacific Corridor Specific Plan</i> outlines development goals for several properties along the Caltrain corridor. These properties have since been developed.</u> <u>The Caltrain corridor creates the southern border of the western portion plan area and bisects the eastern portion of the Plan area.</u></p>

Specific, Precise, or Area Plan	Description and Location Relative to the Caltrain Corridor
City of San Jose	
<p><i>Communications Hill Specific Plan (1992)</i> http://www.sanjoseca.gov/index.aspx?NIID=1741</p>	<p>The Specific Plan for Communications Hill identifies the elements and defines the criteria for development of a large expanse of hilly terrain near downtown San Jose. The purpose of the plan is to create a neighborhood with social interaction. The plan provides an integrated mix of uses and a well-defined structure. Since the plan approval, certain portions of Communications Hill have been developed, but the plan area is not built-out. The Caltrain corridor bisects the plan area.</p>
<p><i>Tamien Station Area Specific Plan (1995)</i> http://www.sanjoseca.gov/index.aspx?NIID=1741</p>	<p>The <i>Tamien Station Area Specific Plan</i> focuses on the Tamien Light Rail Transit Station and the Tamien Caltrain Station. The intent of the Specific Plan is to encourage investment and new development within the Tamien Station area through a clear public commitment to a new transit- and pedestrian-oriented community, and through a definitive pattern of land uses that provide property owners with a level of certainty regarding the future form and character of new development. The Caltrain corridor bisects the plan area with the Tamien Station at the center.</p>
<p>Sources: Websites (as noted above) for the Cities of San Francisco, Brisbane, South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, North Fair Oaks, Atherton, Menlo Park, Palo Alto, Mountain View, Sunnyvale, Santa Clara, and San Jose, San Mateo County, and Santa Clara County.</p>	

1

1 H.2 Park and Recreation Facilities

2 The study area for parks, recreation, and open space areas includes recreational facilities within
 3 0.25 mile of the Caltrain corridor. Table H-3 provides a list of all parks within a 0.25-mile radius of
 4 the Caltrain ROW. In addition to the existing parks, several parks are proposed adjacent to the
 5 Caltrain ROW in San Mateo, Redwood City, Santa Clara, and San Jose.

6 **Table H-3. Publically-Owned Parks/Recreation Areas within 0.25 miles of the Caltrain Corridor**

Facility Name	Location
City of San Francisco	
AT&T Park	24 Willie Mays Plaza
China Basin Park	Terry A. Francois Boulevard/Third Street
Mission Creek Park	451 Berry Street
Jackson Park and Playground	17 th Street/Arkansas Street
Esprit Park	970 Tennessee Street
Potrero Hill Recreation Center	801 Arkansas Street
Palou Phleps Mini Park	Palou Avenue
Open Space (Quesada)	Quesada
Bayview Playground	3 rd Street at Armstrong
Le Conte Mini Park	Le Conte Avenue
Bayview Park	200 Bayview Park Road
Visitacion Valley Community Center	66 Raymond Avenue
Little Hollywood Park	Lathrop Avenue/Tocoloma Avenue
City of Brisbane	
Community Park	Old Country Road
Community Park	Thomas Avenue
BCDC Linear Park	Marina Boulevard
San Bruno Mountain State Park	Bayshore Boulevard
City of South San Francisco	
Gardiner Lot	Gardiner Avenue/Randolph Avenue
Cypress and Pine Play Lot	Cypress Avenue/Pine Avenue
City of San Bruno	
Bayshore Circle Park	2 Atlantic Avenue
Herman Tot Lot	172 Diamond Street
Forest Lane Park	300 Forest Lane
Posey Park	San Mateo Avenue/Huntington Avenue
Lions Park ^a	500 First Avenue
Lomita Park ^a	San Anselmo Avenue/San Juan Avenue
City of Millbrae	
Marina Vista Park	Spruce Street
Bayside Manor Park	Lerida Avenue
Spur Trail Phase I	12 Elder Avenue

