

31 July 2014

STATIONPARKgreen

SPECIFIC PLAN

SAN MATEO, CALIFORNIA

City of San Mateo

This page intentionally left blank.

31 July 2014



STATIONPARKgreen SPECIFIC PLAN

SAN MATEO, CALIFORNIA

This page intentionally left blank.

How to Use this Specific Plan

1. Overview [**03**]

The Overview is the introduction to this Specific Plan and a summary of Station Park Green, including its vision, program, and design intent. This chapter also discusses the Plan within the physical and policy setting of San Mateo.

2. Existing Conditions [**15**]

From location to site and edge conditions, to existing transit and utilities infrastructure, the Existing Conditions chapter describes the Plan Area in its current state.

3. Guiding Principles [**35**]

The Station Park Green Specific Plan is based upon a set of planning and design principles. The Guiding Principles chapter presents the basic precepts related to transit connectivity, respecting the neighborhood context, synergy of uses, publicly accessible open spaces, and sustainability.

4. Development Standards [**51**]

This chapter describes Station Park Green in detail, including proposed block pattern, land uses, urban design framework, publicly accessible open spaces, streets, transit and infrastructure improvements.

5. Implementation [**121**]

The subsequent steps necessary to realize The Station Park Green Specific Plan are listed in this Implementation chapter.

This page intentionally left blank.

Contents

1. Overview

Introduction [**03**]

Vision and Goals [**04**]

Location [**06**]

General Description [**09**]

Graphic Note [**10**]

Legal Requirements [**10**]

Corridor Plan and General Plan Relationship [**11**]

Public Participation [**11**]

Overall Phasing [**11**]

2. Existing Conditions

Introduction [**15**]

Plan Area and Current Facilities [**17**]

Edge Conditions [**18**]

Hayward Park Station TOD Zone[**18**]

Neighborhood Setting [**19**]

City Open Space System [**24**]

Transportation [**25**]

Environmental Setting [**26**]

Infrastructure and Utilities [**28**]

Emergency Services [**32**]

Waste and Recycling [**32**]

3. Guiding Principles

Introduction [**35**]

Implement the Corridor Plan [**37**]

Consider the Context [**39**]

Lead with Landscape [**41**]

Connect the Station to the Neighborhood [**43**]

Create a Vital Center [**45**]

Design for Sustainability [**47**]

4. Development Standards

Introduction [**51**]

Overview [**52**]

Concepts [**53**]

Station Engagement [**56**]

Regulatory Context [**58**]

Block Pattern and Open Space [**59**]

Land Use and Density [**61**]

Heights and Typologies [**67**]

Open Space System [**70**]

Block Standards [**83**]

Circulation [**92**]

Infrastructure Improvements [**114**]

5. Implementation

Introduction [**121**]

Design Guidelines [**122**]

Development Agreement [**122**]

Subdivision Maps [**122**]

Site Development Permit [**123**]

Site Plan and Architectural Review (SPAR) [**123**]

Allocation of Land Uses [**124**]

Amendment Information [**124**]

This page intentionally left blank.

Figures + Tables

1. Overview

FIGURE 1.01 Bird's-eye view of Station Park Green looking east to San Francisco Bay **5**

FIGURE 1.02 Location of Station Park Green Specific Plan Area **6**

FIGURE 1.03 Aerial view of Plan Area in its existing condition **7**

FIGURE 1.04 Station Park Green illustrative site plan and program **8**

FIGURE 1.05 Orientation of all graphics at a regional and city scale **10**

FIGURE 1.06 Orientation of all graphics at a local scale **10**

2. Existing Conditions

FIGURE 2.01 Aerial view of the Plan Area in its existing condition **16**

FIGURE 2.02 Kmart building and parking lot, facing east **17**

FIGURE 2.03 Kmart building and parking lot, facing southeast **17**

FIGURE 2.04 Kmart building and parking lot, facing northwest **17**

FIGURE 2.05 Concar Drive and Michaels store, facing east **18**

FIGURE 2.06 South Delaware Street and Shell Station, facing northwest **18**

FIGURE 2.07 Plan Area with surrounding neighborhoods and streets **19**

FIGURE 2.08 Caltrain right-of-way, facing south to SR 92 overpass **20**

FIGURE 2.09 Joint Powers Board property seen from the Caltrain station, facing east **20**

FIGURE 2.10 Concar Drive and commercial properties, facing east **21**

FIGURE 2.11 SR 92 overpass over Pacific Boulevard, at the intersection of Concar Drive, facing south **21**

FIGURE 2.12 Aerial view of the Plan Area, with Caltrain and the Joint Powers Board property, and Kmart, Michaels and surface parking in the foreground, and higher commercial development in the background, higher commercial development **21**

FIGURE 2.13 Post Office at the corner of Garvey Way and South Delaware Street, with AAA in the background **22**

FIGURE 2.14 South Delaware Street at AAA, facing southeast **22**

FIGURE 2.15 Leslie Creek channel **22**

FIGURE 2.16 Substantial vegetated buffer between South Delaware Street and the Nineteenth Avenue Park neighborhood **23**

FIGURE 2.17 Public open space in San Mateo **24**

FIGURE 2.18 General exposure of the Plan Area to wind, sun, and noise, and drainage conditions **27**

FIGURE 2.19 Existing storm drainage system **29**

FIGURE 2.20 Existing wastewater collection and treatment system **30**

3. Guiding Principles

There are no figures or tables in Chapter 3.

4. Development Standards

FIGURE 4.01 Station Park Green illustrative site plan **52**

FIGURE 4.02 Concept 1: A Park at the Heart **53**

FIGURE 4.03 Concept 2: Getting to Transit **54**

FIGURE 4.04 Concept 3: A Green Network **55**

FIGURE 4.05 Rendering from the 'Rail Corridor Plan' illustrating clear view corridors and good connectivity of streets drawing people through the two properties **56**

FIGURE 4.06 Block pattern and open space **59**

FIGURE 4.07 Illustrative site plan **60**

FIGURE 4.08 Land use plan **61**

FIGURE 4.09 Illustrative rendering of South Delaware Street entrance from Charles Lane in the Nineteenth Avenue Park neighborhood **62**

FIGURES 4.10, 4.11, 4.12, 4.13 Neighborhood-serving retail examples **63**

TABLE 4.01 Land Uses by Block **64**

Figures + Tables

4.

Development Standards

(continued)

FIGURE 4.14 Relative Residential Density Diagram **65**

FIGURE 4.15 FAR Limitations **66**

FIGURE 4.16 Height ranges by block **67**

FIGURE 4.16a Method of height measurement along graded parcel in Plan Area **68**

FIGURE 4.16b Method of height measurement along 35-foot Maximum Height Zone along South Delaware Street **68**

FIGURE 4.16c Location of 107' height measurement point **68**

FIGURE 4.16d Location of roof plateline **68**

FIGURE 4.17 Pedestrian Access at the Ground Level **69**

FIGURE 4.18 Open Space System **70**

FIGURE 4.19 The Park: Illustrative Plan **71**

FIGURE 4.20 The Park example **71**

FIGURE 4.21 The Park example **71**

FIGURE 4.22 The Park example **71**

FIGURE 4.23 The Park illustrative cross section, from building wall to building wall, facing east **72**

FIGURE 4.24 Illustrative rendering of The Park, looking east toward block MU-1 and ground-level retail **73**

FIGURE 4.25 Gateway Park and Community Park illustrative Plan **74**

FIGURE 4.26 Gateway Park and Community Park examples **74**

FIGURE 4.27 Gateway Park and Community Park examples **74**

FIGURE 4.28 Gateway Park and Community Park examples l**74**

FIGURE 4.29 The Greenway Pocket Parks **75**

FIGURE 4.30 The Greenway Pocket Parks **75**

FIGURE 4.31 The Park Corridor **76**

FIGURE 4.31a The Park Corridor and The Station Corridor example **76**

FIGURE 4.32 The Station Corridor **76**

FIGURE 4.32a Illustrative rendering of South Delaware Street entrance seen from Charles Lane in the Nineteenth Avenue Park neighborhood. Note: Buildings shown only for context **76**

FIGURE 4.33 Station Park Green illustrative site plan **77**

FIGURE 4.34 Illustrative rendering of The Park, looking northwest through The Park and The Station Corridor, which leads to the Joint Powers Board Property **78**

FIGURE 4.35 Example of street trees **80**

FIGURE 4.36 Example of mixed-use sidewalk **80**

FIGURE 4.37 Example of residential usable open space and setback **80**

FIGURE 4.38 Example of stormwater management **81**

FIGURE 4.39 Example of stormwater management **81**

FIGURE 4.40 Example of open space lighting **82**

TABLE 4.02 Block MU-1 **83**

TABLE 4.03 Block RE-2 **84**

TABLE 4.04 Block RE-3 **85**

TABLE 4.05 Block RE-4 **86**

TABLE 4.06 Publicly Accessible Open Space Standards **87-90**

FIGURE 4.41 Example of Emergency Vehicle Access (EVAE) **91**

FIGURE 4.42 Access to Plan Area at South Delaware Street opposite Charles Lane, at Concar Drive opposite SR 92 ramps, and at Garvey Way. Three existing traffic signals and crosswalks are also shown. **93**

FIGURE 4.43a Street hierarchy plan **94**

FIGURE 4.44 Street-section key showing locations of the street sections on following pages **95**

FIGURE 4.45 Section 1: "A" Street looking north **96**

FIGURE 4.46 Section 2: "B" Street looking east **97**

FIGURE 4.47 Section 3: "C" Street around The Park, looking east **98**

FIGURE 4.48 Section 4: "C" Street at MU-1 Garage Entry, looking north **99**

FIGURE 4.49 Section 5: "C" Street at Block RE-2, looking south (see key plan 1) **100**

FIGURE 4.50 Section 6: Garvey Way Extension, looking south **101**

Figures + Tables

4.
Development Standards
(continued)

FIGURE 4.51 Section 7: "EVAE" at Block RE-3, looking north **102**

FIGURE 4.52 Section 8: "Station Corridor" at OS-7, looking east **103**

FIGURE 4.53 Section 9: Concar Drive at Block RE-2, looking east **104**

FIGURE 4.54 Section 10: Concar Drive at RE-2, looking east **105**

FIGURE 4.55a Section 11: South Delaware Street at MU-1 **106**

FIGURE 4.55b Section 12: South Delaware Street at MU-1 bust stop **107**

FIGURE 4.55c Section 13: South Delaware Street at RE-4 **107**

TABLE 4.07 Street Standards **108-109**

FIGURE 4.56 Example of a pedestrian connection **110**

FIGURE 4.57 Example of a pedestrian connection **110**

FIGURE 4.58 Bicycle Trail System **111**

TABLE 4.08 Parking ratios **113**

FIGURE 4.59 Proposed Storm Drainage System **114**

FIGURE 4.60 Proposed Sewer System **113**

5.
Implementation

There are no figures or tables in Chapter 5.

This page intentionally left blank.



Chapter 1

Station Park Green is envisioned as a defining new neighborhood for San Mateo. It will build on the City's strong tradition of distinctive, high-quality neighborhoods. Community parks and landscaped thoroughfares will set the tone for the area and provide an inviting front door, welcoming the broader community to use and enjoy it.

Chapter 1

Overview

Introduction [03]
Vision and Goals [04]
Location [06]
General Description [09]
Graphic Note [10]
Legal Requirements [10]
Corridor Plan and General Plan Relationship [11]
Public Participation [11]
Overall Phasing [11]

The City of San Mateo (City) conducted a study of land use and transportation issues in a half-mile radius around the Hillsdale and Hayward Park Caltrain stations. That study resulted in the San Mateo Rail Corridor Transit-Oriented Development Plan (Corridor Plan), approved by the City Council on June 6, 2005. The intent of the Corridor Plan is to allow, encourage, and provide guidance for the creation of a world class transit-oriented development (TOD), while maintaining and improving the quality of life of those who already live and work in the area.

Vision and Goals

The area (Plan Area) subject to the Station Park Green Specific Plan (Plan) is an approximately 12-acre portion of the Hayward Park Station TOD Overlay Zone. The development permitted under this Plan follows directly from the policies set for the Hayward Park Station TOD Zone under the Corridor Plan: multi-family uses developed at transit-supportive densities, with some neighborhood- and community-serving retail uses and services--including specialty uses that enhance neighborhood services within the TOD--and publicly accessible open space.

This chapter gives an overview of the Plan. Chapter 2 describes existing conditions within the Plan Area. Chapter 3 explains design principles for the Plan. Chapter 4 specifies the framework for development within the Plan Area. Chapter 5 describes steps for implementing the Plan, including permits and phasing.

Station Park Green is envisioned as a defining new neighborhood for San Mateo. It will build on the City's strong tradition of distinctive, high-quality neighborhoods. Community parks and landscaped thoroughfares will set the tone for the area and provide an inviting front door, welcoming the broader community to use and enjoy it.

The overarching purpose of Station Park Green is to fulfill the goals of the Corridor Plan—to foster TOD and, thereby, to implement San Mateo's chosen approach to growth in this area.

To capitalize on existing transit, Station Park Green will be a compact mix of uses structured on a walkable grid near Hayward Park Station. The residential, retail, commercial, and open space program will provide a complementary and continually active mix of uses. Goods and services will be convenient and accessible to the neighborhood and the wider public.

Integral to its transit-oriented purpose, this Plan combines sustainability measures and community amenities that reflect a commitment to parks and environmental stewardship. The Plan Area's system of open spaces and pedestrian-oriented streets will be safe and attractive, bordered by active uses and residential entries, with multiple 'eyes on the street.' This commitment will ensure that Station Park Green is not only safe and attractive for its residents but also a respectful and beneficial neighbor to existing nearby communities. Based upon the aims of the Corridor Plan, the Preliminary Application, the community process, and multiple Planning Commission study sessions, as well as sound planning and design practice, the following principles guide this Plan:

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

These principles are further detailed in Chapter 3: Guiding Principles.



FIGURE 1.01 Bird's-eye view of Station Park Green looking east to San Francisco Bay

Location

The Plan Area is located in the City of San Mateo, California, within the long-standing north-south development corridor that runs between the Santa Cruz Mountains to the west and San Francisco Bay to the east. As shown in Figure 1.02, the Plan Area is situated adjacent to the Hayward Park Caltrain Station, midway between San Mateo's downtown and Hillsdale stations. Less than one mile from the junction of State Route 92 (SR 92) and U.S. Highway 101, and located at an SR 92 exit, the Plan Area is at a regional crossroads, with convenient access to the cities of San Francisco to the north and San Jose to the south, and to the East Bay.



FIGURE 1.02 Location of Station Park Green Specific Plan Area

The 12-acre Plan Area lies at the northwest corner of Concar Drive and South Delaware Street, just north of SR 92, as shown in Figure 1.03. The property is currently occupied by retail and office uses—a Kmart store, offices, a Michaels store, and a Shell station— and a large expanse of accessory surface parking.

A narrow, approximately three-acre swath of land owned by the Peninsula Corridor Joint Powers Board (Joint Powers Board or JPB) separates the Plan Area from the Caltrain rail right-of-way to the west, run by the Joint Powers Board. To the north, the Plan Area is bounded by the offices of the California State Automobile Association (AAA) and a U.S. Postal Service facility.



FIGURE 1.03 Aerial view of the Plan Area in its existing condition



FIGURE 1.04 Station Park Green illustrative site plan and program

Program

599 Residential Units
25,000 to 30,000 square feet Retail
10,000 to 15,000 square feet Office
2.3 acres of Open Space
(excluding streets and sidewalks)

General Description

The Station Park Green Specific Plan enables, at its most basic level, a clustered mix of uses to support transit usage. At another level, the Plan advances a sustainable, parks-oriented, and community-centered ethic.

As a TOD, Station Park Green will contain a mix of uses to minimize car trips. The new neighborhood will include approximately 599 residential units, 10,000 square feet of office space, 25,000 square feet of retail space, and 2.3 acres of publicly accessible open space, not including streets and sidewalks. The flexibility of this program is detailed in Chapter 4. Station Park Green favors either underground or 'enclosed' parking to enhance the vitality of the streets with attractive residential or retail ground-floor entrances. The preferred condition is for the Plan Area to operate in conjunction with the JPB property by creating a new street to connect to Garvey Way .

The office space and the neighborhood-serving retail uses will be located on pedestrian friendly streetscapes to maximize transit convenience and enhance the transit user's experience as well as active the street life of the project. The Plan pairs ground-floor retail uses with a tight-knit residential character along The Park and Concar Drive, to enliven streets with continuous daily activity.

As shown in the illustrative site plan (Figure 1.04), the Plan has a walkable grid of primary and secondary streets, and bicycle connections, that link South Delaware Street and Concar Drive to the station. The connections through publicly accessible open spaces prioritizes the pedestrian experience. Hayward Park Station will be a quick walk from any point in the compact new neighborhood. Points of access to the neighborhood are aligned with existing local streets. The Plan is regionally and locally connected.

It is the goal of this plan to integrate seamlessly with the adjacent JPB property by providing for direct connection of vehicular, bike and pedestrian ways through to the JPB property. Seamless integration and through connections between these two properties will help establish easy access to the transit stop and hence a successful transit-oriented neighborhood. The Plan envisions the JPB property not merely as a destination for people using Hayward Park Station but also as a through-way for pedestrians and cyclists traveling in both directions across the railroad right-of-way to and from the Plan Area. The Emergency Vehicle Access Easement (EVAE) shown throughout this document along the southwestern boundary of the Plan is merely a contingency plan, to ensure required fire safety access for the project. The preferred condition is to develop the Plan Area in conjunction with the JPB property.

Station Park Green will be a small neighborhood with eight diverse open spaces—The Park, Park Corridor, Station Corridor, Gateway Park, Community Park, Greenway Pocket Parks, RE-3 Courtyard, and Delaware/Concar Plaza—2.3 acres in total.

At the core of the Plan is The Park, a new, approximately 1.1-acre neighborhood park, framed by residences and retail uses. Tree-lined streets will extend from The Park into the framework of walkable blocks. Green corridors and landscaped streets extending from The Park will link to open spaces within the Plan, as well as in the existing surrounding neighborhoods. This extension of The Park into the street network infuses the Plan with an identifiable and cohesive character. The Community Park and Gateway Park will connect to The Park through both visual and physical means. The Park Corridor will extend The Park to South Delaware Street, toward Nineteenth Avenue Park. The parks and streetscapes will also integrate stormwater management techniques.

At the core of the Plan is The Park, a new, approximately 1.1-acre neighborhood park, framed by residences and retail uses. Tree-lined streets will extend from The Park into the framework of walkable blocks.

General Description

(continued)

The building massing and architecture of Station Park Green will be varied and articulated to create a high-quality development with modulation and a cohesive, though non-uniform, identity. Smaller-scale residential buildings will create a smooth transition to the existing residential neighborhoods to the east. The concentration of buildings with greater height and density near the Caltrain Station aids transit ridership. In addition, the strategy of placing higher buildings along Concar Drive and the Joint Powers Board property creates a buffer for The Park and the neighborhood from SR 92 and the Caltrain line.

