



Item No: 2  
Meeting Date: 8/26/2014

**To:** Planning Commission

**Date:** 8/20/2014

**Authorized By:** Ron Munekawa  
Chief of Planning

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**Subject:** PA 14-055 STATION PARK GREEN FORMAL SPAR APPLICATION;  
1700 and 1790 S. Delaware Street, San Mateo, CA; APN: 035-200-60,  
035-200-180

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## RECOMMENDATION

That the Planning Commission review and provide input to the applicant and staff on the proposed formal application for Site Plan and Architectural Review (SPAR), Site Development Planning Application, and Tentative Subdivision Map, and revisions to the Specific Plan and Design Guidelines. This review should focus on the project's public realm including open space, parks, roads, paths, walkways, emergency vehicle access, and landscape, and general overall proposed architectural style.

## SITE DESCRIPTION

The project site is located within the San Mateo Rail Corridor Plan's Hayward Park Station TOD (Transit-Oriented Development) Overlay Zone and consists of an approximately 12 acre parcel located at the northwest corner of South Delaware Street and Concar Drive (refer to Location Map, Attachment 1). The project site is the current location of the K-Mart/office building and the Michael's Arts and Crafts retail building. These buildings have a substantial amount of adjacent surface parking and minimal landscaping. The Shell Service Station located at the corner of Delaware Street and Concar Drive is also included in the project site. The subject property is adjacent to a variety of uses including commercial and office uses directly to the north; multi-family and single-family uses to the north and east; retail uses to the south and southeast adjacent to State Route 92 (also, the sites of the approved Hines 92 and

Delaware Office Buildings); and the Hayward Park Caltrain Station and rail line directly to the west.

The property has a land use designation and zoning classification of Transit Oriented Development (TOD).

## **BACKGROUND**

On June 6, 2005 the City adopted the *San Mateo Rail Corridor Transit-Oriented Development Plan* (Corridor Plan). The intent of the Corridor Plan is to allow, encourage and provide guidance for the creation of world class Transit Oriented Development (TOD) within a half-mile radius of the Hillsdale and Hayward Park Caltrain station areas, while maintaining and improving the quality of life for those who already live and work in the area. The TOD Policies of the Corridor Plan are designed to encourage and facilitate transit use and reduce vehicle trips.

The project site is included in the Corridor Plan area and is identified as part of the Hayward Park Station Area in the Corridor Plan. The Hayward Park TOD area allows predominantly residential uses, with some office, retail and services. Civic uses including public open space areas, multi-modal transit facilities and access ways and commuter parking facilities are also permitted in this area.

The Corridor Plan specifically allows for the following on the project site:

- Residential or office development on the project site with a maximum FAR of 3.0.
- Residential density with a maximum net density of 50 dwelling units per acre, and a minimum of 35 dwelling units per acre.
- Retail uses with a maximum FAR of 0.3
- Development of buildings at 35 to 55 feet in height.

ARJAX Railroad Associates, II, LLC, (the applicant) and the City entered into a Development Agreement for the Station Park Green mixed-use, transit-oriented development project on February 24, 2011. The original Station Park Green project including the Specific Plan and Design Guidelines were approved by the City Council on January 18, 2011 in addition to the Initial Study/Mitigated Negative Declaration which was adopted on the same date.

Annually, the Planning Commission reviews the Development Agreement of the compliance of the property owner with the terms and conditions of document as part of the Station Park Green project (PA07-030), for which it was most recently reviewed on February 11, 2014. The owner has complied with or is working toward completing all the applicable requirements of the Development Agreement. There remains seven years of the Development Agreement's ten year term.