Facility Name	Location
City of Burlingame	
Village Park	1535 California Drive
Laguna Park	1414 Laguna Avenue
Burlingame Lagoon Park, Bayside Park, and Murray Field	Northeast of U.S. Highway 101, adjacent to San Francisco Bay
Alpine Playground	Alpine Avenue/Carolyn Avenue
Burlingame Aquatic Center	Oak Grove/Laurel
Washington Park	850 Burlingame Avenue
Cannon Park	Lorton Avenue/California Drive
Howard Park	Howard Avenue/California Drive
J Lot Playground	Primrose Road
City of San Mateo	
Martin Luther King Junior Community Center	725 Monte Diablo Avenue
Gateway Park	800 East 3 rd Avenue
Central Park and Recreation Center	11 Old County Road
Hayward Park Square	12 th Street/B Street
Sunnybrae Park	Sunnybrae Boulevard/Folkstone Avenue
Trinta Park ^a	150 19 th Avenue
City of Belmont	
Davey Glen Park	326 Davey Glen Road
Alexander Park	409 Yorkshire Way
O'Donnell Park	400 Ralston at Hiller
Twin Pines Park	1835 Belburn Drive
City of San Carlos	
Laureola Park	503 Old County Road
Laurel Street Park	759 Laurel Street
City of Redwood City	
Wellesley Crescent Park	Wellesley Crescent
Mezes Park	Warren Street/Standish Street
Broadway Arguello Parklet ^a	Broadway Street/Marshall Street
Courthouse Square	2200 Broadway Street
City Center Plaza	1017 Middlefield Road
John S Roselli Memorial Park ^a	1044 Middlefield Road
Main Street Park ^a	Main Street/Beech Street
Jardin de Ninos Park	Chestnut Street/Middlefield Road
Linden Park	Linden Street/Park Street
North Fair Oaks (Unincorporated San Mateo County)	
Children's Park	Curtis Avenue/Dumbarton Avenue

Facility Name	Location
Town of Atherton	
Reading Park	2 Dinkelspiel Station Lane
Holbrook-Palmer Park ^a	150 Watkins Avenue
City of Menlo Park	
Burgess Park	701 Laurel Street
Nealon Park	800 Middle Avenue
San Francisquito Creek and Trail	San Francisquito Creek/Stanford Shopping Center Open Space
City of Palo Alto	
El Camino Park ^a	100 El Camino Real
El Palo Alto Park ^a	117 Palo Alto Avenue
Timothy Hopkins Creekside Park	Palo Alto Avenue
Arboretum Grove	Galvez Street/Arboretum Road
Cogswell Park	264 Lytton Avenue
Lytton Plaza	200 University Avenue
Heritage Park	300 Homer Avenue
Embarcadero Bike Path ^a	Parallel to Caltrain corridor
Peers Park ^a	1899 Park Boulevard
Bowden Park	2380 High Street
Wallis Park	202 Ash Street
Boulware Park	390 Fernando Avenue
Palo Alto Community Child Care Park	3990 Ventura Court
Robles Park	4116 Park Boulevard
Green Meadow Neighborhood Park	303 Parkside Drive
City of Mountain View	
Rengstorff Park ^a	298 Escuelaav Avenue
Rex Manor Park	203 Farley Street
Resident Park ^a	North of Chiquita Avenue/Villa Street
Dana Park	251 South Shoreline Boulevard
Jackson Park	Jackson Street/Stierlin Road
Centennial Plaza	Castro Street/Evelyn Avenue
Willowgate Community Gardens	End of Andsbury Avenue
Stevens Creek Trail	Parallel to Stevens Creek Freeway
Edith Landels Park	115 West Dana Street
Slator School Park	325 Gladys Avenue
Chetwood Park	144 Chetwood Drive
Magnolia Park	1 Magnolia Lane
City of Sunnyvale	
Cannery Park	229 Pajaro Avenue
Washington City Park	255 South Pastoria Avenue
Cherry Orchard	West California Avenue/Sobrante Way
Libby Can Tower	West California Avenue
Downtown Plaza	200 West Evelyn Avenue
Murphy Park	130 East California Avenue
Victory Village Park	945 Kifer Road