Graphic Note

For the purposes of this Plan, all graphics addressing the Plan Area at a regional or city scale are shown with north oriented toward the top of the document (Figure 1.05). However, all graphics at a local scale are oriented with north to the upper left of the document (Figure 1.06).

Legal Requirements

This Plan meets the legal requirements for specific plans established under Section 65450 et seq. of the California Government Code and San Mateo Municipal

Code Section 27.06.080. Specific Plans must include certain text and diagrams that specify land uses, utilities, provisions for conservation of natural resources, and implementation measures.

Land uses, including residential and floor area densities, as well as open space usable by the public, are described in Chapter 4. Major infrastructure for the Plan is also described in Chapter 4 in the section entitled "Infrastructure Improvements." A program of implementation measures is in Chapter 5.



FIGURE 1.05 Orientation of all graphics at a regional and city scale

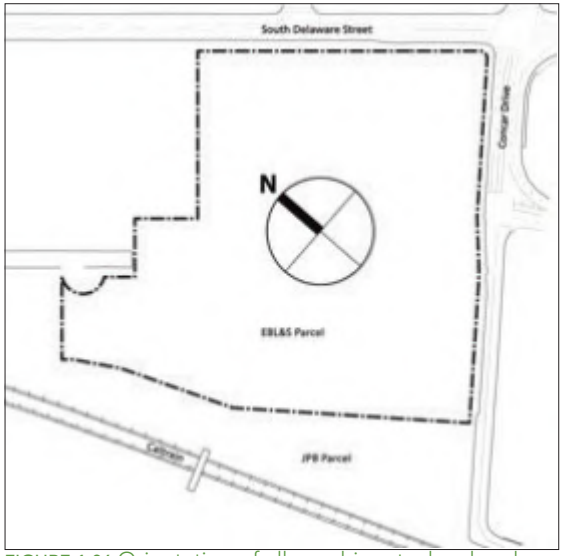


FIGURE 1.06 Orientation of all graphics at a local scale

Corridor Plan and General Plan Relationship

This Plan is not intended to supplant the Corridor Plan, but to implement it. Specifically, to further implement Policy 7.7 of the Corridor Plan, the Plan Area is planned in a comprehensive manner to ensure the creation of a transit-oriented development that is consistent with the Corridor Plan. This Plan, like the Corridor Plan, is consistent with the General Plan. Development within the Plan Area must comply with this Plan, the Corridor Plan and the General Plan.

Public Participation

Through the City's Preliminary Application process, preparation prior to submittal of this Plan included formal and informal neighborhood meetings. Many more public neighborhood meetings and Planning Commission and City Council hearings came after application. These sessions brought together a cross-section of San Mateo citizens and officials to shape, review, and discuss the Plan and its relationship to the goals of the Corridor Plan.

The City originally adopted this Plan in 2011. Three years later, after development had not proceeded, the City amended this Plan. A new round of community outreach occurred at that time.

Overall Phasing

The Plan serves to assure the City and the owners of land within the Plan Area that future development will fulfill its intended form and sense of place. The Plan does this by: setting the location and specifications for roads, utilities, open spaces, and other common areas; establishing a block and open space pattern; and setting land uses, densities, building heights, and lot coverage.

In future years, the owners of land within the Plan Area must seek additional approvals from the City to develop that land. Specifically, a development may not commence construction of a building unless the Zoning Administrator, the Planning Commission, and, for buildings exceeding 55 feet in height, the City Council, approve an application for site plan and architectural review (SPAR). It is anticipated that it could take ten years for all SPAR applications to be complete under the Plan. As provided under City code, to approve a SPAR application, the decision maker must review detailed drawings, including floor plans, of all proposed buildings.

Concurrently with approval of the Plan in 2011, the City and the owner of the land within the Plan Area entered into a contractually binding development agreement, as described in Chapter 5: Implementation (Development Agreement). The Development Agreement was still in effect at the time that the City amended this Plan in 2014.

This page intentionally left blank.



Chapter 2

Currently, the Plan Area includes over nine acres of impermeable surface parking around the Kmart, Michaels, and Shell station facilities.

At present, only about six percent of the entire Plan Area is covered by permeable, vegetated surfaces in the form of parking lot islands.



Chapter 2

Existing Conditions

Introduction [**15**]
Plan Area and Current Facilities [**17**]
Edge Conditions [**18**]
Hayward Park Station TOD Zone [**18**]
Neighborhood Setting [**19**]
City Open Space System [**24**]
Transportation [**25**]
Environmental Setting [**26**]
Infrastructure and Utilities [**28**]
Emergency Services [**32**]
Waste and Recycling [**32**]

Station Park Green is located on approximately 12 acres of developed land adjacent to the Hayward Park Station. The following chapter details the existing uses, character, transportation network, and utilities at the Plan Area and its edges.



FIGURE 2.01 Aerial view of Plan Area in its existing condition

Plan Area and Current Facilities

The Plan Area is bounded by South Delaware Street to the east and Concar Drive to the south (Figure 2.01). Across Concar Drive to the south, SR 92 rises above grade to cross the Caltrain right-of-way. To the west, the Joint Powers Board owns a relatively narrow, approximately three-acre strip of property used for surface parking, which separates the Plan Area from the Caltrain tracks. To the north, Garvey Way, the Post Office, and the AAA office building sit between the Plan Area and residential properties along East 16th Avenue.

The Plan Area is currently occupied by retail and office uses, including Kmart store, offices, Michaels store, a Shell gas station, and their surface parking areas. The Kmart store is located generally in the middle of the 12 acres, significantly set back from its primary vehicular access on South Delaware Street. This vehicular access is opposite the entrance to the Nineteenth Avenue Park neighborhood across South Delaware Street.



FIGURE 2.02 Kmart building and parking lot, facing east

The Kmart building is approximately 37 feet tall and has about 148,000 square feet of retail space on two floors, plus office and storage space. A large expanse of surface parking surrounds the store (Figures 2.02, 2.03, 2.04). A narrow buffer of landscape separates the parking lot from South Delaware Street. Within the parking lot, small islands with mulch support small trees. Between the Shell station and the AAA building, the edge of the Plan Area along South Delaware Street is very open, with no building edge defining the space of the street.



FIGURE 2.03 Plan Area with Kmart parking lot, facing southeast

The Michaels store is located southeast of the Kmart building with frontage on Concar Drive. An arts-and-crafts supply store, Michaels occupies a building of approximately 19,000 square feet that is approximately 21-feet high. Vehicular access to Michaels exists opposite the access ramps to SR 92. Except for its eastern boundary with the Shell station, the Michaels property is also surrounded by surface parking and rudimentary landscape.

The Shell gas station sits at the northwest corner of the intersection of Concar Drive and South Delaware Street. Its facilities include an auto service station, gas pump canopy, and car wash.



FIGURE 2.04 Kmart building and parking lot, facing northwest

Currently, the Plan Area includes over nine acres of impermeable surface parking around the Kmart, Michaels, and Shell station facilities. At present, only about six percent of the entire Plan Area consists of permeable, vegetated surfaces in the form of parking lot islands.



FIGURE 2.05 Concar Drive and Michaels store, facing east



FIGURE 2.06 South Delaware Street and Shell Station, facing northwest

Edge Conditions

The immediate edges of the Plan Area are public streets, surface parking for the AAA building, and the Joint Powers Board property, which is also mostly surface parking. Because the existing Kmart, Michaels, and Shell station facilities are set back from the sidewalks, there is little streetwall definition along either the South Delaware Street or Concar Drive corridors. South Delaware Street, Concar Drive, and the Joint Powers Board property that surround the Plan Area have some streetscape improvements including sidewalks, street trees, low shrubs, tree grates, mulching, small lawn areas, and pedestrian lighting. Along all streets, the Plan Area edges are open and almost entirely paved, with predominant views of the surface parking lots and limited streetscape features within the Plan Area (Figures 2.05, 2.06).

Hayward Park Station TOD Zone

As noted in Chapter 1, this Plan is intended to implement the Corridor Plan. In turn, the intent of the Corridor Plan is to allow, encourage, and provide guidance for the creation of Transit Oriented Development (TOD). The area covered by this Plan is an approximately 12-acre portion of the Hayward Park Station TOD Zone.

The remainder of the Hayward Park Station TOD Zone includes property owned and operated by the Joint Powers Board to the west, and AAA and the U.S. Postal Service to the north.

Neighborhood Setting

Aspects of the Plan—including the land use program, massing, height, circulation pattern, and open space system—account for the possibility of future development of the remainder of the Hayward Park TOD Zone in conformity with the Corridor Plan. Specifically, the block and street system for the Plan Area is aligned with those of neighboring parcels, should redevelopment of the remaining land in the TOD Zone occur.

Moreover, as discussed in Chapter 5, this Plan may be amended. Such an amendment could, if the City so approves, enlarge the Plan Area to encompass the entire TOD Zone. Details on the amendment process are provided in Chapter 5.

The Plan Area lies amidst a mix of uses including service commercial and single- and multi-family residential uses. Mid- and high-rise commercial properties are located to the south and southeast of the Plan Area, along Concar Drive and SR 92. To the north and northeast, beyond the existing Post Office and AAA, the uses are predominantly single- and multi-family residential. Further implementation of the Corridor Plan and San Mateo City Zoning suggest that the area covered by this Plan will, in the future, be surrounded by TOD uses, except for Nineteenth Avenue Park to the northeast. Though the Plan Area is closest to the Nineteenth Avenue Park neighborhood, Hayward Park, Sunnybrae and Fiesta Gardens are nearby as well. The street networks of these neighborhoods are shown in Figure 2.07.



FIGURE 2.07 Plan Area with surrounding neighborhoods and streets

- Plan Area
- Creek
- Caltrain

Caltrain Station and Parking

The Caltrain right-of-way runs north-south, west of the Plan Area. The rail is elevated slightly above the surrounding landscape, and low areas along the tracks function as ad-hoc stormwater channels (Figure 2.08). Caltrain's Hayward Park Station is located just north of the SR 92 overpass, where Concar Drive intersects with Pacific Boulevard. At both ends of the station platform there are at-grade pedestrian crossings over the tracks.

The Plan Area does not abut the Caltrain right-of-way; it is separated by property owned by the Joint Powers Board. This narrow, approximately three-acre property consists of surface parking for the station. Chain-linked fencing and narrow landscape strips buffer the Joint Powers Board property from surrounding uses (Figure 2.09). Across the tracks to the west of the rail, there is a mix of service commercial, community commercial and multi-family residential uses, which is also zoned for TOD.



FIGURE 2.08 Caltrain right-of-way facing south to SR 92 overpass



FIGURE 2.09 Joint Powers Board property, seen from the Caltrain station, facing east

Concar Drive

To the south, Concar Drive separates the Plan Area from large commercial properties along the SR 92 corridor (Figure 2.10). These commercial buildings are set back from Concar Drive and surrounded by surface parking lots. The elevated SR 92 rises to approximately 35 feet above grade behind these buildings to pass over the Caltrain right-of-way (Figure 2.11). Entrance and exit ramps for the SR 92 intersect with Concar Drive near the entrance to Michaels.

As shown in Figure 2.12, the scale of the existing development on Concar Drive is higher than the residential uses to the north and northeast of the Plan Area. Within a half-mile of Station Park Green, there are buildings of between five and ten stories along Concar Drive and the SR 92 corridor. 800 and 900 Concar Drive are each five stories plus mechanical penthouse; the Marriott Hotel is six stories; and the buildings of The Crossroads are ten stories, approximately 140 feet in height.

Immediately south of SR 92 is a cluster of light-industrial and service commercial uses. This area is separated from the Plan Area by the elevated SR 92. Access to these properties is accomplished via Pacific Boulevard which runs along the eastern side of the Caltrain right-of-way and connects to Concar Drive at the Hayward Park Caltrain Station, shown in Figure 2.11.



FIGURE 2.10 Concar Drive and commercial properties, facing east



FIGURE 2.11 SR 92 overpass over Pacific Boulevard, at the intersection of Concar Drive, facing south



FIGURE 2.12 Aerial view of the Plan Area, with Caltrain, the Joint Powers Board property, Kmart, Michaels, and surface parking in the foreground, and in the background, higher commercial development

AAA, Post Office, and Leslie Creek Channel

The remainder of the block located north and outside of the Plan Area includes the AAA and the Post Office (Figure 2.13). The AAA and the Post Office both front on South Delaware Street (Figure 2.14). These buildings are set back from the street, separated by dedicated surface parking. Deliveries, service functions, and employee parking for the Post Office are located behind the facility and accessed by Garvey Way, a public street. Trees and ground cover provide minimal landscape buffers between the Post Office and AAA and the Plan Area. Also outside the Plan Area, beyond the U.S. Postal Service property and behind residences on 16th Avenue, Leslie Creek channel is a concrete-lined channel that flows east-northeast under South Delaware Street to the Marina Lagoon (Figure 2.15).



FIGURE 2.13 Post Office at the corner of Garvey Way and South Delaware Street, with AAA in the background



FIGURE 2.14 South Delaware Street at AAA, facing southeast



FIGURE 2.15 Leslie Creek channel

South Delaware Street and Nineteenth Avenue Park

To the east, South Delaware Street separates the Plan Area from the Nineteenth Avenue Park neighborhood. A community developed by builder Joseph Eichler in the 1950s, the Nineteenth Avenue Park neighborhood consists of single- and multi-family residences. These houses are oriented away from South Delaware Street; they front on Eleanor Drive within the internal Nineteenth Avenue Park neighborhood street network. One access road, Charles Lane, leads into Nineteenth Avenue Park from South Delaware Street.

The residences of Nineteenth Avenue Park are separated from the Plan Area by South Delaware Street. South Delaware Street has four travel lanes and one turning lane, for a total right-of-way width of approximately 70 feet, including sidewalks. In addition, as shown in Figure 2.16, a high wooden fence and streetscape with mature trees along the eastern side of South Delaware Street significantly buffer the homes within Nineteenth Avenue Park from traffic on South Delaware Street, as well as from the Plan Area beyond.



FIGURE 2.16 Substantial vegetated buffer between South Delaware Street and the Nineteenth Avenue Park neighborhood

City Open Space System

The City of San Mateo includes substantial park and open space acreage within its boundaries, especially along its boundary with San Francisco Bay. Notably, Central Park in downtown San Mateo sets a high standard for public open spaces in the City (Figure 2.17).

Despite this existing acreage and tradition of park design in the City, the Plan Area is located in a part of the City with a relative dearth of public open space. Within one half-mile of the Plan Area, there are three small parks. These are the Concar playground in Nineteenth Avenue Park, Sunnybrae playground on Folkstone Avenue, and Trinta Park on Palm Avenue, which has two baseball fields and a basketball court.

The Leslie Creek channel is zoned as an open space. While the channel supports some natural features, it would require more improvement to become a natural trail.



Figure 2.17 Public open space in San Mateo

Transportation

Immediately adjacent to transit and the state highway system, the Plan Area is exceptionally well connected to the region's transportation networks.

Transit

Caltrain, the north-south commuter rail line on the Peninsula, and SamTrans, the primary bus service for San Mateo County, both provide transit service to the Plan Area.

Caltrain

The Hayward Park Caltrain Station provides local service. Also during peak hours, a Caltrain shuttle bus operates an hourly service that is synchronized with the train between the Hayward Park Caltrain Station, various local office buildings, and the Lakeshore and Fiesta Gardens neighborhoods.

The Hillsdale Caltrain station, located approximately 1.5 miles south of the Plan Area, provides both local and express (Baby Bullet) train service. SamTrans and several employee and residential shuttle services operate at the Hillsdale Station.

SamTrans

SamTrans Bus Routes 292 and 35 run along South Delaware Street, providing direct bus service to the Plan Area. This route operates between Hillsdale Shopping Center and downtown San Francisco.

Road Network

The Plan Area is surrounded by readily accessible local arterials and major highways. The Plan accounts for possible reconfiguration of the SR 92 interchange with Concar Drive, as well as the City's plans to narrow South Delaware Street.

- State Route 92 (SR 92): Just south of Concar Drive, SR 92 is a four- to six-lane, east-west freeway that extends from Half Moon Bay in west San Mateo County across the San Francisco Bay via the San Mateo Bridge to Hayward in Alameda County. Prior to intersecting US 101 to the east, SR 92 is four lanes. East of US 101, SR 92 becomes six lanes.
- Concar Drive: This two- to four-lane, east-west arterial borders the Plan Area to the south. SR 92 westbound on- and off- ramps are located roughly at the north-south access to the Plan Area at Concar Drive.
- South Delaware Street: This is a two- to four-lane (with an additional turning lane), north-south arterial bordering the eastern edge of the Plan Area. Eastbound SR 92 on- and off-ramps are located at the SR 92/South Delaware Street interchange, south of the South Delaware Street/Concar Drive intersection and the Plan Area.
- East 16th Avenue: Located north of the Plan Area, this is a four-lane collector which runs east-west between US 101 and the Caltrain tracks.
- US Highway 101 (US 101): This is an eight-lane, north-south freeway less than one-half mile from the Plan Area. US 101 extends northward through San Francisco and across the Golden Gate Bridge, and southward through San Jose toward Morgan Hill. Access to the Plan Area is provided via an interchange at SR 92.

Parking

The Plan Area currently includes approximately 700 parking spaces in over nine acres of surface lots to serve the Kmart and Michaels retail stores. Separated from these parking lots by a chain-linked fence are approximately 200 spaces at the Joint Powers Board property to the west.

No on-street parking is currently permitted along the Plan Area frontage. On-street parking of a half-dozen vehicles is allowed on the south side of Concar Drive west of the SR 92 westbound on- and off- ramps.

Environmental Setting

San Mateo is situated on the San Francisco Peninsula, between the Santa Cruz Mountains and San Francisco Bay. Because it is positioned on the Bay side of the Peninsula, the City has all the typical physical and climatic features of lower-lying areas around the Bay.

Climate

The San Francisco Bay Area has drastically varying micro-climates. San Mateo's location affords it a very mild climate. The average high temperature is roughly 65 degrees Fahrenheit, varying from 55 degrees in January to 75 degrees in August. Average low temperatures range from 40 degrees to 55 degrees.

The San Francisco Bay Area experiences distinct rainy and dry seasons. The rainy season generally occurs between October and April, with a total annual average rainfall of 19 inches per year measured at nearby San Francisco International Airport. The dry season generally occurs between May and September with generally negligible rainfall. The general exposure of the Plan Area to prevailing winds, sun, noise from SR 92 and Caltrain, and storm drainage is shown in Figure 2.18.

Topography

The Plan Area's existing high point is located near its center, at the finished floor level of the Kmart building, at approximately +107 feet (adjusted City datum). The Michaels store is located southeast of Kmart, and has a finished floor elevation of approximately +105 feet. From its center the Plan Area slopes downward in all directions toward its boundaries. The highest boundary elevation is along the western edge adjacent to the Joint Powers Board property, at an elevation of +106.2 feet. The lowest boundary elevation is along the northeastern edge adjacent to South Delaware Street, at +100.7 feet.