On May 13, 2014, the Planning Commission reviewed the pre-application submittal at a Study Session for Site Plan and Architectural Review (SPAR), Site Development Planning Application, and Tentative Subdivision Map, and revisions to the Specific Plan and Design Guidelines. Twelve (12) members of the public provided testimony. General comments expressed by the public included:

- What is the use of the park?
- This project is all about traffic and density.
- Where will visitors of residents park in this development?
- This development supports the Rail Corridor Plan and General Plan.
- The project will move San Mateo into the 21<sup>st</sup> Century as it moves towards Transit Oriented Development (TOD). This is the right type of development for San Mateo.
- Let's engage the Caltrain Station which is underutilized.
- Families will move into this development, not just singles and couples. Dwellings units should be sized appropriately for families and amenities provided for families with children.
- Parking in the center of the building with a roof and not underground is a good improvement as it allows residents living on a floor park on the same level.
- Retail has replaced residential along Delaware Street which is not a good change.

The Planning Commission asked questions of staff and the applicant, and made the following general comments:

- The project meets the goals and intent of the Rail Corridor Plan.
- There should be some provision for family housing in this development and diversity in unit sizes.
- Solar panels and roof-top gardens should be provided.
- Can some of the green space originally proposed be provided as communal use for each individual building?
- More retail use should be provided throughout the project.
- The revised site plan proposes four developable blocks, whereas the original proposed eight. This results in fewer, larger buildings which are less interesting for pedestrians walking to the Caltrain station.
- Concern about the size of the buildings which are larger than the original ones.
- There were more walkways in the original plan.
- Dwelling unit entrances facing the Hayward Park Station should be designed with imagination and offer a unique and desirable appeal.
- Visitor parking should consider shared parking with retail and office uses after business hours.
- Children's play facility should be provided for families residing in the development.

The minutes of the May 13, 2014 Planning Commission Study Session meeting for this project are provided in Attachment 2.

**PROJECT DESCRIPTION**

The Specific Plan proposes the demolition of the existing buildings on the project site and construction of a mix of residential, office, retail, open space, pedestrian pathways, and park uses. The proposed architecture style for the Station Park Green project is ‘Contemporary’.

The project will include up to 90 below-market rate units in accordance with the 15 percent below market rate requirement for the City of San Mateo. Since the original approval of the Specific Plan, Design Guidelines, and Development Agreement, changes are proposed to the project. Table 1 below shows the original proposed Station Park Green Project compared to the proposed revised project.

**Table 1: Original Versus Proposed Station Park Green Project**

<b>Standard</b>	<b>Original Project</b>	<b>Proposed Project</b>
<i>Block Pattern</i>	12 blocks: <ul style="list-style-type: none"> <li>• 8 developed</li> <li>• 4 open space</li> </ul>	<ul style="list-style-type: none"> <li>• 4 blocks</li> <li>• 8 open space areas</li> </ul>
<i>Floor Plates</i>	Floor plates vary based on the block size. Footprints range from 4,000 to 78,000 square feet per building.	Larger floor plates as a result of change to block pattern. Footprints range in size - approximately 49,300 to 71,200 square feet per building
<i>Parking</i>	Underground	Enclosed above-ground/wrap around parking
<i>Retail use</i>	6 ground floor locations within site	Within a single block on ground floor at northeast corner at intersection of S. Delaware Street & Concar Drive
<i>Dwelling Units</i>	599 units maximum	599 units maximum
<i>Retail (retail, services, restaurant uses) sq. ft.</i>	25,000 – 60,000 gsf	25,000 gsf minimum 30,000 gsf maximum
<i>Commercial Office sq. ft.</i>	10,000 – 45,000 gsf	10,000 gsf office minimum 15,000 gsf office maximum
<i>Public Open Space</i>	2 acres	Approximately 2.3 acres
<i>The Park</i>	Approximately 1 acre	Approximately 1.1 acres
<i>Maximum Floor Area Ratio (all uses)</i>	3.0	2.3
<i>Maximum Floor Area Ratio (Retail)</i>	0.3	< 0.1 gsf
<i>Maximum Building Height</i>	55 feet (35 feet along S.	55 feet (35 feet along S.