Facility Name	Location
City of Santa Clara	
Bracher Park ^a	2700 Chromite Drive
Rotary Park	1511 Warburton Avenue
Reed Street Dog Park ^a	888 Reed Street
Larry J Marsalli Park/Lafayette Park	Lewis Street/El Camino Real
City of San Jose	
Hamline Community Garden	1029 Hamline Street
College Park	Elm Street/Heddings Street
Guadalupe River Park Chain	438 Coleman Avenue
Los Gatos Creek Trail ^a	At West. San Carlos Street crossing
Guadalupe River Park Gardens	438 Coleman Avenue
Heritage Rose Garden	438 Colman Avenue
Lenzen Park	875 Cinnabar Street
SAP Center (parking lots) ^a	525 West Santa Clara Street
Cahill Park	754 The Alameda
Foundry Community Day School Play Field	258 Sunol Street
Biebrach Park	West Virginia Street/Delmas Avenue
Fuller Park ^a	Fuller Avenue
J. Frey/Willow Community Garden	West Alma Avenue/Belmont Way
Parque de Padre Mateo Sheedy	Floyd Street
Kurte Park ^{a, b}	Communication Hills Boulevard

Sources: ESRI, Google Maps, Bing Maps, MTC, ICF, CPAD, Cities of San Francisco, Brisbane, South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, North Fair Oaks, Atherton, Menlo Park, Palo Alto, Mountain View, Sunnyvale, Santa Clara, and San Jose.

^a Denotes parks and recreation facilities that abut the Caltrain corridor with no separation by existing streets or freeways.

^b Kurte Park is adjacent to the proposed PS7 facility.

1 **H.3 Land Use Plan/Policy Consistency Analysis**

2 The Caltrain corridor runs through three counties including 17 incorporated cities. The general
3 plans for each of these communities only apply to the Proposed Project where construction would
4 occur outside of the Caltrain ROW. In addition, several jurisdictions have adopted specific, area,
5 and/or precise plans for certain subareas. The Caltrain ROW runs adjacent to or through a number
6 of areas subject to specific specific, area and precise plans (see Table H- 2).

7 Although, as noted above, Caltrain is exempt from the application of local land use policies within
8 the Caltrain ROW, CEQA requires a disclosure of a project's general consistency with local land use
9 plans and policies.

10 Table H-4, below, summarizes the Proposed Project's general consistency with these plans. Where
11 encroachments are noted below for the OCS or ESZ, they are in relation to private property. There
12 are also OCS encroachments on public land (road and rail rights of way), but none would result in
13 substantial disruption of existing or potential public road/rail right of way uses. There are also ESZ
14 encroachments on public land (road and rail rights of way and a few parks), but none would result
15 in substantial disruption of existing or potential land uses. Thus Table H-4, in relation to the
16 OCS/ESZ encroachments, is limited to potential effects to private property.

Table H-4. Project Consistency with Applicable Plans and Policies

Local Plan	Location Relative to Caltrain	Potential Project Features in Local Plan Area	Consistency
City and County of San Francisco			
<i>San Francisco General Plan</i>	The Caltrain corridor bisects the northern portion of the City in a north-south direction.	Overhead contact system, four tunnel/track modifications for vertical clearances, two existing bridge barrier enhancements, nine new bridge barriers, two paralleling stations (PS1 and PS2).	Consistent. All construction and operation of the Proposed Project within San Francisco would occur within the existing corridor <u>with the exception of minor encroachment of the ESZ on private property in 4 locations that would not substantially affect property land use potential.</u> Bridge barriers would have no land use impacts. No conflicts with the General Plan would occur.
<i>East SOMA Area Plan</i>	The Caltrain corridor and the 4 th and Townsend Station are located immediately adjacent to the plan area to the northwest.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Area Plan would occur.
<i>Central Waterfront Area Plan</i>	The Caltrain corridor and the 22nd Street Station are along the western boundary of the plan area.	Overhead contact system, tunnel/track modifications for vertical clearances. PS1 would be adjacent to the plan area to the northwest.	Consistent. All construction and operation would occur within the existing corridor. PS1 would be adjacent to the plan area but would not conflict with plan goals and policies.
<i>Showplace Square/Potrero Hill Area Plan</i>	The Caltrain Corridor and the 22nd Street Station are along the eastern boundary of the plan area.	Overhead contact system, tunnel/track modifications for vertical clearances. PS1 would be adjacent to the plan area to the east and north.	Consistent. All construction and operation would occur within the existing corridor. PS1 would be within the Caltrain ROW adjacent to the plan area but would not conflict with plan goals and policies.
<i>Bayview Hunters Point Area Plan</i>	The Caltrain corridor bisects the plan area.	Overhead contact system, tunnel/track modifications for vertical clearances.	Consistent. All construction and operation would occur within the existing corridor. No conflicts with the Area Plan would occur.
San Mateo County			