Air Quality

According to the California Environmental Protection Agency's Air Quality and Land Use Handbook (April 2005), freeways and major arterial roads within 1,000 feet upwind of residential developments are a source of air pollution that result in higher than average adverse health impacts. As shown in Figure 2.18, although the Plan Area is within 1,000 feet of SR 92, the freeway is downwind, not upwind, of the Plan Area. Thus, this potential air-quality issue is minimized.

Soil

At present, the Plan Area is almost entirely covered with buildings and solid pavement. Previously, the Kmart building was used by Montgomery Ward, another general retailer. The Michaels building was once an automobile service center. The third existing land use within the Plan Area is a Shell gas station located at the corner of Concar Drive and South Delaware Street. A Phase I Environmental Assessment for the Kmart and Shell station properties (EarthTech, Inc., July 2006) recommended no further investigation.

The existing asphalt pavement that covers the Plan Area is of varying thickness, averaging two inches where vehicles pass. There are some small landscaped areas, mainly islands of plantings scattered throughout the parking lot.

Beneath the pavement is a layer of artificial fill that varies between 1.5- and six-feet thick. The classification of artificial fill is highly variable, containing poorly graded gravel, clayey gravel, poorly graded sand, silty sand, or clayey sand. Below the artificial fill is Bay Mud, which varies from one-foot thick near the western boundary of the Plan Area to six-feet thick near South Delaware Street. The upper one to two feet of Bay Mud is highly organic and contains decaying vegetation.

Below the Bay Mud, a medium-stiff, lean clay layer covers the majority of the Plan Area. Alluvium was also found below the Bay Mud. Below the stiff-lean clay, the alluvium deposit is mainly silt or clay with sand and gravel. Small zones of predominantly sand or gravel were also encountered. The depth to bedrock is unknown.



FIGURE 2.18 General exposure of the Plan Area to wind, sun, and noise, and drainage conditions

Infrastructure and Utilities

The Plan Area contains a shallow groundwater table located above the Bay Mud material that varies from +96 to +103 feet (adjusted City datum). This groundwater table fluctuates seasonally, and is probably controlled by water levels in Marina Lagoon and by seasonal rainfall. A second groundwater zone may occur in the Plan Area approximately 17 to 30 feet underground. If penetrated, the static level of this confined aquifer is approximately five feet below existing grade.

The Plan Area is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active faults exist there. In a seismically active area such as Northern California, the remote possibility exists for future faulting in areas where no faults previously existed; however, the risk of surface faulting and consequent secondary ground failure is very low. (Source: San Mateo Corridor Plan and Bay Meadows Specific Plan Amendment EIR 4.13-6.)

The Plan Area lies within a part of San Mateo that has been developed for many decades, and it is well served by infrastructure and utilities.

Storm Drainage

The Plan Area falls entirely within the tributary area of Leslie Creek channel (formerly known as the 16th Avenue Channel). Leslie Creek channel flows northeasterly to Marina Lagoon, which, in turn, discharges to San Francisco Bay. The Marina Lagoon water surface elevation is controlled by the City. There are no offsite flows through or onto the Plan Area.

At present, the Plan Area is almost entirely covered by impermeable surfaces, including building roofs and over nine acres of asphalt parking lots. Approximately six percent of the Plan Area consists of permeable, vegetated surfaces, in the form of parking lot islands. Rainfall is captured on-site and conveyed directly to the City storm drains.

The Plan Area has three distinct, on-site drainage systems, shown in Figure 2.19. These are the Western, Northern, and Eastern systems:

- Western system: This captures and conveys flows from the parking lot to the west of the existing Kmart building. Catch basins located along the Joint Powers Board property line connect to an 18-inch storm drain located in Concar Drive.
- Northern system: The roof drain from the existing Kmart building connects to a catch basin located at the southwestern end of Garvey Way. This catch basin drains a significant proportion of the parking lot north of the Kmart building, and it discharges to an 18-inch City storm drain, which, in turn, discharges to the Leslie Creek channel.
- Eastern system: This system captures flows from the parking lots to the south and east of the Kmart building via a series of catch basins. It connects to a 39-inch City storm drain in South Delaware Street at Charles Lane. Using a 51-inch pipe, this storm drain, in turn, connects to the Leslie Creek channel outfall.

The 18-inch City storm drain in Concar Drive conveys flows from the south of the Plan Area to the intersection of Concar Drive and South Delaware Street, just beyond the southeastern point of the Plan Area. The Shell station connects directly to this 18-inch City storm drain in Concar Drive.

The 39-inch South Delaware Street storm drain conveys run-off from a small watershed between Concar Drive and SR 92. The South Delaware Street storm drain outfalls directly to Leslie Creek channel in a 12-foot by 6-foot box culvert that allows Leslie Creek channel to flow under South Delaware Street.

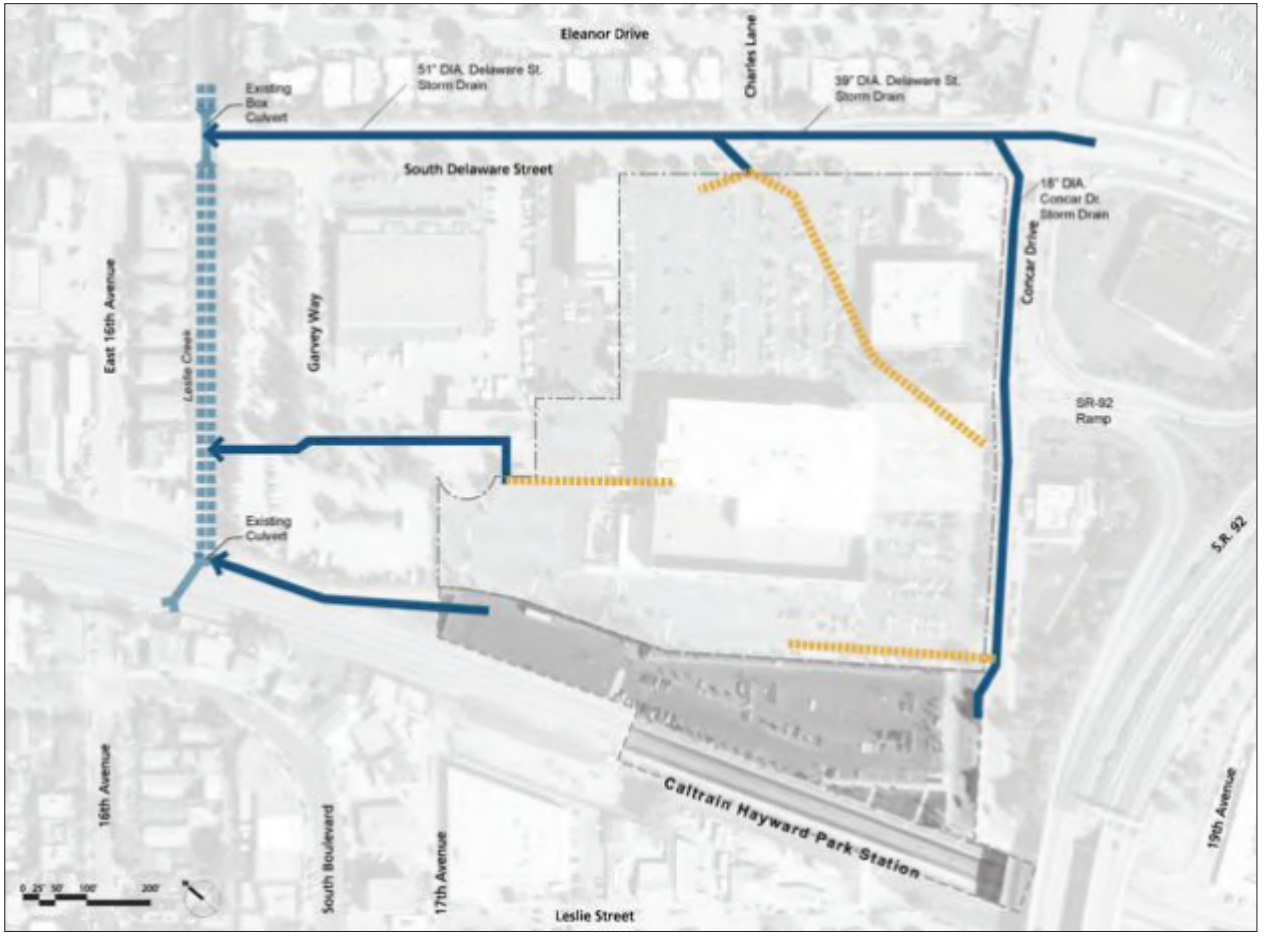


FIGURE 2.19 Existing storm drainage system

Existing Storm Drain to Remain

Existing Storm Drain to be Removed

Specific Plan Area Boundary

Existing Outfall to Leslie Creek channel

Sewers

Collection and treatment of wastewater in the Plan Area is provided by the City. As shown in Figure 2.20, existing facilities serving the Plan Area include:

33" Delaware Trunk

This trunk sewer line runs along the eastern edge of the Plan Area in South Delaware Street. It collects flows from properties and areas adjacent to South Delaware Street, including the 845-acre San Mateo Village watershed catchment, Fiesta Gardens, the San Mateo County Exposition Center, the Bay Meadows Phase One redevelopment, and the City's Mongini and Santa Clara lift stations. The trunk line discharges to the Dale Avenue Pump Station, from which the flow is pumped to the San Mateo Wastewater Treatment Plant.



Figure 2.20 Existing wastewater collection and treatment system

El Camino Real By-Pass

In 2001 the City commissioned the City of San Mateo City-Wide Sewer System Study which indicated that there is a significant capacity deficit in all of the major trunks in the southern trunk system due largely to high infiltration and inflow. Accordingly, a bypass from the El Camino Real trunk sewer line was constructed in recent years along Concar Drive, to alleviate surcharge of the El Camino Real trunk during storm events. This 30-inch sewer line connects to the South Delaware Street trunk line at the intersection of Concar Drive.

Plan Area

Within the Plan Area itself, an 8-inch line collects sanitary sewer flows from the existing Kmart and Michaels sites, and connects to the 30-inch El Camino Real bypass line in Concar Drive.

Water

Water service for the Plan Area is provided by the California Water Service Company (CWSC). CWSC obtains its water from the San Francisco Public Utilities Commission (SFPUC) through connections in the northwest part of the City of San Mateo. Water distribution mains in the Plan Area include a 10-inch and 8-inch main in South Delaware Street, an eight-inch main in Concar Drive, an eight-inch main in Garvey Way, and a 24-inch high-pressure main in South Delaware Street. A 12-inch water main, branching from the 10-inch South Delaware Street main, serves the Plan Area by looping around the Kmart building. The loop consists of a 12-inch pipe along the southern side of the building and an eight-inch pipe along the north. The eight-inch main in Garvey Way extends south into the property to intercept the building loop, creating a secondary loop.

Electricity and Gas

Pacific Gas and Electric Company (PG&E) provides electrical and natural gas service to the Plan Area.

Electrical service is supplied by both overhead and underground lines. Low-voltage electrical lines are fixed to overhead utility poles that are located along the entire length of Concar Drive adjacent to the Plan Area. The service feeds to the existing buildings in the Plan Area are located underground.

A two-inch natural gas line is located underneath the sidewalk on the northern side of Concar Drive and along the western edge of South Delaware Street. In addition, a high-pressure, 24-inch gas line is located in the center of South Delaware Street.

Telecommunications

Telecommunications cables are fixed to overhead utility poles along the entire length of Concar Drive adjacent to the Plan Area. Multiple telecommunication companies provide services to the area.

Emergency Services

San Mateo Fire Department's Station 23, located at 27th and Edison streets, serves as the first response unit for the Plan Area. However, due to the City of San Mateo's participation in the San Mateo County Boundary Drop Program, the first response can also come from the nearest available apparatus throughout the County.

The San Mateo Police Department has facilities at the intersection of Hillsdale Boulevard and Saratoga Drive, approximately one half-mile south of the Plan Area.

Waste and Recycling

Recology (formerly Allied Waste) provides solid-waste disposal for the Plan Area. Solid waste is transferred to Recology's Ox Mountain facility.



Chapter 3



Guiding Principles:

- Implement the Corridor Plan
- Consider the Context
- Lead with Landscape
- Connect the Station to the Neighborhood
- Create a Vital Center
- Design for Sustainability

Chapter 3

Guiding Principles

Introduction [35]
Implement the Corridor Plan [37]
Consider the Context [39]
Lead with Landscape [41]
Connect the Station to the Neighborhood [43]
Create a Vital Center [45]
Design for Sustainability [47]

By building upon a basic set of design principles, this Plan establishes a vision of how Station Park Green will look, feel, and operate when it is completed. These basic principles range from ideas about land use and built form, through vehicular, bicycle and pedestrian access assumptions, to ecological goals. The principles were established based on existing conditions and constraints, such as the Plan Area's unique physical characteristics and economic realities, as well as normative values of placemaking.

SAN MATEO
RAIL CORRIDOR
TRANSIT-ORIENTED DEVELOPMENT PLAN

FINAL

Adopted June 6, 2005

Implement the Corridor Plan

This Plan further develops and expresses the objectives and policies of the Corridor Plan. Indeed, the central objective of this Plan is to implement the vision of that earlier document, by enabling the development of a public-spirited and transit-oriented neighborhood. In this way, Station Park Green is envisioned as a place worthy of the Hayward Park Caltrain Station, the existing residential neighborhoods that surround the Plan Area, and the City of San Mateo as a whole.

The vision of Station Park Green, established by this Plan, will realize the vision of the Corridor Plan within the Plan Area. The objectives and policies of the Corridor Plan are applied throughout, including:

- An interconnected street system that integrates with San Mateo's surrounding residential fabric (Policy 4.1 and 6.32)
- Multi-family uses developed at transit-supportive densities (Policy 5.9)
- Diversity in architecture, building types, and unit types (Policies 6.12 and 6.30)
- Fine-grained massing and articulation of buildings, constructed close to sidewalks (Policies 6.15, 6.16, and 6.33)
- Neighborhood- and commuter-serving retail uses, including specialty uses that enhance neighborhood services (Policies 5.12 and 5.13)
- Height limitations of 35 feet along South Delaware Street and 55 feet elsewhere (Policies 5.14 and 5.15). Height shall be measured per pages 66 and 67 of this Plan.
- Street designs that emphasize pedestrian comfort and safety while calming traffic (Policies 4.6, 4.8, 6.4, 6.5, and 6.32)
- One-way "Park Streets" that allow auto circulation around parks while minimizing pedestrian crossing distances (Policy 4.11)
- Placement and orientation of the park along the major visual and pedestrian link to the station (Policies 4.16 and 5.10)
- Water-quality protection and environmental responsibility integrated into streetscapes, buildings, parking, and open space (Policies 6.11 and 6.35)
- Design of new buildings to be pedestrian-friendly and compatible with local styles (Policy 6.2, 6.19, 6.30, 6.33, and 6.34)
- Does not significantly increase traffic levels on residential streets in existing neighborhoods (Policy 4.3, 4.12 and 7.11)


Context

Consider the Context

Station Park Green is not merely located within San Mateo but will be an integral part of the City. Its design reflects careful consideration of adjacent neighborhoods, the existing street network, ongoing urban planning efforts, and available transportation resources. The Plan does this by:

- Reducing building heights along South Delaware Street to present a form compatible with the Nineteenth Avenue Park neighborhood
- Locating the greatest building heights and use densities toward the southern and southwestern portions of the Plan Area, to mitigate traffic noise and prevailing westerly winds
- Providing for new neighborhood-serving retail uses.
- Designing a street network that reflects San Mateo's existing residential grid and integrates with existing streets
- Ensuring residential densities and intensities of retail and office uses appropriate to the area's proximity to Caltrain
- Planning for seamless potential future expansion of the Plan Area to include the Joint Powers Board, AAA, and U.S. Postal Service properties


Landscape

Lead with Landscape

The framework for Station Park Green is its network of landscaped, publicly accessible open spaces. In turn, the key to that open space network is an approximately 1.1-acre park at the very heart of the neighborhood, called "The Park." The Park will extend out through the streets connected by the Gateway Park and Community Park. Together with the tree-lined streets within the Plan Area, these elements form a network of open spaces that comprises the public realm for Station Park Green. The Plan ensures the central importance and high quality of the public realm by:

- Setting The Park as the defining feature for Station Park Green, visible at its heart and from adjoining streets, and inviting enjoyment by residents, neighbors and station users alike
- Connecting Concar Drive to Garvey Way through a continuous set of green linear parks, hosting a variety of uses, from passive strolling to active play
- Extending the influence of The Park into all of the neighborhood's public spaces through related materials and design treatments, following City-approved guidelines
- Providing a more intimate courtyards for local residents, with a more serene character befitting their location and scale
- Planning for the continuation of the emerging regional trail system through the Hayward Park Station TOD Zone
- Linking the publicly accessible open space network to and integrating it with private stoops, porches, mews, and gardens within the Plan Area


Connect

Connect the Station to the Neighborhood

Station Park Green presents an opportunity to reintegrate the station area, which is currently disrupted by auto-dominated uses, with the urban fabric around it. As a contingency, the Plan provides for an Emergency Vehicle Access Easement (EVAE) along the Plan Area boundary with the JPB property. However, the preferred approach would be to develop both properties together seamlessly, with active uses facing the Caltrain Station. The development of a vital, pedestrian-oriented neighborhood will facilitate station access for both new and existing residents, with clear, direct connections drawing people to and through the Plan Area. The Plan does this by:

- Facilitating clear, direct pedestrian and visual connections to the Hayward Park Station, particularly from Concar Drive and Charles Lane
- Providing a densely interconnected network for pedestrian circulation, including generous sidewalks, frequent crossings, and through-block pathways
- Using traffic-calming techniques to reduce vehicular speeds in the neighborhood
- Creating a street network that connects efficiently to existing streets, from Concar Drive in alignment with the SR 92 off-ramp and from South Delaware Street in alignment with Charles Lane of Nineteenth Avenue Park
- Providing retail and services for commuters using the train station and nearby residents
- Parking will primarily be enclosed with retail and residential uses, to maximize the pedestrian orientation of streets and open space


Center

Create a Vital Center

Station Park Green will become a vibrant hub of activity where asphalt dominates today. Added activities and amenities will create a new meeting ground for commuters, residents, and shoppers. The Plan does this by:

- Providing a new transit-oriented neighborhood near the Hayward Park Station for the shared enjoyment of surrounding residents
- Concentrating density near the Hayward Park Station and around a large park and the larger streets
- Including a range of housing types, such as studios, 1-, 2-, and 3-bedroom units, in addition to retail and some office uses, at densities sufficient to support both transit ridership and neighborhood vitality
- Drawing visitors to and through the neighborhood with clear connections and comfortable and attractive streets and open spaces
- Locating parking to avoid interference with building entrances, retail spaces, and pedestrian access points
- Providing for uses and activities that will keep the new neighborhood active into the evenings and weekends
- Orienting buildings toward streets and parks to provide emphasis and spatial definition to the public realm
- Creating and supporting a distinctive visual identity through excellent architectural, urban, and landscape design