	Delaware Street)	Delaware Street)
<i>Minimum Setbacks</i>	Consistent with the Corridor Plan, buildings are not required to be setback from every street. Various based on Station Park Green Specific Plan and Design Guidelines	Various based on Station Park Green Specific Plan and Design Guidelines
<i>LEED Certification</i>	Leadership in Energy and Environmental Design (LEED) – New Development (ND)	LEED-Gold ND

**Entitlements:** As proposed, the project would require approval of Specific Plan and Design Guidelines Amendments, Site Plan and Architectural Review (SPAR), a Site Development Planning Application for tree removal, grading and public improvements, and a Tentative Parcel Map to merge the two existing parcels into one lot and then subdivide into four lots.

Please refer to Attachment 3, Applicant’s Statement Station Park Green, for an explanation of the applicant’s intent and project description.

**CODE AND POLICY COMPLIANCE**

While the sections below indicate relevant General Plan and Rail Corridor Plan goals and policies, it is important to note that a Specific Plan, Design Guidelines and Development Agreement were previously approved by the City.

**General Plan:**

The General Plan Land Use Diagram designates the project site as Transit Oriented Development. The proposed project is consistent with this land use designation. As the project site is located within the San Mateo Rail Corridor Plan’s Hayward Park Station TOD (Transit-Oriented Development) Overlay Zone, LU 3.4, Rail Corridor Transit-Oriented Development Plan (Corridor Plan) is relevant to this project. Establish the Corridor Plan to allow, encourage, and provide guidance for the creation of world class transit-oriented development (TOD) within a half-mile radius of the Hillsdale and Hayward Park Cal Train station areas, while maintaining and improving the quality of life for those who already live and work in the area. Development within the plan area shall comply with the policies of the Plan.

For a full list of all the San Mateo General Plan and Rail Corridor Plan policies that apply to this project, which include a variety of topics, refer to Attachment 3, List of Applicable Policies.

**Zoning Code:**

The site is zoned Hayward Park Station TOD (Transit Oriented Development) and is designated in the General Plan as Transit Oriented Development. This mixed use zoning allows for uses which are permitted in the TOD areas as designated in the Rail Corridor Plan Land Use Plan and include predominantly residential uses, with some office, retail shops, and services.

The formal planning application will show compliance with all applicable Rail Corridor Plan, Specific Plan, Design Guidelines and Zoning Code requirements. At this preliminary stage, the proposed project appears to be generally consistent with the development standards of the Specific Plan and Design Guidelines for this zone district.

A variety of housing types at varying building heights are proposed as part of the project. The housing types include townhomes and apartments. The project proposes townhomes or townhome-style units and mixed-use buildings along South Delaware Street in conformance with the 35 foot height limit applicable for a 45-foot depth at that location. The rest of the project site would be constructed below the 55 height limit.

The project is also expected to include the following retail types at the project: a small grocery store, as well as neighborhood-serving retail, which could include services such as dry cleaning, cafes, a coffee shop, and a bank. The types of retail businesses allowed in the plan area are limited to those uses allowed in the C1 (Neighborhood Commercial District) of the City of San Mateo Municipal Code.

The project incorporates mixed-used high density development, neighborhood serving retail uses, shared parking, transportation demand management (TDM) measures, and pedestrian and bicycle amenities, all of which reduce vehicle trips and result in a transit oriented development. The project also provides for improved access and connectivity of adjacent uses to the Hayward Park Train Station and to the surrounding area.