Local Plan	Location Relative to Caltrain	Potential Project Features in Local Plan Area	Consistency
<i>San Mateo County General Plan</i>	The Caltrain corridor bisects eastern San Mateo County.	Overhead contact system, existing bridge barrier enhancements, new bridge barriers, two paralleling stations (PS3 and PS4), one traction power substation (TPS1), and one switching station (SWS1).	Consistent. The majority of construction and operation of the Proposed Project within San Mateo County would occur within the existing corridor <u>with the exception of ESZ encroachment on a number of private parcels in the North Fair Oaks area, which would not result in substantial displacement of land use potential.</u> TPS1 in South San Francisco is discussed in more detail below. Bridge barriers would have no land use impacts. No conflicts with the General Plan would occur.
<i>North Fair Oaks Community Plan</i>	The Caltrain corridor bisects the southwestern portion of the Community Plan area.	Overhead contact system, one switching station (SWS1).	<p>Consistent. SWS1, <u>Option 1</u> would be constructed within the SamTrans owned property adjacent to the Caltrain ROW and would be <u>is currently</u> surrounded by <u>light industrial/commercial</u> uses. <u>Future planning for mixed residential/commercial/light industrial to the north of SWS, Option 1 would not be hindered by the project, but might prioritize commercial or light industrial adjacent to the Caltrain ROW. If residential is proposed in the immediately adjacent area, Caltrain will apply aesthetic Mitigation Measure AES-2b to SWS, Option 1.</u></p> <p><u>There would be a number of ESZ encroachment on private parcels in the North Fair Oaks area, but they would not result in substantial displacement of land use potential.</u></p> <p>Consequently, no conflicts with the Community Plan would occur <u>with mitigation.</u></p>

Local Plan	Location Relative to Caltrain	Potential Project Features in Local Plan Area	Consistency
<i>Peninsula Corridor Plan</i>	The Caltrain corridor bisects the plan area from Brisbane to the north and Redwood City to the south and includes stations in Brisbane, South San Francisco, San Bruno, Belmont, San Carlos, and Redwood City.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor. No construction would occur around the <u>covered</u> Caltrain stations in the Corridor Plan, with the project except for the OCS. No conflicts with the Corridor Plan would occur.
City of Brisbane			
<i>City of Brisbane General Plan</i>	The Caltrain corridor bisects Brisbane.	Overhead contact system, three new bridge barriers.	Consistent. The OCS poles and wires would be within the existing corridor <u>but the ESZ would have minor encroachment on several private properties but would not result in substantial disruption to land use potential.</u> Bridge barriers would have no land use impacts. No conflicts with the General Plan would occur.
<i>Brisbane Baylands Specific Plan</i>	The Caltrain corridor bisects the plan area, creating its east and west areas.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor <u>but the ESZ would have minor encroachment on several private properties but would not result in substantial disruption to land use potential.</u> No conflicts with the Specific Plan would occur.
City of South San Francisco			
<i>City of South San Francisco General Plan</i>	The Caltrain corridor bisects eastern South San Francisco.	Overhead contact system, three existing bridge barrier enhancements, two new bridge barriers, one traction power substation (TPS1 with three options).	Consistent. The OCS poles and wires would be within the existing corridor <u>but the ESZ would have minor encroachment on one private parcel but would not result in substantial disruption to land use potential.</u> Bridge barriers would have no land use impacts. Although TPS1 (all options) would be outside of the Caltrain ROW, TPS1 would be consistent with surrounding land uses. There would be no conflict with the plan.