Sustainability

Design for Sustainability

Station Park Green exemplifies a sustainable pattern of development, which creates compact, diverse, vibrant places. It recycles underutilized land near existing transit facilities, converting an auto-dominated area of asphalt into a community-oriented place around people. By providing more services and amenities near mass transit, the Plan facilitates access by proximity, reducing the need for travel and supporting transit ridership. Careful planning allows a thorough and proactive consideration of environmental factors from stormwater management to energy efficiency to transportation. The Plan is compatible with LEED for Neighborhood Development (LEED-ND) certification. The U.S. Green Building Council's LEED-ND program emphasizes the creation of vibrant, walkable, mixed-use communities that reduce the impact of urban sprawl and contribute to healthier living. The Plan furthers the following sustainable practices:

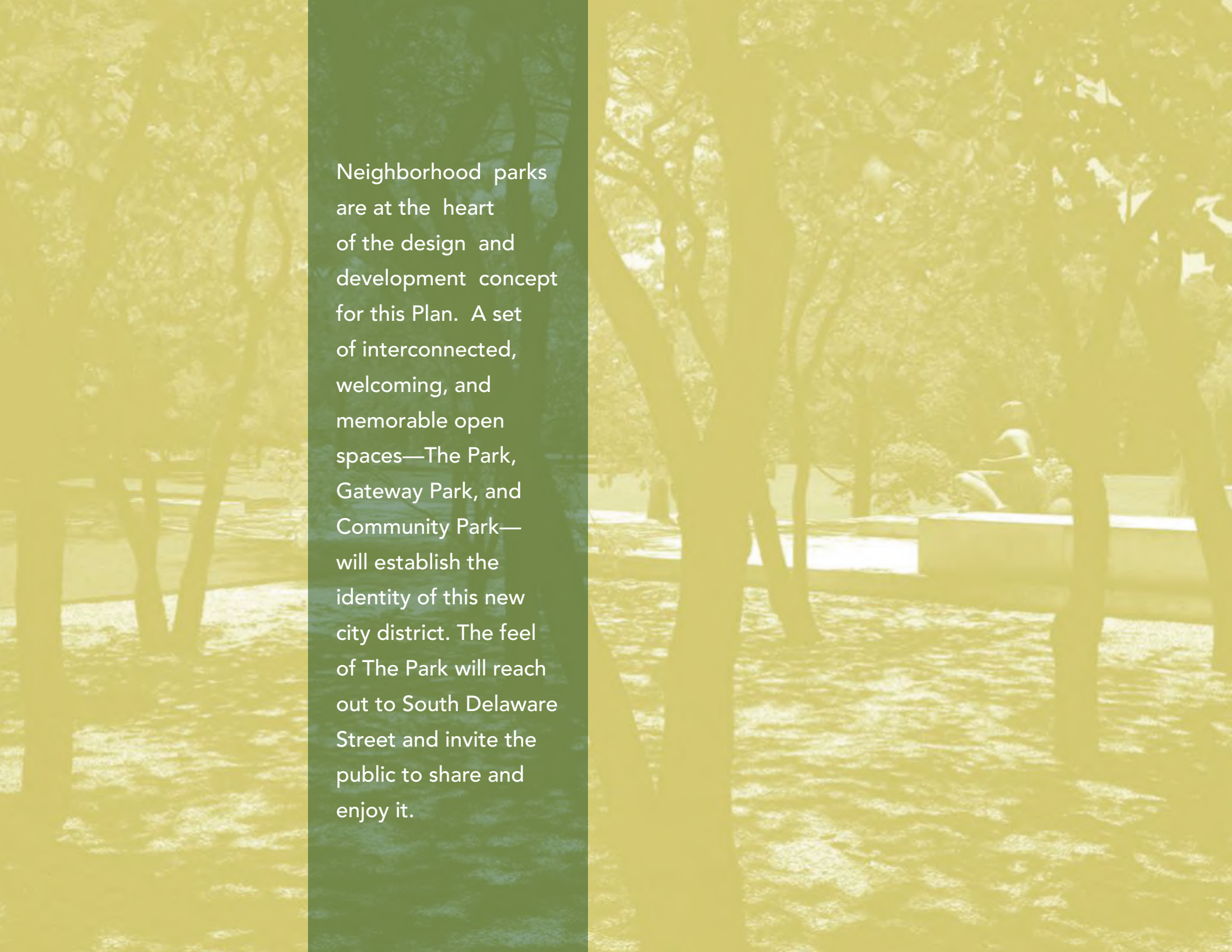
- Recycling underused, auto-dominated land
- Concentrating diverse activities close to one another
- Developing densities near mass transit—encouraging transit use by proximity
- Managing transportation demand through amenities that support transit use
- Facilitating safe, comfortable station access by pedestrians and bicyclists
- Providing bicycle parking and addressing bicycle circulation in street design
- Incorporating the emerging regional trail network
- Addressing solar access and wind impacts through sensitive site design
- Integrating stormwater management into site design
- Incorporating green building systems, materials, and technology wherever feasible

This page intentionally left blank.



Chapter 4

Neighborhood parks are at the heart of the design and development concept for this Plan. A set of interconnected, welcoming, and memorable open spaces—The Park, Gateway Park, and Community Park—will establish the identity of this new city district. The feel of The Park will reach out to South Delaware Street and invite the public to share and enjoy it.



Chapter 4

Development Standards

Introduction [51]
Overview [52]
Concepts [53]
Station Engagement [56]
Regulatory Context [58]
Block Pattern and Open Space [59]
Land Use and Density [61]
Heights and Typologies [67]
Open Space System [70]
Block Standards [83]
Circulation [92]
Infrastructure Improvements [114]

Development of Station Park Green comes with both opportunity and responsibility. The opportunity is to deliver to the City a new mixed-use development that in its design and management is a proud addition to the family of remarkable living experiences in San Mateo. At the same time, there is a responsibility to respect and fully utilize the scarce resource of public transit accessibility, by clustering attractive, intense development at transit stations. San Mateo has identified only a few locations for such transit-oriented developments, and sets them out as showcases for good urban living.

Overview

The development detailed in this chapter seizes the opportunities of the Plan Area through bold and distinctive design characterized by:

- A pattern of walkable blocks, narrow streets, and housing diversity
- An assurance of shared community amenities, most dramatically represented by The Park at the heart of the Plan Area and enhanced by Gateway Park and Community Park.
- A dedication to transit connectivity—providing shuttle service to downtown
- A focus on living experiences—an invitation to neighbors, a park down every block and outside most windows, and attractive routes for transit riders
- A commitment to get the cars "out of the living room" by requiring that above-ground parking be enclosed with active uses. This allows attractive front doors along nearly every corridor

The sections that follow describe the development and design approach through text, diagrams, illustrative plans, and renderings, including:

- Concepts — key design foundations of the Plan
- Station Engagement — seamless integration and development
- Regulatory Context—existing policies, laws, and regulations
- Block Pattern and Open Space—the basic framework for streets and connectivity, including an alternative configuration
- Land Use and Density—land uses, intensity of use, residential density, and dwelling-unit types
- Heights and Typologies—designated building envelopes and characteristics
- Open Space System—design intent and standards for open space
- Black Standards— use and dimensional standards by block



FIGURE 4.01 Station Park Green illustrative site plan

- Streets and Circulation—streets and streetscape from a transportation perspective
- Infrastructure Improvements—stormwater, sewer, water, emergency services, other utilities, grading, and waste and recycling

Concepts

The following three diagrams illustrate the key design concepts that are the foundation of the Plan. The intent of these graphics is to convey concepts, not specify connections or forms:

Concept 1: A Park at the Heart
Concept 2: Getting to Transit
Concept 3: A Green Network

Concept 1: A Park at the Heart

The design of the Plan Area is centered around The Park, shown in dark green. The light green arrows illustrate how The Park is visible and accessible within the neighborhood, situated within one block of every residence, and linked to the surrounding community by roads, bicycle paths, and extended pedestrian connections.

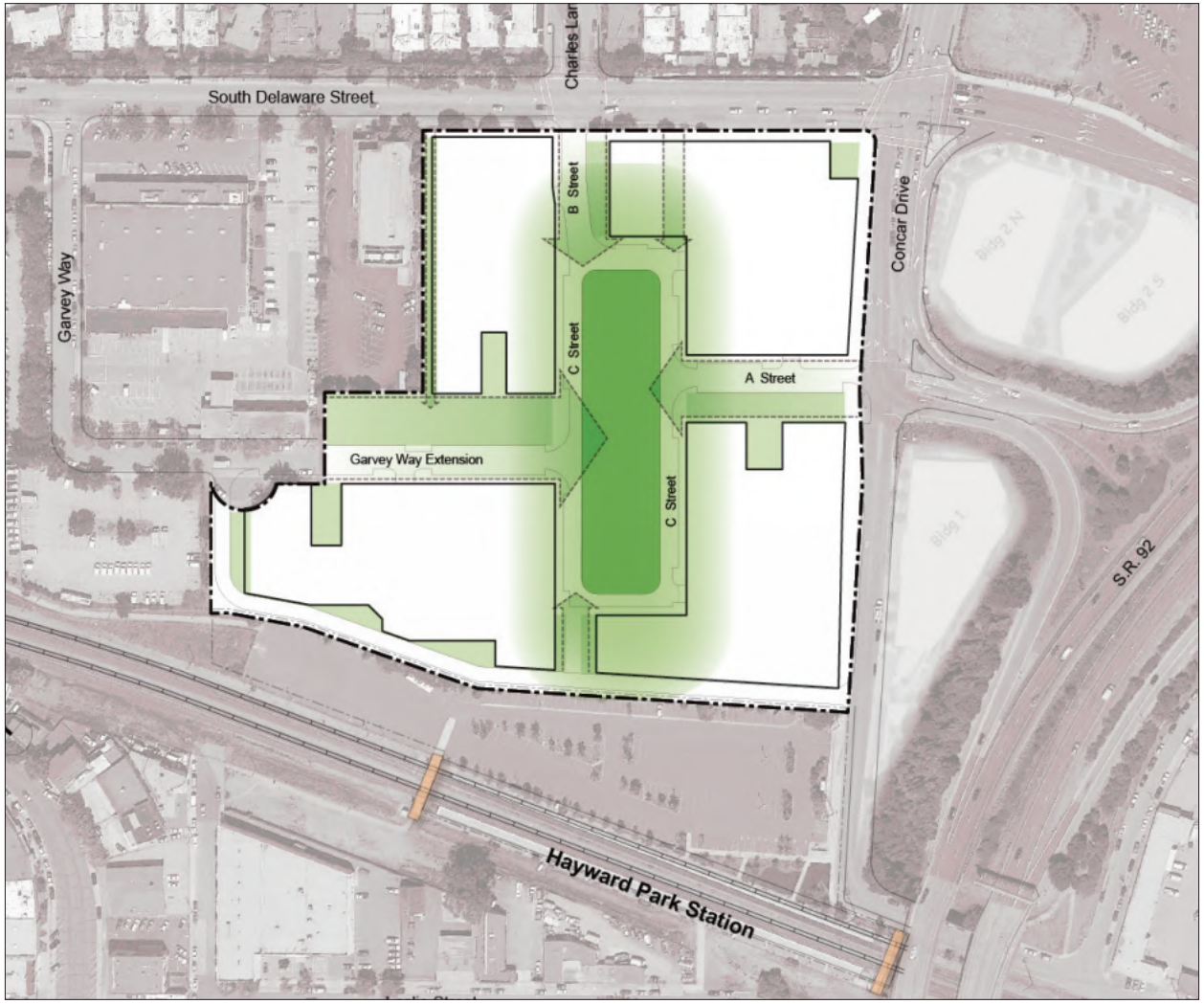


FIGURE 4.02 Concept 1: A Park at the Heart

Concept 2 : Getting to Transit

Open linkages to and from the Hayward Park Caltrain Station will facilitate easy access to transit for the Plan Area and the surrounding neighborhoods. This diagram uses blue arrows to show how the east-west pedestrian and vehicular routes pass through the Plan Area along park spaces (shown in green), and lead toward the station.

The primary transit linkage is along The Park, through the center of the Plan Area, ending at the Joint Powers Board property adjacent to the station. Because the JPB property is not part of the Plan Area, interim connectivity is provided along Concar Drive and an EVAE is provided along the boundary between the two properties. The EVAE is intended solely as a contingency should coordinated development of the two properties be infeasible or alternative access is not possible.

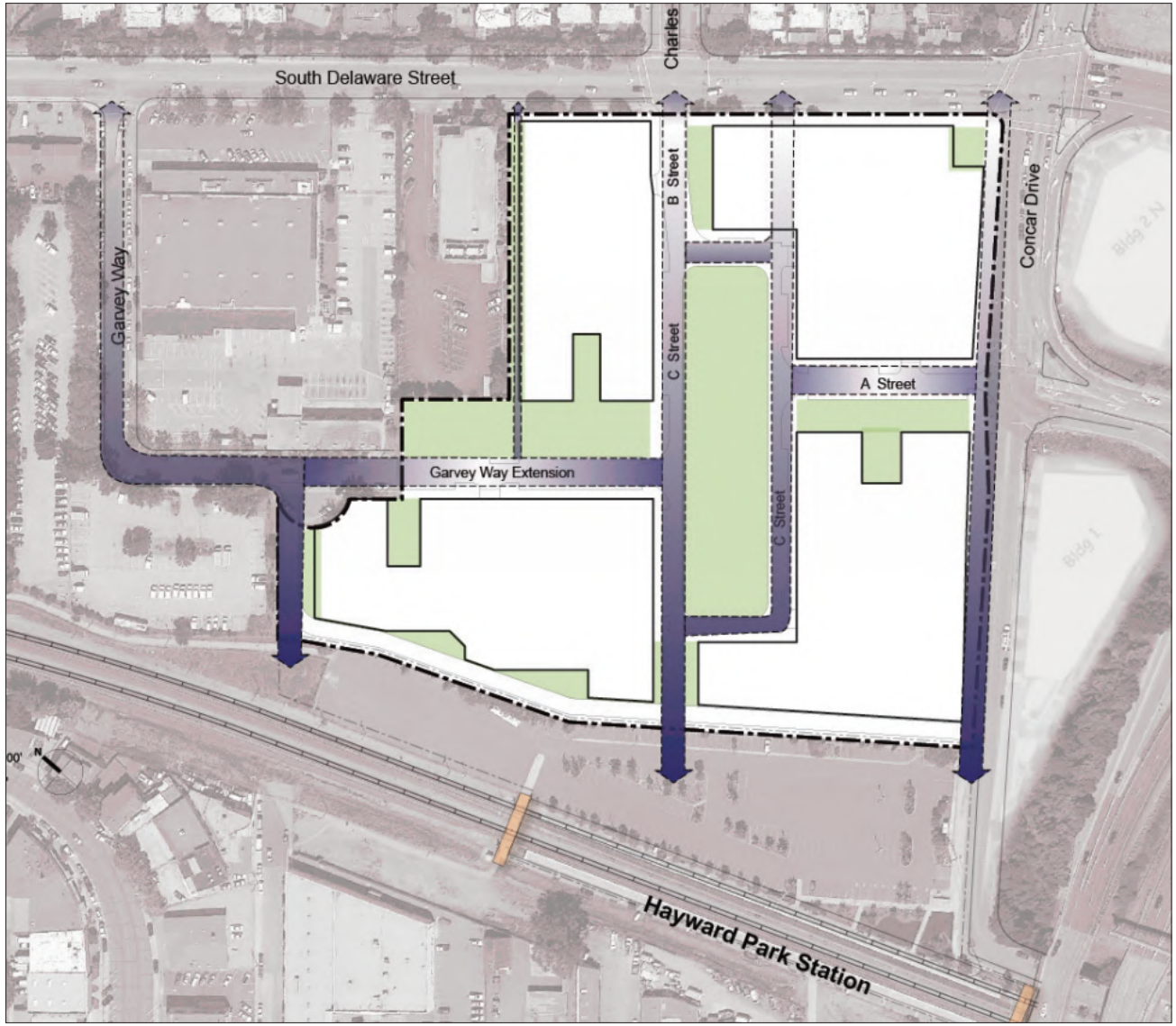


FIGURE 4.03 Concept 2: Getting to Transit

Concept 3 : A Green Network

The Park, located in the center, is one of multiple open spaces in the Plan Area, including Gateway Park, Community Park, and other, smaller open spaces, all shown in darker green. This series of linked publicly accessible open spaces are connected by a network of high-quality, landscaped streets—including sidewalks—which are shown in lighter green.

Stemming from The Park at the center, this network of parks and streets will create a common identity and experience for the entire Plan Area. The landscape of the streets will unify the neighborhood, benefiting every block, so that every street feels like an extension of The Park. The streets will also integrate a system of stormwater management strategies.

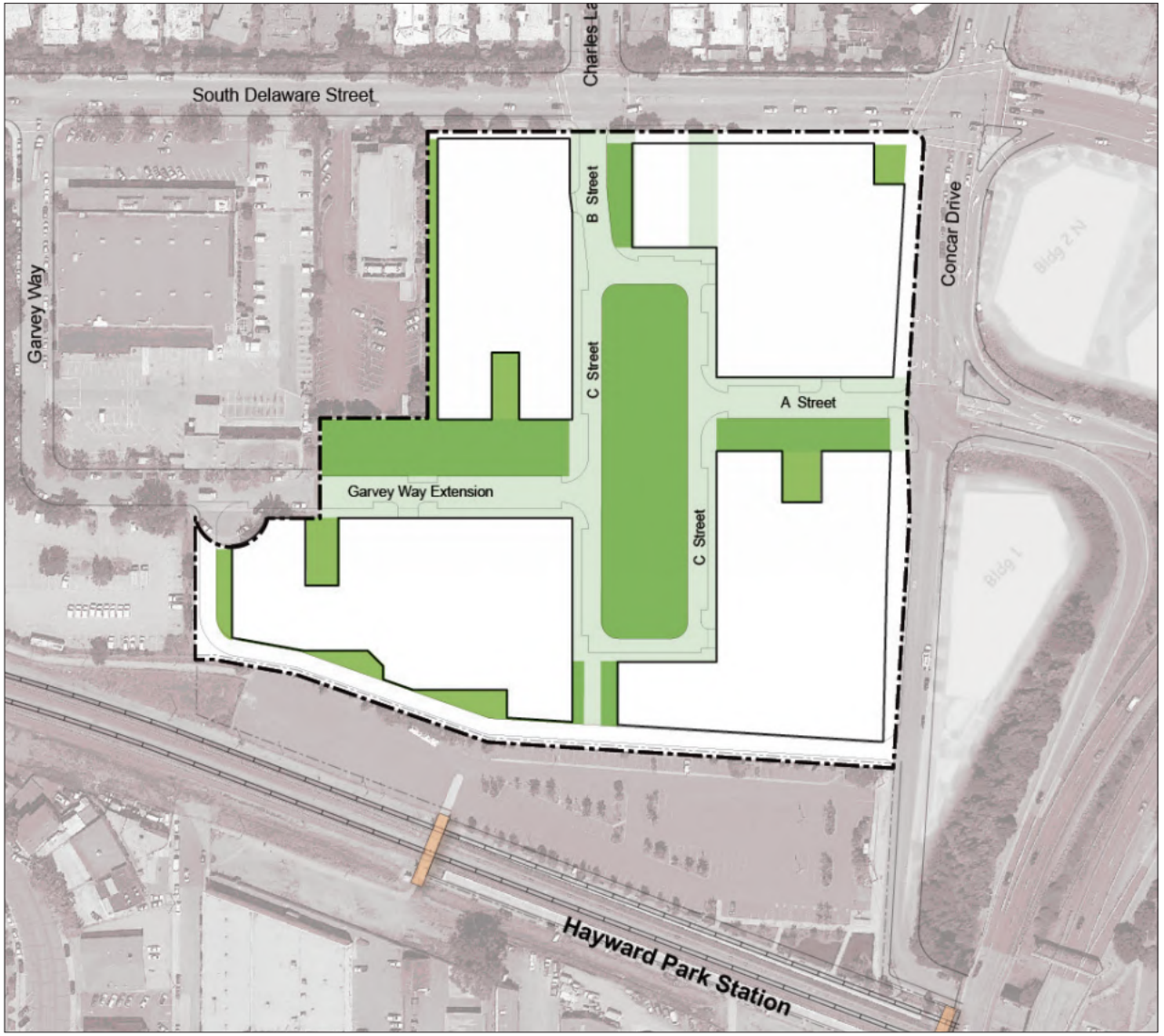


FIGURE 4.04 Concept 3: A Green Network

Station Engagement

The figures in this Plan show an Emergency Vehicle Access Easement (EVAE) at the southwestern portion of the Plan Area, along the boundary of the adjacent JPB property. It is the ultimate goal of this Plan to integrate the Plan Area seamlessly with the adjacent 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.