Relevant Area Plan: The San Mateo Rail Corridor Plan was adopted in 2005 and is relevant to the proposed project. The project conforms to the objectives of the San Mateo Rail Corridor Transit-Oriented Development Plan in the following manner:

- The project improves connections to train stations, pedestrian and bicycle environment through the plan area, and manages traffic and encourages alternatives to driving. *Objectives (A), (C), (F)*
- The project concentrates development at public transit station areas and encourages mixed-use development near transit stations. *Objectives (G), (H)*
- The project encourages transit-supportive development and shared parking. *Objectives (M), (Q)*
- The project is compatible with existing development by respecting community character and controlling height and massing of the new development. *Objective (R), (S)*

At this time, the pre-application focuses on the site plan and broader design issues. The design policies that are relevant in the Rail Corridor Plan, include the following:

**Policy 6.17** Orient building entries to the street and screen structured parking at grade with special perimeter treatments.

**Policy 6.18** Limit the number of curb cuts and garage door access points to off-street parking in housing blocks and provide on street parking.

**Blocks and Streets:** Two fundamental considerations to the success of a highly walkable place are directness and convenience. The street and block system within the TOD should be organized in a manner that facilitates this. Circuitous routes around or through unusually large development areas make for a long and often arduous walk. The basic layout should include interconnected streets, which may be accomplished via a “flexed” or “bent” grid, or other pattern, as long as multiple, and convenient, alternative travel routes are provided.

*Station Engagement:* The Specific Plan and Design Guidelines each include a section entitled, “Station Engagement”, since it is the ultimate goal of the Specific Plan and Design Guidelines to integrate the Plan Area seamlessly with the adjacent Joint Powers Board (JPB) property by providing for direct adjacency of buildings and the connection of vehicular, bike and pedestrian ways. Seamless integration and direct connection between these two properties will facilitate and improve the circulation for the entire Hayward Park TOD Station Zone.

The proposed Specific Plan illustrates Station Engagement in several ways: 1) Connection to 16<sup>th</sup> Avenue from the Station Park Green development; 2) Clear connection to draw visitors through the Station Park Green development and JPB property; 3) Entry stoops fronting the JPB property; and 4) A multi-purpose pathway to encourage continuous pedestrian and bicycle accessibility in both the north-south and east-west direction.

The applicant’s intent is to be consistent with the following six guiding principles of the Station Park Green Specific Plan:

- 1) Implement the transit-oriented development aims of the Corridor Plan.
- 2) Consider the area context in determining the location, height, and density of uses.
- 3) Lead with landscape, investing in parks and streetscape to establish the character of the area.
- 4) Facilitate station-to-neighborhood connectivity.
- 5) Create a vital center with a vibrant mix of uses.
- 6) Design for sustainability.

The revised proposed Specific Plan and Design Guidelines are provided under separate cover as Attachments 6 and 7, respectively.

*LEED-ND:* The project continues to be developed at LEED for Neighborhood Development certification and is proposed at gold level as it incorporates many sustainable features including storm water management into the overall design of the project, as well as numerous Transportation Demand Measures (TDM). Buildings would be required to be built to the

California Green Building Standards Code (CALGreen Code).

## ISSUES

The most significant changes to the project since the previously approved project in February 2011 consist of the following: (refer to Attachment 4, Project Plans, and Attachment 5, Specific Plan)

*Site Planning/Circulation:* The site plan has changed from the previously approved project to provide 4 developable blocks and 8 open space areas in order to accommodate larger building floor plates and a new plan for the enclosed parking. (Refer to Figure 4.07 - Illustrative Site Plan, in Attachment 5.) In addition to these modifications, some of the pedestrian and bicycle circulation configuration has changed as well. With these site design revisions and larger blocks, the circulation system appears to accommodate and encourage pedestrian accessibility and walkable from within and throughout the site to connect to the Hayward Train Station and surrounds. More details of the site plan and circulation are provided below.

*Project Program:* The project program includes approximately 599 residential units, a minimum of 10,000 square feet of office uses and minimum 25,000 square feet of retail uses. While there is a maximum size noted for the office and retail uses, at this time, it is anticipated that the office space will be in the range of 10,000 square feet and 15,000 square feet; retail/restaurant/service use square footages will be in the range of 25,000 square feet to 30,000 square feet. The proposed plans show 11,000 square feet of office uses, and 26,000 square feet of combined retail, services, and restaurant uses.