Local Plan	Location Relative to Caltrain	Potential Project Features in Local Plan Area	Consistency
<i>East of 101 Area Plan</i>	The Caltrain corridor travels along the northwestern border of the plan area.	Overhead contact system, TPS1 (with three options).	TPS1 Option 2 would require a zoning amendment to allow traction power substation use because the existing zone would not allow traction power substation use in the freeway commercial (FC) zone. The other TPS1 options would be allowable with current zoning. <u>Duct banks to the TPS options would not constrain land use.</u>
City of San Bruno			
<i>San Bruno General Plan</i>	The Caltrain corridor forms the eastern border of San Bruno.	Overhead contact system, one new bridge barrier.	Consistent. The OCS poles and wires would be within the existing corridor. Bridge barriers would have no land use impacts. No conflicts with the General Plan would occur.
<i>Transit Corridors Plan</i>	The Caltrain corridor traverses the plan area and the San Bruno Station is located at the center.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Corridors Plan would occur.
City of Millbrae			
<i>City of Millbrae General Plan</i>	The Caltrain corridor bisects eastern Millbrae.	Overhead contact system, two existing bridge barrier enhancements.	Consistent. The OCS poles and wires would be within the existing corridor. Bridge barriers would have no land use impacts. No conflicts with the General Plan would occur.
<i>Millbrae Station Area Specific Plan</i>	The Caltrain corridor traverses the Plan area and the Millbrae Transit Center is located at the center.	Overhead contact system, two existing bridge barrier enhancements.	Consistent. The OCS poles and wires would be within the existing corridor. Bridge barriers would have no land use impacts. No conflicts with the Specific Plan would occur.
City of Burlingame			
<i>City of Burlingame General Plan</i>	The Caltrain corridor bisects the northeastern portion of Burlingame.	Overhead contact system, one paralleling station (PS3).	Consistent. The OCS poles and wires would be within the existing corridor. PS3 would also be within the existing Caltrain ROW, adjacent to the Broadway Station parking lot. No conflicts with the General Plan would occur.

Local Plan	Location Relative to Caltrain	Potential Project Features in Local Plan Area	Consistency
<i>North Burlingame/Rollins Road Specific Plan</i>	The Caltrain corridor traverses the Plan area in the northern portion and continues to run along the area’s western perimeter. The Broadway Station is to the south and not within the plan area.	Overhead contact system. PS3 is located adjacent to the Specific Plan to the west.	Consistent. The OCS poles and wires would be within the existing corridor. PS3 is not within the Specific Plan area. Construction and operation of this facility would not result in conflicts.
<i>Downtown Specific Plan</i>	The Caltrain corridor travels along the eastern border of the plan area and includes the Burlingame Station.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Specific Plan would occur.
City of San Mateo			
<i>City of San Mateo General Plan</i>	The Caltrain corridor bisects San Mateo.	Overhead contact system, two new bridge barriers, one paralleling station (PS4 with two options).	Consistent. The OCS poles and wires would be within the existing corridor <u>but there would be OCS encroachment on one commercial parcel and minor ESZ encroachment on two private parcels that would not substantially affect land use potential</u> . Bridge barriers would have no land use impacts. PS4 (both options) would be within the Caltrain ROW. No conflicts with the General Plan would occur.
<i>Downtown Area Plan</i>	The Caltrain corridor bisects the Downtown Area Plan with the San Mateo. Station at the center.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Area Plan would occur.