Integration of the properties may include the placement of buildings, as well as pedestrian and bikeway amenities fronting directly onto the JPB property. The location of street, pedestrian and bikeway amenities could straddle the Plan Area and the JPB property. However, at this time it is not known how the Plan Area and the JPB property will ultimately interface, so the EVAE is shown as a necessary contingency, providing the required fire safety access for the Plan Area solely within its boundaries. The interface of the Plan Area and the JPB property will be determined during SPAR for Blocks RE-2 and RE-3.

As stated above, the development standards in this chapter apply only to the Plan Area. However, as noted throughout this Plan, the ultimate design intent for the Hayward Park Station TOD Zone is for the Plan Area and the JPB property to work together seamlessly through coordinated access ways, view corridors, an active network of streets and open spaces, and attention to building design and use along pedestrian routes, to achieve a successful transit oriented neighborhood to facilitate pedestrian and bicycle traffic across the JPB property to and from all portions of the Hayward Park Station Area, and to increase use of transit services.



FIGURE 4.05 Rendering from the 'Rail Corridor Plan' illustrating clear view corridors and good connectivity of streets drawing people through the two properties

The interface between the two adjacent properties should:

- Use clear connections and comfortable and attractive streets to draw visitors to and through the boundary between the two properties, including visitors from beyond the Hayward Park Station.
- Promote safe, convenient pedestrian and bicycle accessibility in both the north-south and east-west directions in the project area adjacent to the Hayward Park Station, which may include entirely new connections through and around the Plan Area, as well as the continuation of the existing bicycle and pedestrian connection to 16th Avenue.
- Promote the maximum potential of Hayward Park Train Station as a local transit hub by improving and facilitating safe and convenient access to transit at the Hayward Park Train Station and throughout the Plan Area.
- Encourage seamless integration by providing appropriate landscaping and architectural treatment of southwestern façade of Blocks RE-2, and RE-3 that engages, rather than cuts off, the JPB property.
- Locate parking entrances to avoid interference with building entries, retail spaces, and pedestrian access points.
- Encourage uses and activities that will keep the interface between the two properties active into the evenings and weekends.
- Consider the location and design the Greenway Park to integrate the Plan Area and the JPB property and to facilitate vehicular, bicycle and pedestrian connections between the Plan Area and the JPB property, including from beyond the Hayward Park Station.

Regulatory Context

Land Use Requirements

This Plan implements objectives and policies of the Corridor Plan, which establish a land use program that supports a new transit-oriented village within the Plan Area. To guide the process of transit-oriented development, the Corridor Plan introduced the Hayward Park Station TOD Overlay Zone. The TOD Zone encompasses all the property covered by this Plan as well as some adjacent properties, including the JPB property.

This Plan applies the policies for the Hayward Park Station TOD Overlay Zone set out in the Corridor Plan. Although existing land uses may remain in the TOD Zone, new development is highly encouraged to be transit-oriented, allowing new land uses, higher densities, lower parking requirements, and transit- and pedestrian-supportive design standards.

The TOD Zone allows residential uses, office, retail shops, and services. Civic uses, including publicly accessible open space areas and multi-modal transit facilities and access ways, are also permitted. Retail uses should be, for the most part, neighborhood- and commuter-serving (such as small grocery stores, personal services, shops, or restaurants), and should be convenience oriented, providing goods and services within easy walking distance for residents and commuters alike. Community-serving retail use is permitted on the ground floor in the blocks along the Concar Drive frontage.

Residential Density Requirements

The Plan Area lies within the "Station Area" of the TOD Zone, which has minimum as well as maximum density requirements. In the Station Area, the minimum residential density is thirty-five (35) dwelling units per acre and the maximum density is fifty (50) units per acre.

FAR Requirements

Recognizing the extraordinary resource of adjacent transit, the Corridor Plan calls for high density within the Hayward Park TOD Zone. The maximum, overall FAR in the Station Area is 3.0. Retail uses have a maximum FAR of 0.3 across the Station Area.

Height Limits

A maximum height of 55 feet applies to the majority of the Plan Area. The exception is a 45-foot deep strip along the length of South Delaware Street, which has a height limit of 35 feet. Height will be measured as described on pages 67 and 68 of this Specific Plan. The 55-foot height zone is intended to meet the needs of transit-supportive development densities, anticipating four- or five-story, multi-family and/or mixed-use residential buildings, with enclosed parking.

Block Pattern and Open Space

The blocks within the Plan Area are defined by a grid of narrow streets that will be privately maintained, but publicly accessible (Figure 4.06). The planned street grid corresponds to the surrounding neighborhood grids in both scale and orientation. The grid is oriented to minimize the effect of prevailing west winds. The block pattern and street network achieve a high degree of connectivity by linking access points with intersections at the edges of the Plan Area.

Three vehicular access points connect with pre-existing intersections: the South Delaware Street entrance mirrors the Charles Lane entrance to the Nineteenth Avenue Park neighborhood; the main Concar Drive entrance aligns with the ramp to SR 92; and, on the northern edge of the Plan Area, Garvey Way is extended into the Plan Area, along the Community Park. As a contingency, an EVAE is planned along the westerly boundary with the JPB property.

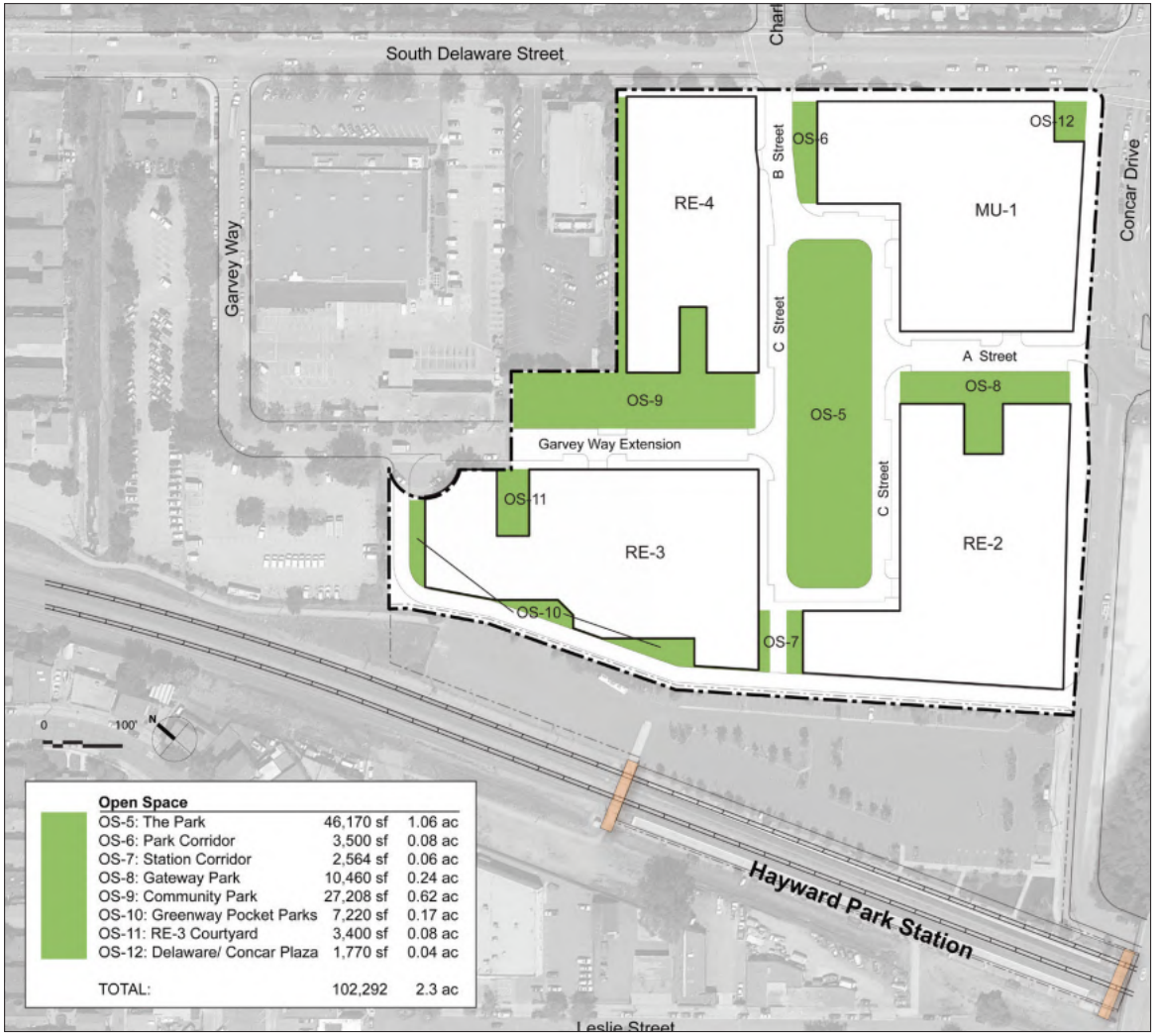


FIGURE 4.06 Block pattern and open space

Illustrative Site Plan

The Plan includes four blocks. One will allow a mixed-use residential building (MU), and three will be residential (RE). There will also be eight areas that will be dedicated as publicly accessible open space (OS). As shown in Figure 4.07, the blocks on the south side of The Park are deeper than those on the north side. This slight asymmetry around The Park responds to the environmental setting. Thus, Blocks MU-1 and RE-2 provide greater distance between The Park (OS-5) and Concar Drive, buffering The Park from the noise and appearance of SR 92 as it rises over the Caltrain right-of-way. This asymmetry also allows the South Delaware Street frontage of Block MU-1 to hold the street wall on the corner of what the Corridor Plan establishes as an important intersection.



Figure 4.07 Illustrative site plan

Land Use and Density

Land Use

The Plan Area comprises a combination of uses including publicly accessible open space, all-residential buildings, and a mixed-use building with residential units above non-residential space. This section details the land uses by block (Figure 4.08). Each of the four blocks has been designated in Table 4.01 on page 64 with permitted (and preferred) land uses, in some cases with prioritized locations.

The land use plan for the Plan Area fulfills the requirements of the Corridor Plan, and advances urban design and planning principles that will create a high-quality, vibrant, pedestrian-oriented neighborhood that is respectful of surrounding uses.

As shown in Figure 4.08, the interface of the Plan Area with the JPB property is intended to be seamless. However, an EVAE separating the two areas has been planned as a contingency.

The land use plan:

- Permits residential uses in every block
- Concentrates commercial office space along Concar Drive, consistent with the other office uses on Concar Drive
- Concentrates retail uses along South Delaware Street and Concar Drive, and at park frontages, minimizing impacts to existing residences in the surrounding neighborhoods
- Priority Retail Locations: Identifies four locations in Block MU-1 where retail is prioritized.
- Uses open space as an essential public amenity that gives the Plan Area its identity
- Organizes open space to create connections to transit, welcome residents from surrounding neighborhoods, and enhance the setting for ground-floor retail
- Extends a network of open space uses to improve views, light and air throughout the neighborhood

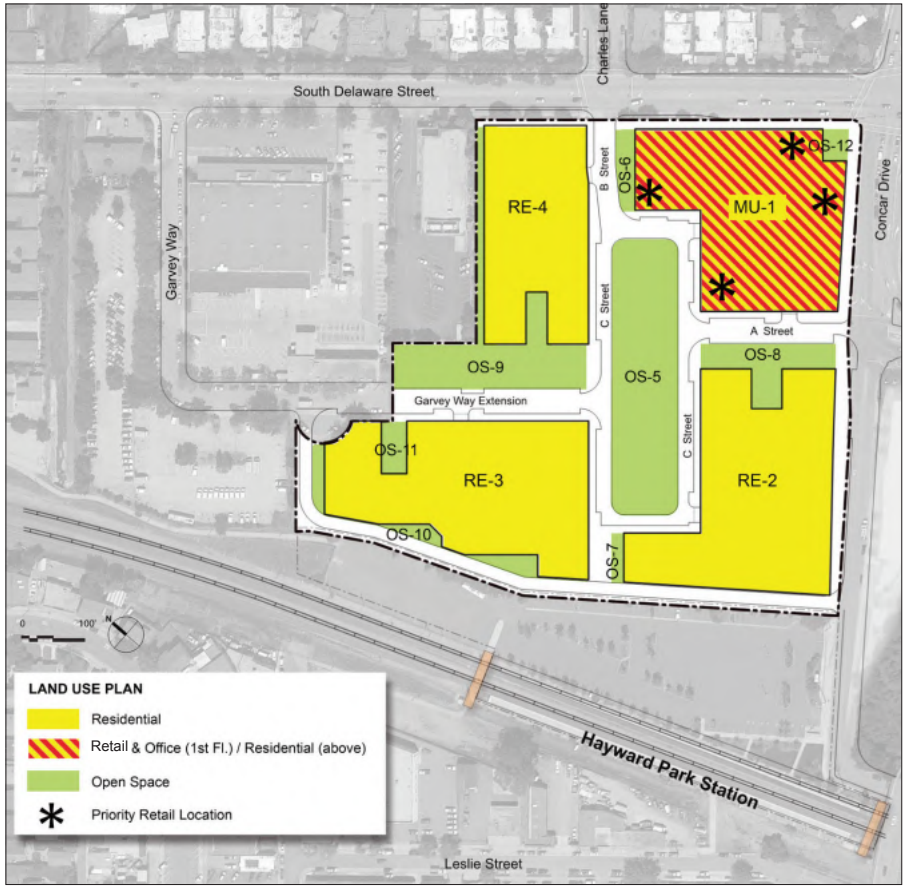


FIGURE 4.08 Land Use Plan

Program

Based upon the land use, density, and FAR parameters of the Corridor Plan, the development program for the Plan Area at full build-out includes:

- Up to 599 dwelling units (50 du/acre), including Below Market Rate units.
- A minimum of 25,000 gross square feet (gsf) of Retail/Services/Restaurant uses, and a minimum of 10,000 gsf of Office use.
- Approximately 2.3 acres of publicly accessible open space (excludes publicly accessible streets).

Retail/Services/Restaurant uses are defined to include all such uses permitted under San Mateo Municipal Code Chapter 27.30 (C1 Districts - Neighborhood Commercial), with the following conditions:

- At least 5,000 square feet of Retail/Services/Restaurant uses shall be neighborhood-serving Retail/Services/Restaurant uses, with a maximum size per establishment of 1,500 square feet.



FIGURE 4.09 Illustrative rendering of South Delaware Street entrance seen from Charles Lane in the Nineteenth Avenue Park neighborhood. Note: Buildings shown only for context.

The following page explains the character of neighborhood-serving retail uses in the Plan Area. Table 4.01 on page 64 summarizes the land use designations by block.

Neighborhood-Serving Retail

The neighborhood-serving retail uses in the Plan Area will align with the neighborhood commercial districts (C1) zoning in San Mateo as well as with the principles and objectives in the Corridor Plan. These retail uses are intended for neighborhood shopping that is compatible with surrounding residential areas. Per the Corridor Plan, they should be:

- Located in the ground floor of a mixed-use building, rather than as stand-alone retail
- Smaller-scale and convenience-oriented shops and services
- Within easy walking distance for the immediate neighborhood and transit users
- Built to the sidewalk to bring vitality to the street

Examples of such retail uses include, but are not limited to: bakeries, delicatessens, book stores, grocery stores, drug stores, restaurants, outdoor dining areas, antique shops, apparel stores, hardware and garden supply stores, household furnishings, pet shops, barber shops and hair salons, dry cleaners, banks, fitness studios, health spas, photo processing and framing shops, real estate establishments, tailoring and repair stores, travel agencies, and parking, recycling, and community facilities.



FIGURE 4.10



FIGURE 4.11



FIGURE 4.12



FIGURE 4.13

ALL IMAGES ABOVE - FIGURES 4.10-4.13 Neighborhood-serving retail examples

BLOCK	APPROX. ACREAGE	PERMITTED USES			NOTES
		RESIDENTIAL	RETAIL/ SERVICES/ RESTAURANT	OFFICE	
MU-1	1.8	Yes	Yes	Yes	Ground-floor retail/services/restaurant encouraged. Priority Retail Locations include South Delaware Street/Concar Drive intersection and frontages along The Park.
RE-2	1.9	Yes	Yes	Yes	Residential and amenity uses are included in this block
RE-3	1.8	Yes	No	No	Residential and amenity uses are included in this block
RE-4	1.4	Yes	No	No	Residential and amenity uses are included in this block.

TABLE 4.01 Land Uses by Block

Residential Density

As required under the Corridor Plan, the minimum residential density for the Plan Area is 35 dwelling units per acre and the maximum is 50 dwelling units per acre. Allocation of density from one block to another within the Plan Area is permitted (San Mateo Municipal Code, Section 27.02.160). Therefore, density shall be calculated across the entire Plan Area.

As shown in Figure 4.1 Relative Residential Density Diagram, residential density is intended to be compatible with surrounding conditions. Instead, the Plan allocates density to be compatible with surrounding conditions. The Residential Density Diagram indicates four gradations of density. The streets and open space blocks do not have dwelling units. For the blocks, density is lowest along South Delaware Street.

More information on the ranges of residential units permitted by block is provided in the Block Standards in Chapter 4.