*Block Plan:* The block plan proposes 4 developable blocks (MU-1, RE-2, RE-3, and RE-4) and 8 open space areas; whereas the previously approved block plan consisted of 12 blocks, including 8 developable blocks and 4 open space blocks. The applicant is proposing enclosed at-grade or elevated parking, rather than underground parking. In order to accommodate this new parking configuration, a larger building footprint is needed to allow for adequate circulation. The building footprints range in size from approximately 49,300 square feet to 71,200 square feet.

The block pattern proposes the division of the project site into four blocks and eight open space areas divided by streets and pedestrian ways connecting into the existing street grid.

Retail use is proposed at ground level at block one of Building MU-1 (refer to 'Current Illustrative Site Plan' in proposed Specific Plan, Attachment 5) at the northeastern corner of the project site near Concar Drive and South Delaware Street. Office use is proposed also at ground level at the southern portion of this block. Dwelling units will be located above the retail and office uses at Block MU-1 and provided at Blocks RE-2, RE-3, and RE-4.

The 599 residential units are proposed to be rental units and consist of the following dwelling types:

*Dwelling Unit Type*

- Studio 109 units
- 1-Bedroom 333 units
- 2-Bedroom 152 units
- 3-Bedroom 5 units

**Public Realm**

*Open Space/Park:* The project proposes an approximate 1.1 acre private park (center of site) that is publicly accessible and a network of parks and pedestrian pathways that are publicly accessible for a total of approximately 2.3 acres of open space. All parks within the project will be private. Three open space areas are provided at the entrances to the site including the: 1) Park area adjacent to Garvey Street; 2) Park area adjacent to A Street; and 3) Park area and emergency vehicle access (EVA) which forms the western perimeter of property facing the Hayward Park Station and the JPB property.

The open space areas consist of the following: (Refer to Attachment 4, Project Plans, and Attachment 5 - Figure 4.18, Open Space System, and pages 87 to 90 in the Proposed Station Park Green Specific Plan)

- *The Park* – The Park, 1.1 acres, is the main central park of the development that connects South Delaware Street and surrounding neighborhoods to the Hayward Park Train Station;
- *Park Corridor* – The Park Corridor, 0.09 acres, is adjacent to B Street and connects South Delaware St. to The Park;
- *Station Corridor* - The Station Corridor, 0.06 acres, runs east-west to link The Park to the Hayward Park Train Station;
- *Gateway Park* – The Gateway Park, 0.24 acres, runs east-west to link The Park from Concar Drive to Garvey Way, is adjacent to A Street, and is incorporated with Block RE-2 and Building RE-2;
- *Community Park* – The Community Park, .62 acres, runs east-west to link The Park to Garvey Way, is adjacent to Garvey Way Extension;
- *Greenway Pocket Parks* – Three (3) Greenway Pocket Parks, 0.17 acres, are adjacent to the EVAE and Block RE-3;
- *RE-3 Courtyard* – The RE-3 Courtyard, 0.08 acre, is incorporated with Block RE-3 and Building RE-3; and
- *Concar/Delaware Plaza* – The Concar/Delaware Plaza, 0.04 acre, is incorporated with Block MU-1 and adjacent to building.

Full descriptions and details of each type of open space areas are provided in Attachment 5, Station Park Green Specific Plan, pages 70-77.

In addition to the above open space elements in the project, residential tenants will be able to use the rooftop terrace of Building MU-1 which includes outdoor amenities including a pool, spa, cabanas, dining tables, and barbeque.

The Planning Commission should comment on the general design and programming of these open space areas and their relationship to the context surrounding them.

*Site Circulation and Access:* The project proposes site access at various locations, including: 1) Garvey Way; 2) A Street at Concar Drive; and 3) B Street at Delaware Street. All streets within the project will be private.