Local Plan	Location Relative to Caltrain	Potential Project Features in Local Plan Area	Consistency
<i>Rail Corridor Transit-Oriented Development Plan</i>	The Caltrain corridor traverses the Development Plan area and the proposed development is focused around the Hillsdale and Hayward Park Stations.	Overhead contact system (<u>both stations</u>)	Consistent. The OCS poles and wires would be within the existing corridor.
<u>Hillsdale Station Area Plan</u>		PS4 (with two <u>three</u> options) <u>near Hillsdale Station.</u>	PS4 (both <u>all three</u> options) would be within the Caltrain ROW. <u>Hillsdale Station Area Plan required Caltrain to request redesignation of JPB property for TOD uses before the plan would apply to the JPB property, which has not occurred yet.</u> <u>As discussed in Section 3.10, Option 1 and Option 2 would require minor reconfiguration of current envisioned plans for development, but would not hinder implementation of the TOD plan overall and the PS4 would be incorporated. If Option 1 or 2 is selected, Caltrain would apply aesthetic Mitigation Measure AES-2b to these sites.</u> No conflicts with the plan would occur <u>with Option 3.</u>
<i>Bay Meadows Phase II Specific Plan</i>	The Caltrain corridor travels along the western border of the Specific Plan area and includes the Hillsdale Station.	Overhead contact system, PS4 (with two options).	Consistent. The OCS poles and wires would be within the existing corridor. PS4 (both options) would be within the Caltrain ROW. No conflicts with the Specific Plan would occur.
<i>El Camino Real Master Plan</i>	The Caltrain corridor generally travels just outside of the eastern border of the Master Plan area.	Overhead contact system, PS4 (with two options).	Consistent. The OCS poles and wires would be within the existing corridor. PS4 (both options) would be within the Caltrain ROW. No conflicts with the Master Plan would occur.
City of Belmont			
<i>Belmont General Plan</i>	The Caltrain corridor bisects the eastern portion of the City.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor <u>but there would be ESZ encroachment on a number of commercial properties and a few residential properties, but none would substantially affect land use potential.</u> No conflicts with the General Plan would occur.

Local Plan	Location Relative to Caltrain	Potential Project Features in Local Plan Area	Consistency
<i>Downtown Belmont Specific Plan</i>	The Caltrain corridor bisects the Plan area, with the Belmont Station at the center on the intersection of Ralston Avenue and El Camino Real.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor <u>but there would be ESZ encroachment on a number of commercial properties and a few residential properties, but none would substantially displace land use potential</u> . No conflicts with the Specific Plan would occur.
City of San Carlos			
<i>San Carlos 2030 General Plan</i>	The Caltrain corridor bisects the eastern area of San Carlos.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the General Plan would occur.
City of Redwood City			
<i>Redwood City General Plan</i>	The Caltrain corridor bisects Redwood City.	Overhead contact system, one new bridge barrier.	Consistent. The OCS poles and wires would be within the existing corridor. Bridge barriers would have no land use impacts. No conflicts with the General Plan would occur.
<i>Downtown Precise Plan</i>	The Caltrain corridor bisects the southwestern portion of the plan area, with the Redwood City Station in the western area.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Precise Plan would occur.
Town of Atherton			
<i>Town of Atherton General Plan</i>	The Caltrain corridor bisects Atherton.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor <u>but there would be ESZ encroachment on a number of residential properties, but none would substantially displace land use potential</u> . No conflicts with the General Plan would occur.
City of Menlo Park			
<i>City of Menlo Park General Plan</i>	The Caltrain corridor bisects Menlo Park.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor <u>but there would be ESZ encroachment on one commercial property and a few residential properties, but none would substantially displace land use potential</u> . No conflicts with the General Plan would occur.