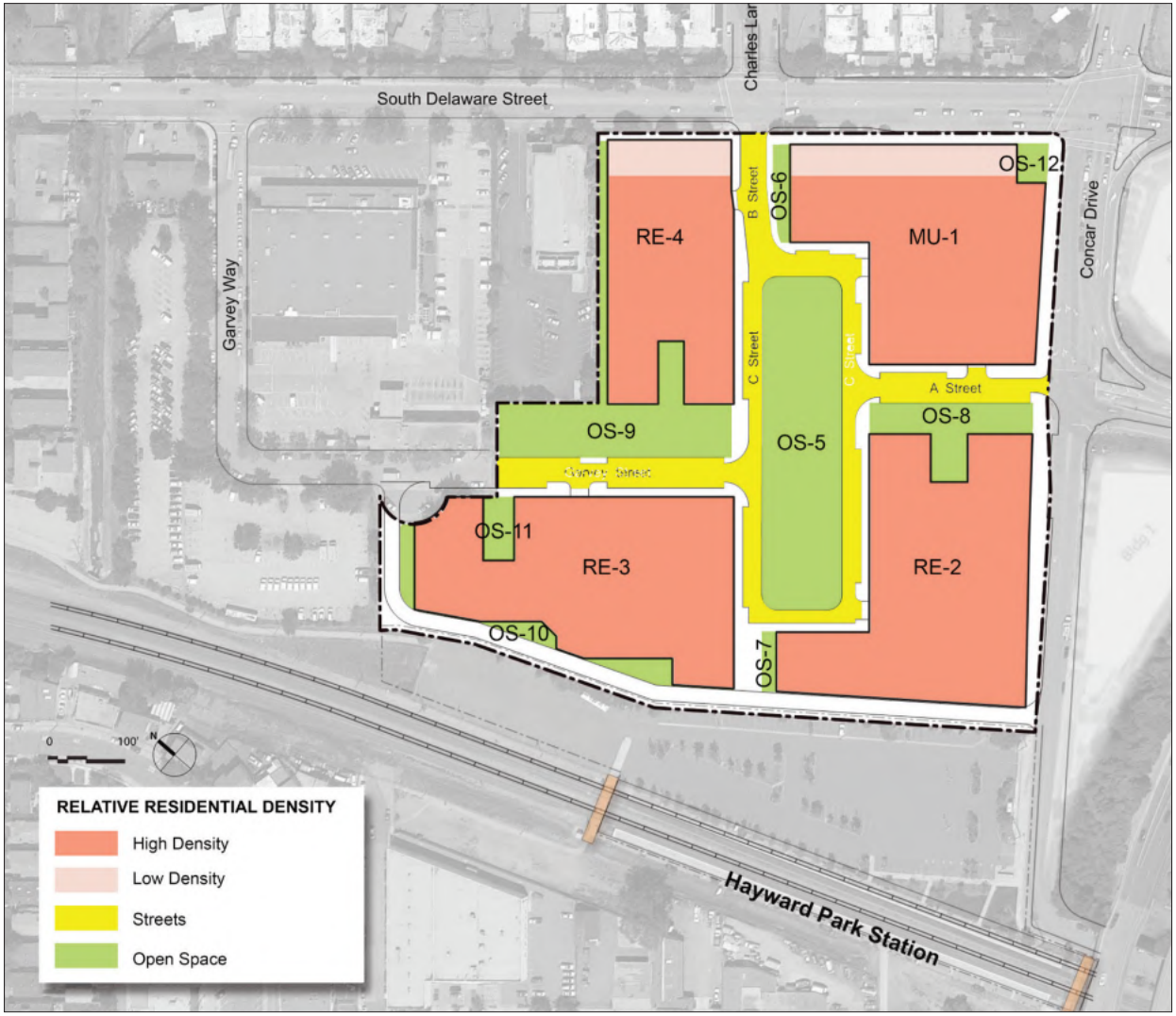


FIGURE 4.14 Relative Residential Density Diagram

FAR

Because the entire street system within the Plan Area will be privately built and maintained, it has been included in "lot area" for purposes of calculating overall FAR for the Plan Area. As shown in Figure 4.15, the overall FAR for the Plan Area is 3.0. Retail FAR is limited to 0.2, and office FAR is capped at 0.1.

More information on the ranges of floor area by block is provided in the Block Standards on pages 83-86.



FIGURE 4.15 FAR Limitations

Heights and Typologies

Heights

The Plan requires lower building heights along South Delaware Street in response to the Nineteenth Avenue Park neighborhood. Figure 4.16a shows building heights by block.

Heights along South Delaware Street, in Blocks MU-1 and RE-4 within the 35-feet Maximum Height Zone, will be 25-feet to 35-feet tall. This approach maintains a comparable scale of development adjacent to Nineteenth Avenue Park. Buildings 35-feet to 55-feet high are permitted in the rest of the blocks. These heights will enable the density needed to support transit and retail uses, as well as protect open spaces against freeway and Caltrain noise and the visual mass of the elevated freeway.

Except for areas in Blocks MU-1 and RE-4 withinthe 35-foot Maximum Height Zone along South Delaware Street, building heights shall be measured from the Plan Area's existing highest elevation (+ 107 feet) to the primary roof plateline. (See Figures 4.16b, 4.16d, and 4.16e.) For the 35-foot Maximum Height Zone along South Delaware Street, height shall be the vertical distance measured from 104.7 feet to the primary roof plateline. (See Figures 4.16c and 4.16e.)

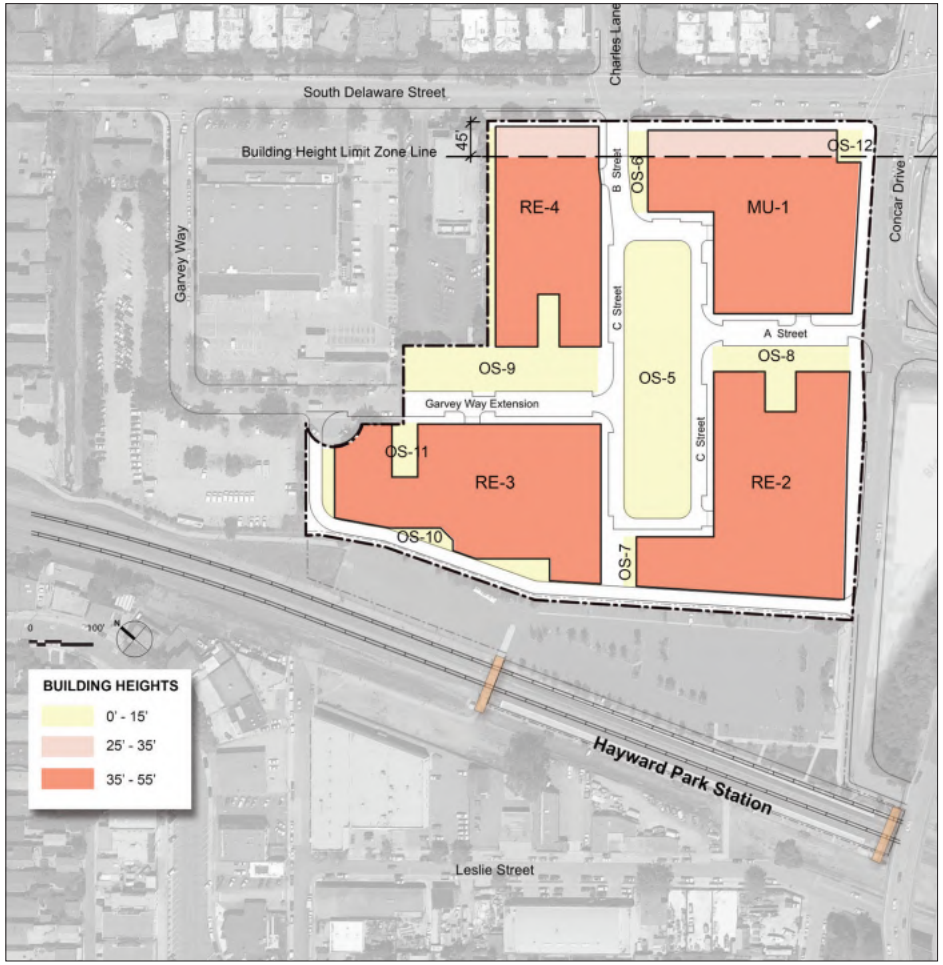


FIGURE 4.16a Height ranges by block

Measure P

Measure P, approved in November 2004, amended Policy 1.5 of the General Plan, requiring the City Council to make five findings for General Plan amendments involving building height changes:

1. The building has high design quality, which is enhanced by additional building height;
2. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;
3. Increased building heights will still provide for a variety of building heights in the vicinity of the project and the surrounding areas;
4. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and
5. The City's infrastructure is adequate to accommodate the proposed Plan program.

With the June 2005 adoption of the Corridor Plan, the City Council adopted amendments to the General Plan establishing a new TOD land use category, modifying certain allowable heights and densities to the TOD category. These amendments resulted in changes to the allowable heights and densities in the Plan Area.

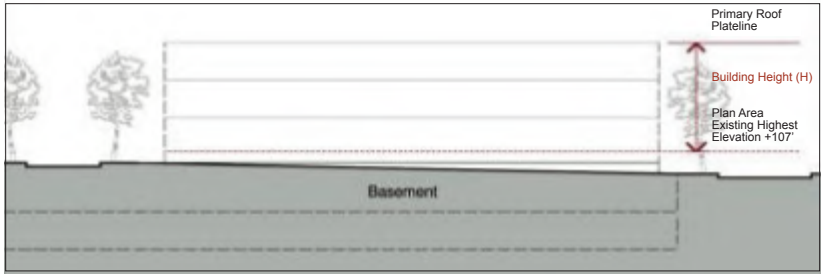


FIGURE 4.16b Method of height measurement along a graded parcel in Plan Area

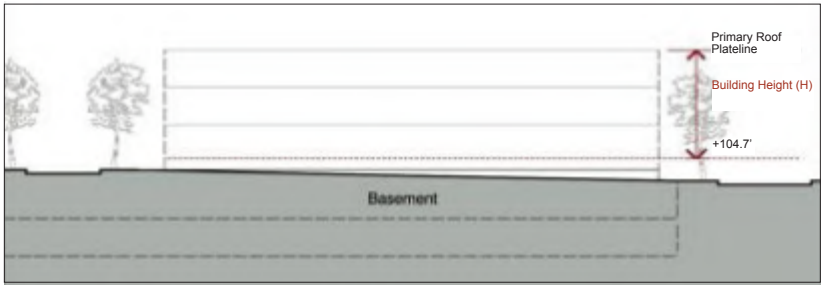


FIGURE 4.16c Method of height measurement along 35-foot Maximum Height Zone along South Delaware Street



FIGURE 4.16d Location of 107' height measurement point

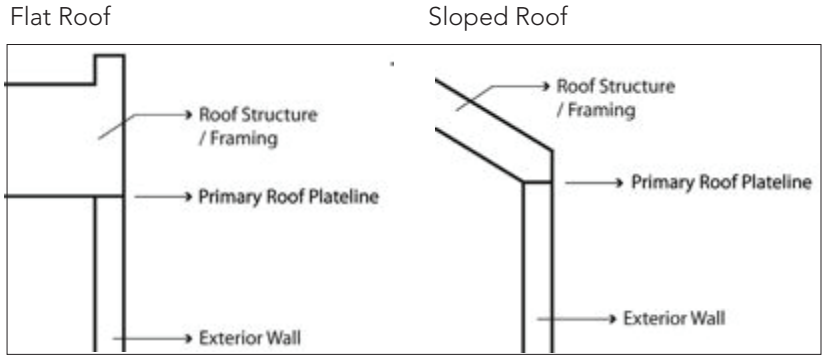


FIGURE 4.16e Location of roof plateline

Pedestrian Access at Ground Level

Pedestrian access at ground level will activate the open spaces of the plan, softening the edges of the building with varied textures and forms at the street level. Access at street level will take on three forms in response to context, program, and form: lobbies, unit stoops, and storefront:

- Lobbies will serve the whole building, creating access to key open spaces and highlighting important site connections.
- Residential stoops will allow for open circulation for ground floor units and increase the permeability of the building edge.
- Where allowed by grade and landscape setback, stoops will be utilized to activate park frontages
- Storefront access will take on an urban form, allowing for visual and physical interaction between the streetscape and retail/office spaces.
- Where grade does not allow for residential stoops, landscape will be used to soften the building edge and to provide a buffer from the street.



FIGURE 4.17 Pedestrian Access at Ground Level

Open Space System

Publicly accessible neighborhood parks are central to the design of the Plan Area. The existence of three large open spaces—The Park, Community Park, and Gateway Park—will establish the identity of this new district. The feel of these new open spaces will reach out to South Delaware Street and Concar Drive and invite the public to share and enjoy it.

Daily, the parks will delight walkers, joggers, bicyclists, and transit riders with a green backdrop, a colorful display, new foliage, or a place to rest. Color, variety, a focus on arts, and a sophisticated sustainable palette will distinguish the landscape design and the selection of trees and plant materials. The result will be an appealing place to live, visit, enjoy the convenience of local retail, or simply pass through on the way to the train.

Figure 4.18 illustrates the proposed open space system. Table 4.06 lists the Open Space Standards for the public parks shown in Figure 4.18.

Maintenance for the entire open space system in the Plan Area will be the responsibility of the Master Developer or owners' associations.



FIGURE 4.18 Open Space System

The Park: A Green Entry and Signature Open Space

An approximately 1.1-acre, publicly accessible park will connect South Delaware Street and surrounding neighborhoods to the Hayward Park Caltrain Station (Figure 4.19). With neighborhood-serving retail and attractive, varied residential uses facing The Park, its sense of place will extend from building wall to building wall. Figure 4.23 is an illustrative cross section of The Park.

Visitors will experience The Park together with The Park Corridor leading from South Delaware Street as a series of green outdoor rooms oriented toward the south side of The Park. This asymmetry complements surrounding uses. Some of these landscaped rooms will be terraced or shaded by a ceiling of tree branches (Figure 4.20), while others will be completely open to the sun (Figure 4.21).

Along the entire northern edge of The Park, a row of large trees will provide a subtle separation between the residences fronting onto The Park, and the commercial uses opposite them; an example is shown in Figure 4.22. The eastern and western ends of The Park have plaza-like spaces. The eastern plaza is intended to front ground-level retailers, and is more formal, including a reflective sculpture. The western plaza is differentiated by an informal grove of trees that anchors the western end. A grove, an exuberant flower garden and pathway intersect diagonally at the center of the park, connecting the Community Park and the Gateway Park. The central lawn will be accessible from both ends via an ADA-compliant ramp at its southern edge and one flush with the Pavilion Plaza at the northern edge.

The Park will have high-quality finishes, large trees, and coordinated lighting, seating, and furnishings. It will accommodate changing events or uses, large scale sculpture and a small pavilion and/or transit kiosk. The Park can also accommodate stormwater management functions.

Figure 4.24 is an illustrative rendering of The Park.



FIGURE 4.19 The Park illustrative plan



FIGURE 4.20 The Park example



FIGURE 4.21 The Park example



FIGURE 4.22 The Park example



FIGURE 4.23 The Park illustrative cross section, from building wall to building wall, facing east



FIGURE 4.24 Illustrative rendering of The Park, looking east toward Block MU-1 and ground-level retail

Gateway Park and Community Park

Two linear parks connect The Park from Concar Drive to Garvey Way. Welcoming pedestrians, cyclists, and vehicles from Concar, Gateway Park begins with colorful plantings and an entry sculpture. The plaza provides a sanctuary for having lunch or just sitting on a bench. The Grove and Flower Garden subareas guide views across The Park at the center of the Plan Area to the Community Park, while a topographical play element terminates the view screening adjacent parking. Community Park offers greater horticultural variety and planes of tilting grasses for children's enjoyment. Smaller garden spaces and paths encourage quiet enjoyment and vary the scale from park to residences. Pedestrians can access the Plan Area using a path along the rear of Block RE-3, terminating in Community Park.

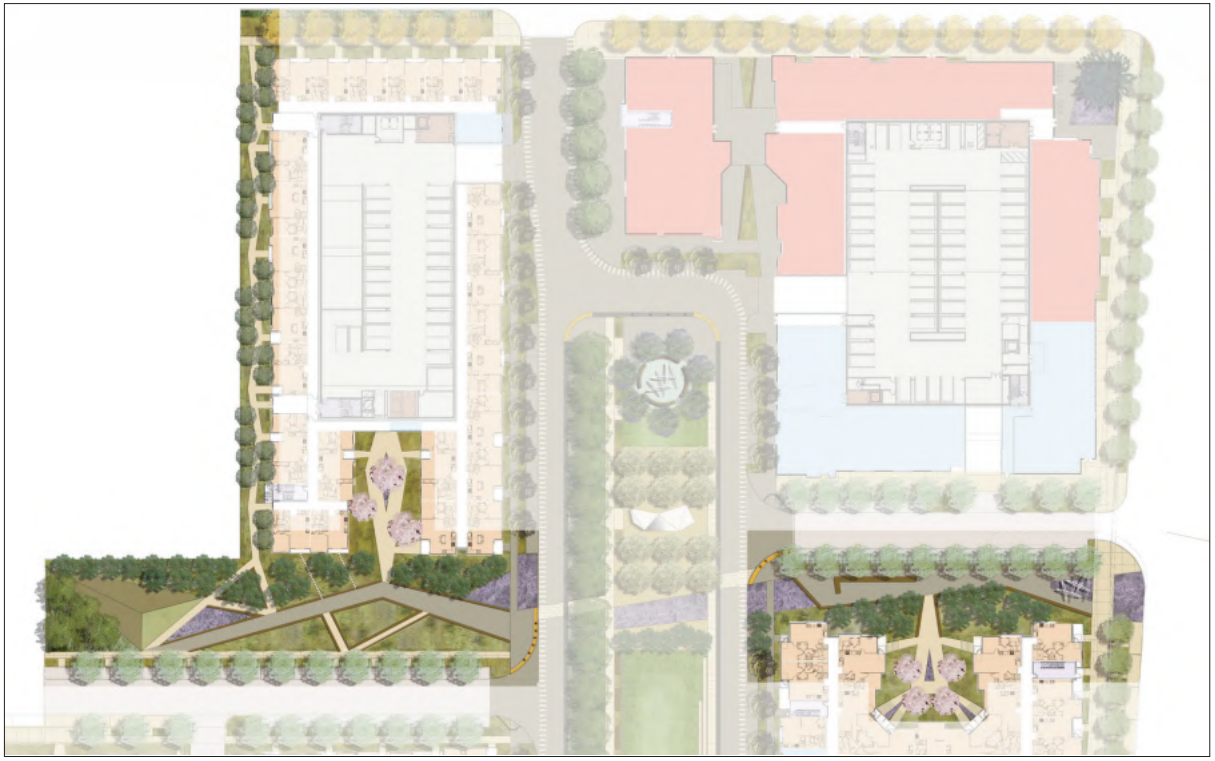


Figure 4.25 Gateway Park and Community Park illustrative plan

The Community Park Examples



Figure 4.26



Figure 4.27



Figure 4.28

The Greenway Pocket Parks and RE-3 Courtyard

The Greenway Pocket Parks

The Greenway stretches from Concar to Garvey Way widening to three pocket parks along its length. Divided between crushed stone, concrete, and a planted center strip, the EVAE functions as a pedestrian way, bike path, and green front door to the residences. The pocket parks provide areas to stop along the Greenway and small scale garden spaces for residents. Specimen tree plantings within the parks connect them to The Station Corridor and create a contiguous greenspace. The pocket park closest to Garvey Way also provides stormwater management areas integrated into the overall design.