The proposed *street network* within the project site consists of the following: (Refer to Attachment 5 - Figure 4.43a, 'Street Hierarchy Plan' for the street network and street details on pages 95 to 107.)

- Existing Arterials including South Delaware Street and Concar Drive from South Delaware Street to A Street;
- Proposed mixed use and streets surrounding The Park including Garvey Way Extension, A Street, B Street and C Street;
- Proposed EVA Easement; and
- Proposed Pedestrian Corridor

There are numerous *pedestrian paths/connections* throughout the project which consist of the following: (Refer to Attachment 5 - Figure 4.17, 'Pedestrian Access at Ground Level', in the Station Park Green Specific Plan for the pedestrian paths/connections.)

- B Street corridor;
- Emergency Vehicle Access Easement (EVAE) between the AAA site and Block RE-4;
- Passageway at Block RE-4;
- Both lobby entrance at Block RE-4;
- A Street walkway through park and sidewalk pavement parallel to the park;
- EVA along Concar Drive;
- Along Garvey Street;
- EVA and B Street;
- Lobby entrance to Building RE-2;
- 3 lobby entrances at Building RE-3;
- West entrance to Building RE-4;
- EVA entrance to Building RE-4; and
- B street entrance from Building RE-4.

*Bicycle circulation* throughout the project site and to the Caltrain Station includes: (Refer to Attachment 5 - Figure 4.58, 'Bicycle Trail System', in the Station Park Green Specific Plan for the bicycle circulation.)

- Class II bike path around the park;
- Class III bike path along Concar Drive;
- Class II and Class III bike paths along Delaware Street;
- Class III bike path on Garvey Street; and
- Class I bike path along the west facing EVAE.

Class II bike lanes on the east-west streets will connect South Delaware Street, at the intersection with Charles Lane, to the Caltrain Station. A Class I shared bicycle and pedestrian path provided along the western property line from the northern end of RE-3 to the southern end of RE-2 where the path meets Concar Drive will also provide bicycle access to the Caltrain Station.

The greenway along the JPB property line will function as a limited-access private street where pedestrians and bicyclists have priority over vehicles, will be limited to emergency vehicles only, and will be integrated with a classified bicycle route.

*Ground Floor Interface with the Public Realm:* The setbacks along the residential buildings facing South Delaware Street and Concar Drive are variable, and in some cases relatively small. One generally accepted precept of transit-oriented design is that ground floor uses, building design and landscaping should enhance the pedestrian experience by making the walking experience between one's living unit and a transit station as pleasant and enjoyable as possible. Also important in the ground floor interface is the quality of living environment for residential units adjacent to major pedestrian walkways (e.g., privacy and usable outdoor living space). Factors that can play a role in achieving a pedestrian environment supportive of transit-oriented design on this site include the following:

- Uses at the ground level;
- Landscaping between the public sidewalk and adjacent vehicular traffic;
- Landscaping between the public sidewalk and the adjacent structures;
- Depth of facade changes adjacent to the sidewalk (e.g., depth of outdoor private spaces);
- Pedestrian paving; and
- Pedestrian lighting adequacy and visual design.

*Landscape and Street Furnishings:* Plantings throughout the Station Park Green landscape consist of 305 newly planted trees, in addition to shrubs, groundcovers, and lawn that have been all selected for drought tolerance, site suitability, and form. Permeable pavers and a variety of surface treatments are identified in the project plans. A topographic play area has been provided at the northern end of the Community Park. Custom stone and concrete benches are provided through-out the site. Cast aluminum with powder coat finish trash and recycling receptacles are specified on the plans. Stainless steel cylindrical bollards are shown.

Refer to details of the landscape plan in Attachment 4, Project Plans – Sheets L-1.0 to L-4.2, and Attachment 5, Station Park Green Specific Plan – pages 79 to 81 and 87 to 91.