Local Plan	Location Relative to Caltrain	Potential Project Features in Local Plan Area	Consistency
<i>El Camino Real/Downtown Specific Plan</i>	The Caltrain corridor generally creates the northeastern boundary of the plan area, except in the vicinity of the Menlo Park Station, which is encompassed by the plan area.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor <u>but there would be ESZ encroachment on one commercial property but it would not substantially displace land use potential</u> . No conflicts with the Specific Plan would occur.
Santa Clara County			
<i>County of Santa Clara General Plan</i>	The Caltrain corridor bisects Santa Clara County.	Overhead contact system, eight existing bridge barrier enhancements, 14 new bridge barriers, three paralleling stations (PS5, PS6, and PS7), and one traction power substation (TPS2).	Consistent. The majority of construction and operation of the Proposed Project within the County of Santa Clara would occur within the existing corridor. Bridge barriers would have no land use impacts. No conflicts with the General Plan would occur.
<i>Santa Clara Valley Habitat Plan</i>	The Caltrain corridor runs through the northern portion of the Habitat Plan area. The Diridon Station and the Tamien Station are located within the Habitat Plan area.	Overhead contact system, one existing bridge barrier enhancement, four new bridge barriers, TPS2 (with three options).	Consistent. The project area within the Habitat Plan is highly urbanized with little to no habitat or natural areas. No conflicts with the Habitat Plan would occur.
City of Palo Alto			
<i>City of Palo Alto Comprehensive Plan</i>	The Caltrain corridor bisects Palo Alto.	Overhead contact system, one new bridge barrier, one paralleling station (PS5 with two options).	Consistent. The OCS poles and wires would be within the existing corridor <u>but there would be ESZ encroachment on a few residential properties, but none would displace existing land uses</u> . Bridge barriers would have no land use impacts. PS5 would be within the Caltrain ROW. No conflicts with the Comprehensive Plan would occur.
<i>South of Forest Coordinated Area Plan Phase I</i>	The Caltrain corridor is just outside of the plan area, paralleling the plan area to the southwest. The Palo Alto Station is also located to the southwest of the plan area, across Alma Street.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Area Plan would occur.

Local Plan	Location Relative to Caltrain	Potential Project Features in Local Plan Area	Consistency
<i>South of Forest Coordinated Area Plan Phase II</i>	The Caltrain corridor is just outside of the plan area, paralleling the plan area to the southwest. The Palo Alto Station is also located to the southwest of the plan area, across Alma Street.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Area Plan would occur.
City of Mountain View			
<i>Mountain View 2030 General Plan</i>	The Caltrain corridor bisects Mountain View.	Overhead contact system, two existing bridge barrier enhancements, four new bridge barriers.	Consistent. The OCS poles and wires would be within the existing corridor. Bridge barriers would have no land use impacts. No conflicts with the Comprehensive Plan would occur.
<i>Downtown Precise Plan</i>	The Caltrain corridor and the Mountain View Station form the northeastern border of the plan area.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Precise Plan would occur.
<i>Evelyn Avenue Corridor Precise Plan</i>	The Caltrain corridor forms the northeastern border of the Plan area. The Mountain View Station is within the Plan area boundaries.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Precise Plan would occur.
<i>Shoreline Boulevard Precise Plan</i>	The Caltrain corridor is located approximately 0.15 miles south of the plan area.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Precise Plan would occur.
<i>Mayfield Precise Plan</i>	<u>The Caltrain corridor is located adjacent to Central Expressway, which forms the southwestern border of the plan area.</u>	<u>Overhead contact system.</u>	<u>Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Precise Plan would occur.</u>
<i>San Antonio Station Precise Plan</i>	<u>The Caltrain corridor forms the northeastern boundary of the plan area, across Showers Drive. The San Antonio Caltrain Station is located adjacent to the plan area.</u>	<u>Overhead contact system.</u>	<u>Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Precise Plan would occur.</u>

Local Plan	Location Relative to Caltrain	Potential Project Features in Local Plan Area	Consistency
<u><i>Villa-Mariposa Precise Plan</i></u>	<u>The Caltrain corridor forms the eastern boundary of the plan area.</u>	<u>Overhead contact system.</u>	<u>Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Precise Plan would occur.</u>
<u><i>111 Ferry-Morse Way Precise Plan</i></u>	<u>The Caltrain corridor is to the east of the plan area, across Evelyn Avenue.</u>	<u>Overhead contact system.</u>	<u>Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Precise Plan would occur.</u>
<u><i>Sylvan-Dale Precise Plan</i></u>	<u>The northeastern portion of the plan area is adjacent to the Caltrain corridor.</u>	<u>Overhead contact system.</u>	<u>Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Precise Plan would occur.</u>
<u><i>Mora-Ortega Precise Plan</i></u>	<u>The Caltrain corridor forms the eastern boundary of the plan area.</u>	<u>Overhead contact system.</u>	<u>Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Precise Plan would occur.</u>
<u><i>Whisman Station Precise Plan</i></u>	<u>The Caltrain corridor provides the southwestern border of the plan area.</u>	<u>Overhead contact system.</u>	<u>Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Precise Plan would occur.</u>
City of Sunnyvale			
<i>Sunnyvale General Plan</i>	The Caltrain corridor bisects Sunnyvale.	Overhead contact system, four existing bridge barrier enhancements, two new bridge barriers, one paralleling station (PS6 with two options).	Consistent. The OCS poles and wires would be within the existing corridor <u>but there would be OCS encroachment on two commercial parcels and ESZ encroachment on a number of commercial properties and residential properties, but none would substantially displace land use potential.</u> Bridge barriers would have no land use impacts. PS6 would be within the Caltrain ROW. No conflicts with the General Plan would occur.