RE-3 Courtyard

This small-scale, lush open space will soften the entry to Block RE-3, and provide quiet park space for the community. The RE-3 Courtyard connects visually and physically with the linear Community Park. Plantings should provide a greater horticultural variety than can be appreciated by faster-moving pedestrians.



Figure 4.29 The Greenway Pocket Parks



Figure 4.30 The Greenway Pocket Parks

Green Corridors

Two linear open spaces called "Green Corridors" will link South Delaware Street to The Park and

The Park to the train station. The Green Corridors will create view corridors through the Plan Area.

The Park Corridor is intended to extend The Park experience to South Delaware Street (Figure 4.30). The Park Corridor introduces an axis that begins at the South Delaware Street entry and runs west along the north side of The Park toward the Caltrain station. This axis is wide enough to make it visually inviting and accessible to the community (Figure 4.30). The main axis will be reinforced by tall trees and landscape finishes that will encourage pedestrians and bicyclists from the surrounding community to use the public spaces within the Plan Area and the Caltrain Station beyond.

The Station Corridor will run east-west to link The Park to the train station, and to extend the view corridor from South Delaware Street through the Plan Area. Specimen trees will create a focal point and improve way-finding. A main pedestrian route will be kept open for commuters but alcoves with bench seating will provide relaxing spaces to sit among lush plantings



FIGURE 4.31 The Park Corridor—connecting South Delaware Street to The Park



FIGURE 4.31a The Park Corridor and The Station Corridor example



FIGURE 4.32 The Station Corridor



FIGURE 4.32a Illustrative rendering of South Delaware Street entrance seen from Charles Lane in the Nineteenth Avenue Park neighborhood. Note: Buildings shown only for context.

Multi-Purpose Neighborhood Network

The open space system for the Plan Area comprises not only the parks and green corridors dedicated to public use, but private streets open to the public. The goal is a detailed network that is inviting to pedestrians and bicyclists, yet accommodates essential auto use (Figure 4.33).

The open space system will provide public parks, shaded streets, and other amenities typical of traditional neighborhoods. It is also meant to provide wildlife habitat, detain stormwater, and integrate utilities in an unobtrusive manner. Plant materials will be selected to favor large, long-lived trees, and coastal native and climate-adapted plants to provide habitat and conserve water.

Components of this attractive and high-performing landscape include: street trees, wide sidewalks, setbacks, suitable plant selection, stormwater management, and street lighting. For each of these design components, the following pages provide design standards.



FIGURE 4.33 Station Park Green illustrative site plan



Figure 4.34 Illustrative rendering of The Park, looking northwest through The Park and The Station Corridor, which leads to the Joint Powers Board property

Street Trees

The street trees required under the Plan will help to establish a spatial hierarchy that differentiates portions of the Plan Area from one another.

A line of monumental, fast-growing trees will announce The Park at South Delaware Street, and continue west along the edge of The Park to the boundary of the Joint Powers Board property and the Caltrain station. A secondary signature sidewalk tree will unify the streetscape along the north side of this main entry street that leads from South Delaware. An example of this concept is illustrated in Figure 4.35. Connector streets that do not face The Park will have trees of different species.

South Delaware Street itself will be planted with tall evergreen trees to provide a buffer between the Plan Area and that busy artery, as well as the Nineteenth Avenue Park neighborhood beyond. Concar Drive, which has less traffic, will be planted with deciduous trees and accented with large evergreens, thereby providing some transparency for the retail uses facing south.

Sidewalks

There will also be a hierarchy of sidewalk treatments commensurate with the nature of the street: from the primary entry street at South Delaware Street to the narrower, local residential streets and pedestrian-oriented streets. Sidewalks in mixed-use areas are intended to allow activity to spill out from adjacent retailers and restaurants, like tables and chairs for ground-floor restaurants. (Figure 4.36)

All sidewalks should include paved pedestrian zones at least five-feet wide and planting areas at least four-feet wide. The planting program of a sidewalk should depend on the uses fronting on that sidewalk. Accordingly, there are at least three sidewalk treatments envisioned:

a. Mixed-Use Sidewalks facing The Park—Encouraged to have evenly-spaced street trees with tree grates or cobble pavers. The pedestrian surface in these locations should be either poured concrete or concrete pavers.

b. Residential Sidewalks—Encouraged to have a continuous planting strip with evenly-spaced street trees and low shrubs. The pedestrian surface in these locations should be concrete.

c. Commercial Sidewalks (along Concar Drive)—Encouraged to have evenly-spaced street trees and low plantings. The pedestrian surface in these locations should be poured concrete.

Residential Usable Open Space

Residential usable open space is meant to enhance the experience of living in multiple-family buildings. These may include:

a. Private Usable Open Space–When residential open space is required, it can be provided in many forms, including decks, balconies or gardens adjacent to individual units.

b. Common Usable Open Space–Instead of private usable open space, common usable space could be provided, such as atriums, courtyards or roof decks.

c. Semi-Private Open Space – When semi-private residential open space is required, fences and walls will be minimized to provide semi-private transitional garden spaces between residential units and public sidewalks, parks and podiums.

d. Transitional Garden Space–When a publicly accessible open space is surrounded by dwelling units, there should be a transitional garden space adjacent to the units to prevent public circulation against private living spaces.

Setbacks

Consistent with the Corridor Plan, buildings are not required to be set back from every street. Where they are included, setbacks should be landscaped primarily with plantings (Figure 4.37). Stormwater management is recommended in setbacks when grading allows. Plantings in the setback area should be coordinated with adjacent street trees to avoid visual disharmony.



FIGURE 4.35 Example of street trees



FIGURE 4.36 Example of mixed-use sidewalk



FIGURE 4.37 Example of residential usable open space and setback

Plant Selection

Plantings should be selected for attractiveness, longevity, drought tolerance, ability to support regional habitat (including pollinators and birds), and adaptability to post-construction conditions. Native plants are encouraged whenever possible, along with California vernacular plantings and other climate-adapted plants.

Stormwater Management

Strategy

The landscaping within the Plan Area accounts for stormwater treatment in accordance with San Mateo County C.3 Requirements. The objective is not only to meet basic County and City requirements, but to do so in a sustainable manner, as follows:

a. Three primary open spaces — The Park, Gateway Park and Community Park — should be used to treat stormwater runoff without compromising their usability. They should collect water from their surrounding streets, sidewalks and roofs

b. Other runoff that does not drain to the parks should collect in stormwater treatment areas that are integrated into sidewalk and open space designs. An example is shown in Figure 4.38 and Figure 4.39. All Plan Area stormwater treatment areas should have a bypass for large storm events.

c. Unit pavers should be used in large paved areas to slow the volume of runoff and provide treatment via filtration

.



FIGURE 4.38 Example of stormwater management



FIGURE 4.39 Example of stormwater management

Outdoor Lighting

Outdoor lighting in the Plan Area should consider vehicular and pedestrian circulation, residential and retail uses, the diversity of open space typologies, design and infrastructure coordination, and energy efficiency. Outdoor lighting should include:

a. Energy-efficient, color-balanced lighting at the lowest possible lighting levels that provide for safe pedestrian and auto circulation. Particular attention should be paid to preventing glare into dwelling units and light pollution into the night sky

b. Street light standards (fixtures) coordinated with the design and materials of street furnishings and buildings in the Plan Area

c. Street light locations that are coordinated with street tree locations to ensure a continuous tree canopy

d. A variety of lighting effects to highlight important building elements, special plantings, art and sculptures



Figure 4.40 Example of open space lighting

Block and Open Space Standards—The tables on pages 83-90 detail the development standards for Station Park Green by block and open space areas. These standards include permitted land uses, block sizes, ranges for dwelling units and floor area, as well as building heights and open space requirements.

Block Standards

STANDARD	BLOCK MU-1
Permitted Uses	Multiple-family dwellings; Offices, when part of a mixed-use development; Retail/Services/Restaurant, when part of a mixed-use development; and Accessory uses to principally permitted uses
Block Area	Approximately 1.8 acres
Block Dimensions	Approximately 355 feet wide and 290 feet deep
Residential Units	100 to 184 dwelling units*
Residential Floor Area	160,000 to 230,000 square feet**
Garage Area	Up to 160,000 square feet
Non-Residential Floor Area	25,000 to 30,000 square feet Retail/Services/Restaurant; 10,000 to 15,000 square feet Office
Minimum and Maximum Building Height	25 feet to 55 feet*** Exception: 25 feet to 35 feet for 45-foot-wide zone along South Delaware Street
Off-Street Parking	Offices: 0.32 stalls per 1,000 square feet Retail/Service/Restaurant uses: 2.06 stalls per 1,000 square feet Dwelling units: 1.0 to 1.8 stalls per unit (see page 112-113) Space-efficient parking may be considered at SPAR approval without the need for variance
Open Space	The Plan Area must include at least 150 square feet of open space per dwelling unit. Except studios, each dwelling unit must include at least 50 square feet of residential private usable open space, measuring at least five-feet deep and seven-feet wide. For every square foot of required residential private usable open space not provided may be substituted 1.5 square feet of residential common usable open space within the same block, measuring at least 20-feet deep and 20-feet wide. All remaining required open space may be publicly accessible open space located within the Plan Area.



TABLE 4.02 Block MU-1

* Aggregated total units of all blocks within the Plan Area cannot exceed 50 du/acre.
** Aggregated total floor area within the Plan Area cannot exceed 3.0 FAR and 0.3 Retail FAR.
*** Measured as described on pages 67-68.

STANDARD	BLOCK RE-2
Permitted Uses	Multiple-family dwellings; Accessory uses to principally permitted uses
Block Area	Approximately 1.9 acres
Block Dimensions	Approximately 330 feet wide and 360 feet deep
Residential Units	180 to 220 dwelling units*
Residential Floor Area	200,000 to 275,000 square feet
Garage Area	Up to 150,000 square feet
Non-Residential Floor Area	Up to 4,000 square feet
Minimum and Maximum Building Height	45 feet to 55 feet*** Exception: Minimum height limits do not apply to usable open space
Off-Street Parking	Dwelling units: 1.0 to 1.8 stalls per unit (see pages 112-113) Space-efficient parking may be considered at SPAR approval without the need for variance
Open Space	The Plan Area must include at least 150 square feet of open space per dwelling unit. Except studios, each dwelling unit must include at least 60 square feet of residential private usable open space, measuring at least five-feet deep and seven-feet wide. For every square foot of required residential private usable open space not provided may be substituted 1.5 square feet of residential common usable open space within the same block, measuring at least 20-feet deep and 20-feet wide. All remaining required open space may be publicly accessible open space located within the Plan Area.



TABLE 4.03 Block RE-2

* Aggregated total units of all blocks within the Plan Area cannot exceed 50 du/acre.
** Aggregated total floor area within the Plan Area cannot exceed 3.0 FAR and 0.3 Retail FAR.
*** Measured as described on pages 67-68.

STANDARD	BLOCK RE-3
Permitted Uses	Multiple-family dwellings; Accessory uses to principally permitted uses
Block Area	Approximately 1.8 acres
Block Dimensions	Approximately 420 feet wide and 250 feet deep
Residential Units	150 to 180 dwelling units*
Residential Floor Area	200,000 to 250,000 square feet**
Garage Area	Up to 150,000 square feet
Non-Residential Floor Area	Up to 6,000 square feet
Minimum and Maximum Building Height	45 feet to 55 feet*** Exception: Minimum height limits do not apply to usable open space
Off-Street Parking	Dwelling units: 1.0 to 1.8 stalls per unit (see pages 112-113) Space-efficient parking may be considered at SPAR approval without the need for variance
Open Space	The Plan Area must include at least 150 square feet of open space per dwelling unit. Except studios, each dwelling unit must include at least 60 square feet of residential private usable open space, measuring at least five-feet deep and seven-feet wide. For every square foot of required residential private usable open space not provided may be substituted 1.5 square feet of residential common usable open space within the same block, measuring at least 20-feet deep and 20-feet wide. All remaining required open space may be publicly accessible open space located within the Plan Area.

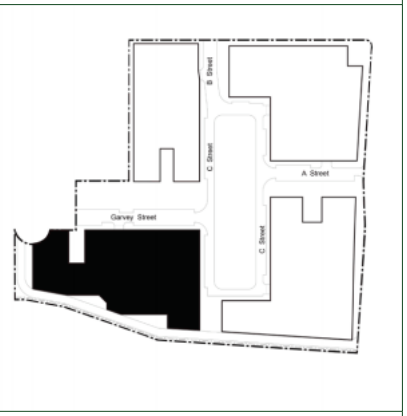


TABLE 4.04 Block RE-3

* Aggregated total units of all blocks within the Plan Area cannot exceed 50 du/acre.
** Aggregated total floor area within the Plan Area cannot exceed 3.0 FAR and 0.3 Retail FAR.
*** Measured as described on pages 67-68.

STANDARD	BLOCK RE-4
Permitted Uses	Multiple-family dwellings; Accessory uses to principally permitted uses
Block Area	Approximately 1.4 acres
Block Dimensions	Approximately 180 feet wide and 350 feet deep
Residential Units	90 to 120 dwelling units*
Residential Floor Area	125,000 to 175,000 square feet**
Garage Area	Up to 120,000 square feet
Non-Residential Floor Area	Up to 4,000 square feet
Minimum and Maximum Building Height	45 feet to 55 feet*** Exception: 25 feet to 35 feet for 45-foot-wide zone along South Delaware Street
Off-Street Parking	Dwelling units: 1.0 to 1.8 stalls per unit (see pages 112-113) Space-efficient parking may be considered at SPAR approval without the need for variance
Open Space	The Plan Area must include at least 150 square feet of open space per dwelling unit. Except studios, each dwelling unit must include at least 60 square feet of residential private usable open space, measuring at least five-feet deep and seven-feet wide. For every square foot of required residential private usable open space not provided may be substituted 1.5 square feet of residential common usable open space within the same block, measuring at least 20-feet deep and 20-feet wide. All remaining required open space may be publicly accessible open space located within the Plan Area."

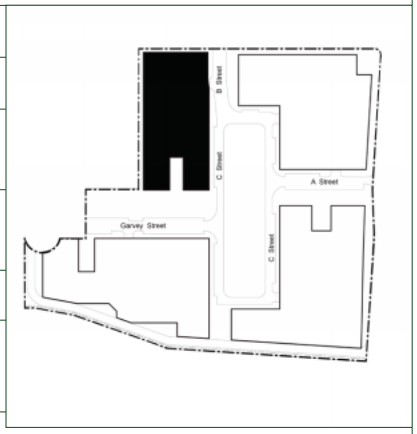


TABLE 4.05 Block RE-4

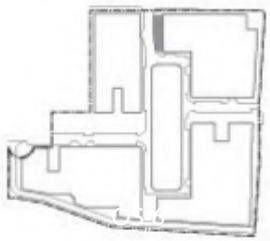
* Aggregated total units of all blocks within the Plan Area cannot exceed 50 du/acre.
** Aggregated total floor area within the Plan Area cannot exceed 3.0 FAR and 0.3 Retail FAR.
*** Measured as described on pages 67-68.

Publicly Accessible Open Space Standards

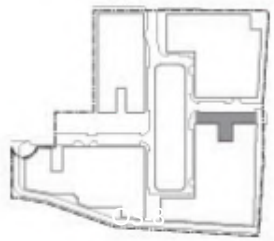
STANDARD	THE PARK OS-5	THE PARK CORRIDOR OS-6	THE STATION CORRIDOR OS-7	GATEWAY PARK OS-8
Area	Approximately 1.06 acre	Approximately .08 acre	Approximately .09 acre	Approximately .24 acre
Dimensions	Approximately 105 feet wide by 440 feet deep	Approximately 30 feet wide by118 feet deep	Approximately 50 feet wide by 80 feet deep	Approximately 35 feet wide by 215 feet deep and 50 feet wide by 63 feet deep
Design	A landmark open space divided into smaller spaces for public activities, framed by commercial and residential uses. Helps to connect South Delaware Street to Hayward Park Station. Surrounding streets are enhanced to encourage pedestrian and bike circulation	Extension of The Park into the community beyond creating an inviting entry at South Delaware Street. Stormwater management and tree planting soften the intersection of B Street and South Delaware.	Extension of The Park to Hayward Station. Specimen tree plantings anchor view down C Street and create clear way-finding to the station as well as a small park for sitting and commuting.	One of two north-south, linear parks, Gateway Park welcomes the public into The Park from Concar Drive, utilizing plantings, trees, sculptures, and a plaza. Connects to The Park.

TABLE 4.06 Publicly Accessible Open Space Standards









Publicly Accessible Open Space Standards

STANDARD	COMMUNITY PARK OS-9	GREENWAY POCKET PARKS OS-10	THE RE-3 COURTYARD OS-11	DELAWARE/CONCAR PLAZA OS-12
Area	Approximately 0.5 acres	Approximately 0.17 acres	Approximately 0.08 acres	Approximately 0.04 acres
Dimensions	Approximately 314 feet by 61 feet, 43 feet by 84 feet and 21 feet by 345 feet.	Approximately 27 feet by 111 feet, 57 feet by 13 feet and 101 feet by 36 feet.	Approximately 46 feet by 91 feet	Approximately 46 feet by 50 feet
Design	The second of two linear parks, The Community Park is a quieter more passive space for walking, sitting, and play. A topographic feature and stormwater plantings buffer views to the adjacent site. When entering the site from Garvey Way, this will provide a welcoming gateway.	Provides pocket parks for resting along the Greenway and creates continuity along the length of the EVAE to create the feeling of a contiguous green space.	Smaller-scale garden courtyard for quiet enjoyment by residents and the public.	Extension of open spaces to the corner of South Delaware Street and Concar Drive. Provides areas for retail outdoor seating and a welcoming green space at the busy corner. A large specimen tree and planting bed anchor the space.