*Outdoor Lighting:* A variety of lighting is proposed for the project consisting of walkway bollards, street and pedestrian pole fixtures 12 foot high to 14-foot high and 14 foot high to 16 foot, and path markers to identify the walkway from South Delaware Street through the site to the Hayward Park Station. Refer to lighting details in Attachment 4, Project Plans – Sheets LT-1.0 to LT-1.0P, and Attachment 5, Station Park Green Specific Plan – page 82.

*Parking:* Parking is stipulated in the approved Specific Plan and confirmed in the approved Development Agreement. The proposed parking ratios and numbers comply with the approved Specific Plan and consist of the following: (Refer to Attachment 4, Parking Plan, Station Park Green Project Plans Sheet A0-2.0)

*Specific Plan Residential Parking Requirement*

- 1.0 parking spaces per studio unit
- 1.3 parking spaces per 1-bedroom unit
- 1.5 parking spaces per 2-bedroom unit
- 1.8 parking spaces per 3-bedroom unit

Visitor parking spaces are included in these residential parking standards.

Given the proposed mix of studios, one-bedroom, two-bedroom and three-bedroom dwelling units, the proposed project requires 777 parking spaces, whereas 777 parking spaces is proposed, which is 5 spaces more than the parking requirement.

*Non-Residential Commercial Parking*

The Specific Plan includes commercial parking standards that are based on the total amount of commercial uses included in the proposed project as shown in Table 2 below.

**Table 2: Required Non-Residential Parking Requirement by Use**

<b>Use</b>	<b>Area</b>	<b>Parking Ratio</b>	<b>Required Parking</b>
Community/Recreation Room	1,771 sf	.32/1000	1 space
Office	9,015 sf	.32/1000	3 spaces
Retail	25,316 sf	2.06/1000	52 spaces
<i>Total</i>	<i>36,102 sf</i>		<i>56 spaces</i>

The non-residential parking requires 56 parking spaces to satisfy the parking requirement. The proposed project provides 134 non-residential parking spaces, which is 78 more than the required number of parking spaces. Of these 134 parking spaces, 20 will be reserved for the proposed office space, 98 will be shared by the remaining non-residential spaces, 12 will be reserved for loading spaces, and 4 will be reserved for public car-sharing services.

The proposed project exceeds the parking requirement and fulfills the visitor parking requirement.

#### Shared Parking Program

The 130 of the non-residential parking spaces will be used by the residential tenants during non-business hours and will be made available for guest parking for residential visitors. The four parking spaces reserved for public car-sharing services will not be included in the shared parking program and will remain as such 24 hours a day all week.

#### Bicycle Parking

The Specific Plan requires 5% of the requisite number of off-street vehicle parking stalls, 40, for bicycle parking. However, 44 bicycle stalls are provided, and, as designated for public use, distributed through-out the site. The proposed short-term bicycle rack provided throughout the project is the 'Horsehoe Rack' by Creative Pipe and is stainless steel. The bicycle parking layout detail is shown on Attachment 4, Project Plans – Sheet L-4.1.

In addition to the bicycle racks, secured long-term parking bicycle storage for tenant use is provided in each of the garage levels for the residents in the residential buildings, RE-2, RE-3, and RE-4.

The Planning Commission should comment on the general design and programming of the streets, pedestrian paths, connections, and bicycle circulation and their relationship to the proposed landscape, lighting, street furnishings, materials, and with the context surrounding them. Is there an appropriate amount of seating provided in the public spaces? Does the ground floor of the buildings interface appropriately with the public realm? Is the lighting appropriately illuminating parks, open space, paths, sidewalks, connections, and building entries? Are the bicycle facilities placed in appropriate locations?

#### Building Form

*Architecture/Design Review:* The applicant continues to work with the City's Design Review Consultant and Staff to develop the building design. The Consultant's review focuses on conformance with the General Plan Urban Design Element and Station Park Green Specific Plan guidelines and Design Guideline policies as applicable.