Local Plan	Location Relative to Caltrain	Potential Project Features in Local Plan Area	Consistency
<i>Downtown Specific Plan</i>	The Caltrain corridor and the Sunnyvale Station form the northern border of the plan area.	Overhead contact system. PS6, Option 2, would be adjacent to the plan area to the east. <u>within Caltrain ROW, in the plan area, Block 21.</u>	Consistent. The OCS poles and wires would be within the existing corridor. PS6, <u>Option 1</u> would be adjacent to the Specific Plan area and would not conflict with the applicable goals and policies. No conflicts with the Specific Plan would occur. <u>PS6, Option 2 would be within the plan area, located in Block 21. However, PS6, Option 2, is within the Caltrain ROW, and therefore exempt from the Plan. Aesthetic Mitigation Measure AES-2b would apply to Option 1 or Option 2 to help reduce aesthetic effects.</u>
<i>Southern Pacific Corridor Specific Plan</i>	The Caltrain corridor creates the southern border of the western portion Plan area and bisects the eastern portion of the Plan area.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor, <u>except for minor ROW encroachments noted above.</u> No conflicts with the Specific Plan would occur.
City of Santa Clara			
<i>Santa Clara General Plan</i>	The Caltrain corridor bisects Santa Clara.	Overhead contact system, one existing bridge barrier enhancement, three new bridge barriers.	Consistent. The OCS poles and wires would be within the existing corridor <u>but there would be ESZ encroachment on a number of commercial properties and a few residential properties, but none would substantially displace land use potential.</u> Bridge barriers would have no land use impacts. No conflicts with the Comprehensive Plan would occur.
City of San Jose			

Local Plan	Location Relative to Caltrain	Potential Project Features in Local Plan Area	Consistency
<i>Envision San Jose 2040 General Plan</i>	The Caltrain corridor bisects San Jose.	Overhead contact system, one existing bridge barrier enhancement, four new bridge barriers, one traction power substation (TPS2 with three options), one paralleling station (PS7).	Consistent. The majority of construction and operation of the Proposed Project within San Jose would occur within the existing corridor. TPS2 (Options 1 and 2) would be located outside of the Caltrain ROW but within an area surrounded by industrial uses zoned for industrial and transit employment uses. TPS 2 (Option 3) would be on JPB-owned property zoned for transit employment uses. <u>There would be OCS and ESZ encroachment on a number of commercial properties and ESZ encroachment on some residential properties, but none would substantially displace land use potential.</u> Bridge barriers would have no land use impacts. No conflicts with the General Plan would occur.
<i>Communications Hill Specific Plan</i>	The Caltrain corridor bisects the Plan area.	Overhead contact system, PS7.	Consistent. The OCS poles and wires would be within the existing corridor <u>but there would be a minor ESZ encroachment on one undeveloped private parcel, but it would not substantially displace land use potential.</u> PS7 would also be within the Caltrain ROW. No conflicts with the Specific Plan would occur.
<i>Tamien Station Area Specific Plan</i>	The Caltrain corridor bisects the Plan area with the Tamien Station at the center.	Overhead contact system.	Consistent. The OCS poles and wires would be within the existing corridor. No conflicts with the Specific Plan would occur.

Sources: Cities of San Francisco, Brisbane, South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, North Fair Oaks, Atherton, Menlo Park, Palo Alto, Mountain View, Sunnyvale, Santa Clara, and San Jose, San Mateo County, and Santa Clara County.

PS = paralleling station
 TPS = traction power substation
 SWS = switching station

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