The Planning Commission should consider the relationship of the building forms to the open space and comment on how the buildings interface with the public realm and open and nature of the TOD.

#### **PUBLIC NOTIFICATION:**

In accordance with Government Code section 65090, notice of this hearing was published in the Examiner newspaper 10 days before this Study Session. In accordance with Government Code

section 65091 and the City's Municipal Code noticing requirements, this hearing was noticed to the following parties ten days in advance of the August 26, 2014 Study Session:

- Property owners, residential tenants and business tenants within 1,000 feet of the project site;
- The City's "900 List" which contains nearly 100 Homeowner Associations, Neighborhood Associations, local utilities, media, and other organizations interested in citywide planning projects;
- The City's E-Notify Email list; and,
- The interested parties list which includes interested individuals who contacted the City and requested to be added to the project notification list.

At the time this Administrative Report was published there has been no written comment received on the project.

## **ENVIRONMENTAL REVIEW**

A Mitigated Negative Declaration was certified by the City Council on January 28, 2011 which tiered off of the San Mateo Rail Corridor Transit-Oriented Development Plan (Corridor Plan) Environmental Impact Report (EIR) (August 23, 2010). Planning Staff and the City Attorney's Office are conducting the necessary background to determine the appropriate environmental analysis for the project in accordance with the California Environmental Quality Act (CEQA). At this time, it has not been determined what type of environmental document will be prepared. No project conditions have changed since the previous Mitigated Negative Declaration was prepared.

## **SUMMARY**

At this time, staff is seeking Planning Commission comments and input on the following issues related to the project's design of the public realm, open space/parks, and general overall architecture:

- Does the project's public realm and open space design accomplish the design principles of the Specific Plan Amendment and Design Guidelines? If not, how does the project's design need to be revised to accomplish the design principles of the Specific Plan Amendment and Design Guidelines?
- Does the revised Specific Plan provide ample connectivity of adjacent uses to the Hayward Park Train Station and to the surrounding area?
- Site Plan – site layout, open spaces and parks, ground floor interface with public realm, building locations and orientation, site circulation, vehicle access, parking and loading zone, bicycle parking and street furnishings.

## **NEXT STEPS**

Following this study session, the applicant will continue to work with staff and the City's Design Review Consultant, Larry Cannon, to develop the building designs and detail. Revised building design plans will be submitted for upcoming Study Sessions for a more detailed review of the project architecture, building designs, and site plan by the Planning Commission.

## **ATTACHMENTS**

1. Location Map
2. Planning Commission Study Session Meeting Minutes – dated May 13, 2014
3. Applicant's Statement Station Park Green - dated July 31, 2014 (*provided under separate cover*)
4. Applicable General Plan and Rail Corridor TOD Plan Policies
5. Station Park Green Plans – dated July 31, 2014 (*provided under separate cover*)
6. Station Park Green Specific Plan – dated July 31, 2014 (*provided under separate cover*)
7. Station Park Green Design Guidelines – dated July 31, 2014 (*provided under separate cover*)

(Attachments 3, 5, 6 and 7 were previously distributed to the Planning Commission. They may be found electronically on the City's What's Happening website at <https://app.box.com/s/n5sbvblba6tsf14q0l7k>.)

### **CC (AR and attachments (hardcopy) via USPS First Class Mail)**

Alan Talansky, EBL&S Development LLC, Property Owner & Applicant  
Jared Eigerman, Dalton & Finegold, LLP  
Gabrielle Whelan, Assistant City Attorney  
Matt Bronson, Assistant City Manager/Interim Community Development Director  
Ronald Munekawa, Chief of Planning  
Gary Heap, Public Works Department Engineering Manager  
DRB members

### **CC (Website link to AR and attachments via Email)**

Interested Parties (if email address was provided)  
Dennis Frank, Landscape Architect, Park and Recreation Department