TABLE 4.06 Publicly Accessible Open Space Standards, continued









STANDARD	THE PARK OS-5	THE PARK CORRIDOR OS-6	THE STATION CORRIDOR OS-7	GATEWAY PARK OS-8
Landscape Character	Formal quality with approximately 70% planted surface area	Semi-formal quality with approximately 70% planted surface area	Formal quality with approximately 50% planted surface area	Semi-formal quality with approximately 50% planted surface area
Design & Construction	Master Developer	Master Developer	Master Developer	Master Developer
Maintenance & Ownership	Owner's Association	Owner's Association	Owner's Association	Owner's Association
Active Uses	Yes	No	No	No
Passive Uses	Yes	Yes	Yes	Yes
Connections	Pedestrian path and bike trail connecting South Delaware Street and Hayward Park Station	Pedestrian connection between South Delaware Street and The Park	Pedestrian connection between the project site and the adjacent JPB site	Pedestrian connection between Concar Drive and The Park
Stormwater Features	Biological treatment of stormwater from surrounding streets and roofs in central area; permeable paving (pavers); self-treating vegetated areas	Biological treatment of stormwater from adjacent streets and roofs; permeable paving	Limited potential for biological treatment of stormwater from adjacent plaza and roofs	Biological treatment of stormwater from adjacent roofs; permeable paving; self-treating vegetated areas
Maximum Building Height	15 feet, not including sculptures or other artwork*	N/A	N/A	15 feet, not including sculptures or other artwork*

TABLE 4.06 Open Space Standards, continued

* Measured as described on pages 67-68.

STANDARD	COMMUNITY PARK OS-9	GREENWAY PARK OS-10	THE RE-3 COURTYARD OS-11	DELAWARE/CONCAR PLAZA OS-12
Landscape Character	Formal quality with approximately 80% planted surface area	Semi-formal quality with approximately 90% planted surface area	Formal quality with approximately 50% planted surface area	Semi-formal quality with approximately 50% planted surface area
Design & Construction	Master Developer	Master Developer	Master Developer	Master Developer
Maintenance & Ownership	Owner's Association	Owner's Association	Owner's Association	Owner's Association
Active Uses	Yes	Yes	No	No
Passive Uses	Yes	Yes	Yes	Yes
Connections	Pedestrian connections across The Park to Gateway Park. Connection to Garvey Way and RE-4	Pedestrian and bike connection to Garvey Way and Station Corridor	Pedestrian connection from RE-3 to Community Park	Pedestrian and bike connection to Concar Multi-Use Bike Path. Pedestrian connection to MU-1 garage.
Stormwater Features	Biological treatment of stormwater from adjacent streets and roofs; permeable pavers; self-treating vegetated areas	Biological treatment of stormwater from adjacent roofs and hardscape; self-treating vegetated areas	Self-treating vegetated areas	Biological treatment of stormwater from adjacent plaza and roofs; self-treating vegetated area
Maximum Building Height	15 feet, not including sculptures or other artwork*	15 feet, not including sculptures or other artwork*	N/A	N/A

TABLE 4.06 Open Space Standards, continued

* Measured as described on pages 67-68.

High-Performance Landscape

Designing a high-performance landscape means planning ahead for a multi-layered, multi-purpose, robust landscape. This strategy should deliver the landscape qualities along streets and in open spaces described in Table 4.06. At the same time, it should manage stormwater, meet grading needs, provide emergency access and accommodate parking and garage access.

a. Streets should serve multiple functions, so that in addition to being conduits for vehicles and utilities, they also contribute to achieving environmental goals. An example is the Emergency Vehicle Access Easement (EVAE) shown in **Figure 4.41** which functions as a walkable, permeable, pedestrian-oriented open space. Streets are encouraged to accommodate large trees and permeable paving to optimize shade, moderate possible "heat island" effects, intercept water runoff, and encourage bicycle and pedestrian activity.

b. The extent to which streets can achieve environmental goals is related to the volume of uncompacted soil that can be provided while satisfying Plan Area and road engineering requirements.



FIGURE 4.41 Example of Emergency Vehicle Access Easement (EVAE)

c. When required for stormwater management, large soil-filled, planters or rain gardens are encouraged as a part of sidewalk design, and should be coordinated with street trees, lighting and infrastructure in a fully integrated manner.

d. The EVAE along the Plan Area boundary with the JPB property is intended solely as a contingency in case development is not coordinated with the JPB or an alternative access is not possible.

Circulation

To create a walkable block pattern, the Plan Area has a network of pedestrian-oriented streets. Residential and mixed-use streets will provide narrow pavement (curb-to-curb) widths that help slow traffic and prioritize pedestrian safety. On-street parking lanes will also help to calm traffic. Ample sidewalks with planting and lighting will create spacious and enjoyable pedestrian spaces.

Streets will be consistent with the intent, character, and spatial proportions of the street sections for mixed-use and residential streets shown in the Corridor Plan. Sidewalk widths in mixed-use areas will support restaurant and café uses. Sidewalks on residential blocks will also create buffers from the vehicular traffic through setbacks or raised building entrances. As provided in the Corridor Plan, streets surrounding The Park will be one-way to promote visibility and minimize distance from adjacent sidewalks.

These approaches to the organization of rights-of-way will create streets that respond to adjacent uses, promote a safe and pedestrian-oriented environment, and physically and visually connect the entire neighborhood.

Streets within the Plan Area will remain under private ownership. As shown in Figure 4.43, the existing sidewalks and crosswalks adjacent to the Plan Area will remain.

Street Hierarchy

Vehicular circulation is organized to connect to the existing hierarchy of surrounding city streets. South Delaware Street and Concar Drive (between the South Delaware Street intersection and the ramps for SR 92) are designated as arterial streets by the City.

Garvey Way and Concar Drive between the SR 92 ramps and Pacific Drive are designated as local streets.

There will be three vehicular access points to the Plan Area (Figure 4.42). Two will be main entrances from arterials/ collectors: one is on South Delaware Street opposite Charles Lane at the existing signal; the other will be at the existing signal opposite the ramps for SR 92. There will be secondary vehicular access from Garvey Way.

The Park, which is at the heart of the Plan Area, is surrounded by one-way streets, connecting from the main entrances on South Delaware Street and Concar Drive (Figure 4.42) classified as local streets. Another new local street will extend Garvey Way to The Park and the rest of the open spaces and buildings. Street standards are listed in Table 4.07.



FIGURE 4.42 Access to the Plan Area at South Delaware Street opposite Charles Lane, at Concar Drive opposite SR 92 ramps, and at Garvey Way. Three existing traffic signals and crosswalks are also shown.

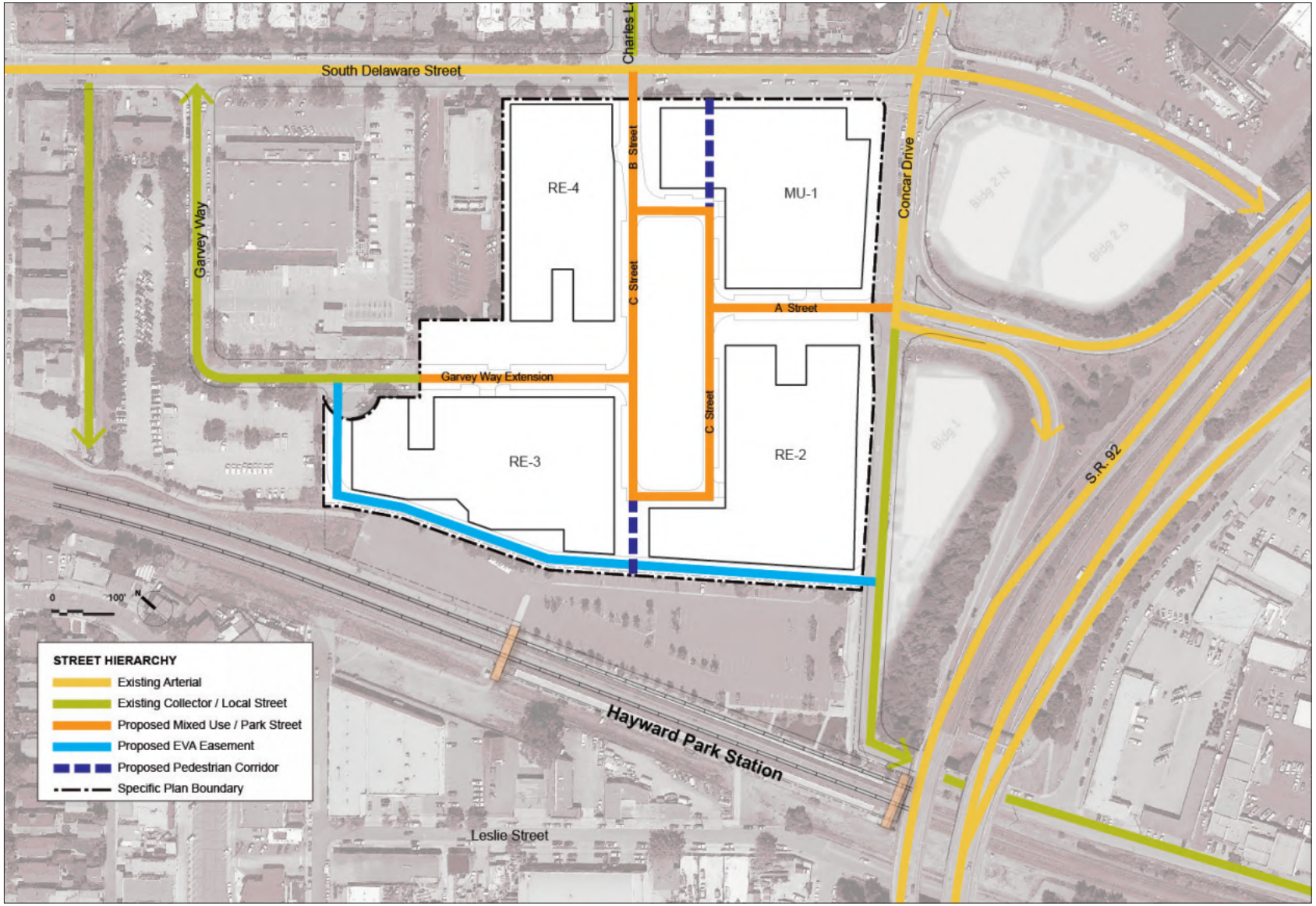


FIGURE 4.43a Street hierarchy plan

Street Sections

The total right-of-way (block line to block line) width for each street shown within the Plan Area shall not be greater than shown herein. All other aspects of the street sections shall be determined during subdivision and SPAR. Widths for travel lanes, parking, and landscape may be adjusted, provided there is a minimum five-foot unobstructed pedestrian through-zone on sidewalks. (Street sections depict basic block envelopes for future buildings.)

South Delaware Street and Concar Drive

The City has adjusted both South Delaware Street and Concar Drive. Currently, the lane configuration of South Delaware Street adjacent to block RE-4 includes a widened sidewalk and landscape strip. Along the north side of Concar Drive, a mixed-use path is planned to link the Caltrain Station to South Delaware Street.

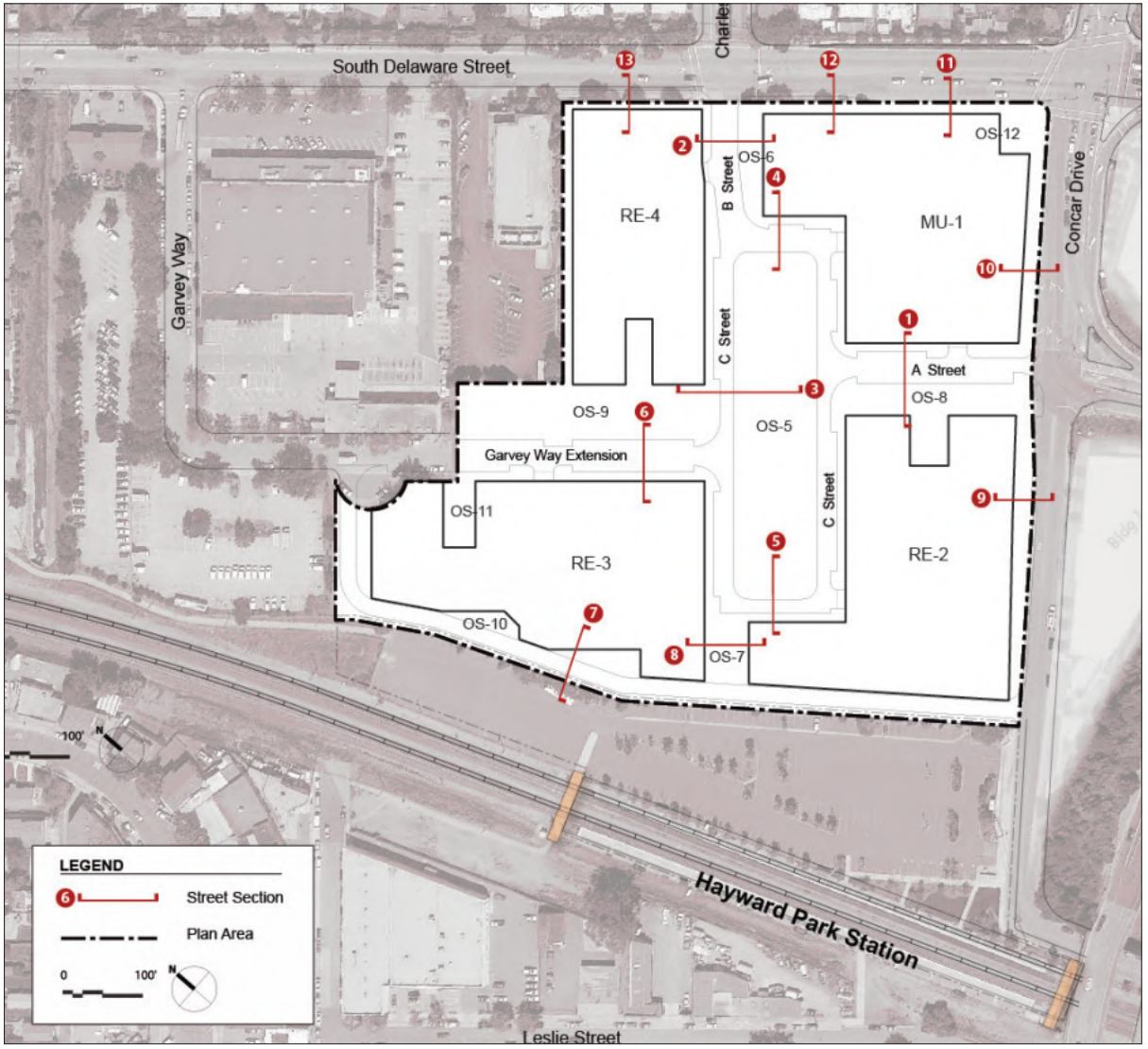
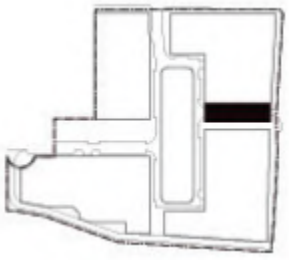


FIGURE 4.44 Street section key showing locations of the street sections on the following pages Note: Assumes EVAE along boundary with the JPB property.

"A" Street
(Street Section 1)

"A" Street serves as the primary entrance to the Plan Area from SR 92 to the one-way street around The Park. The geometry of the existing SR-92 / Concar Drive intersection at the "A" Street entry shall be retained, but should be designed such that the intersection meets San Mateo Public Work standards. "A" Street has a conventional two-lane cross section with parking bays and sidewalks on both sides. Pedestrians shall be served by sidewalks on both sides of the street buffered from the vehicular traffic by six-foot-wide planting strips. On the south side of The Park, the MU-1 and RE-2 blocks flank "A" Street.



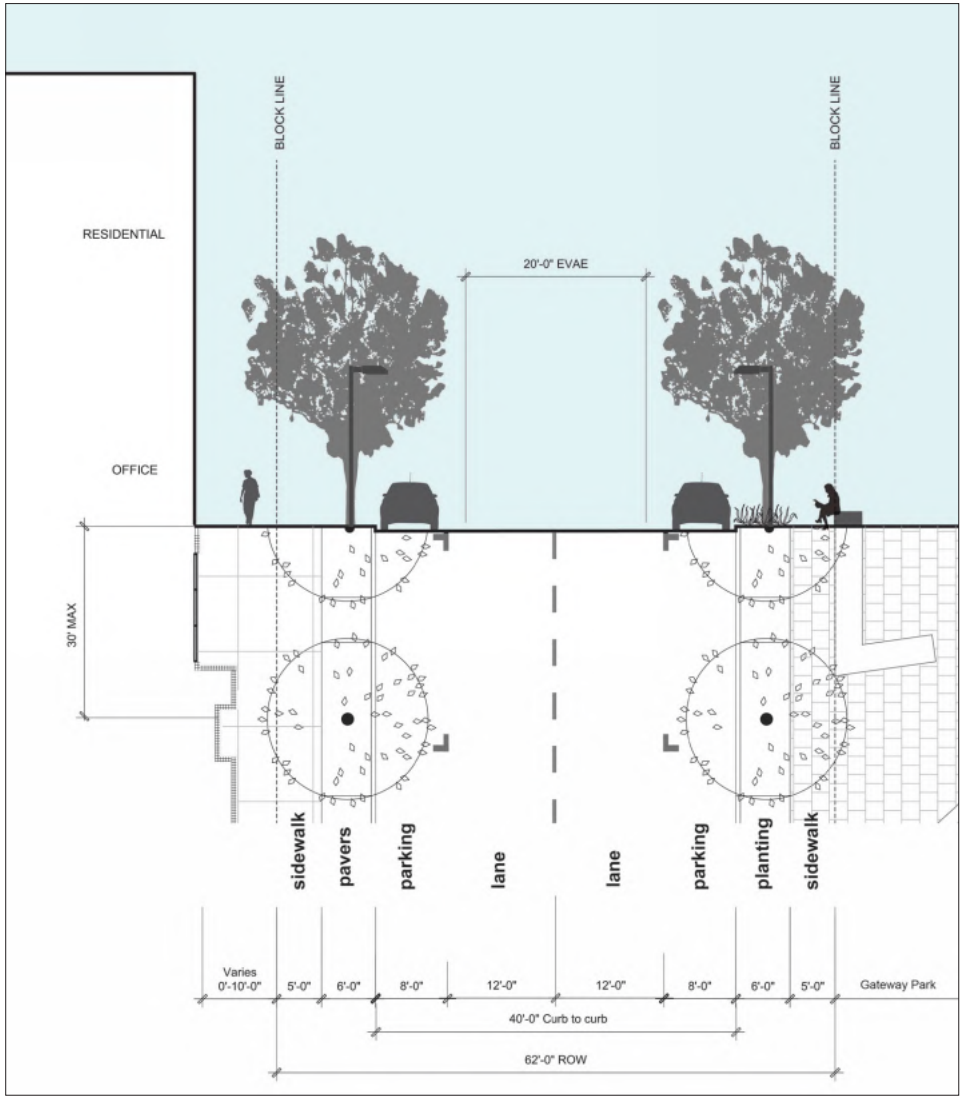


FIGURE 4.45 Section 1: "A" Street looking south

"B" Street
(Street Section 2)

"B" Street serves as the primary entrance from South Delaware Street to the one-way street around The Park. "B" Street should be a two-lane street with bike lanes provided in each direction. No on-street parking should be permitted. Landscaped sidewalks should be provided along the north side of the street. Along the south side, The Park Corridor should link The Park to South Delaware Street, between the Mixed Use block and a Residential block. The landscaped area on the south side of the street shall serve as a publicly accessible open space as well as provide sidewalks and building access.



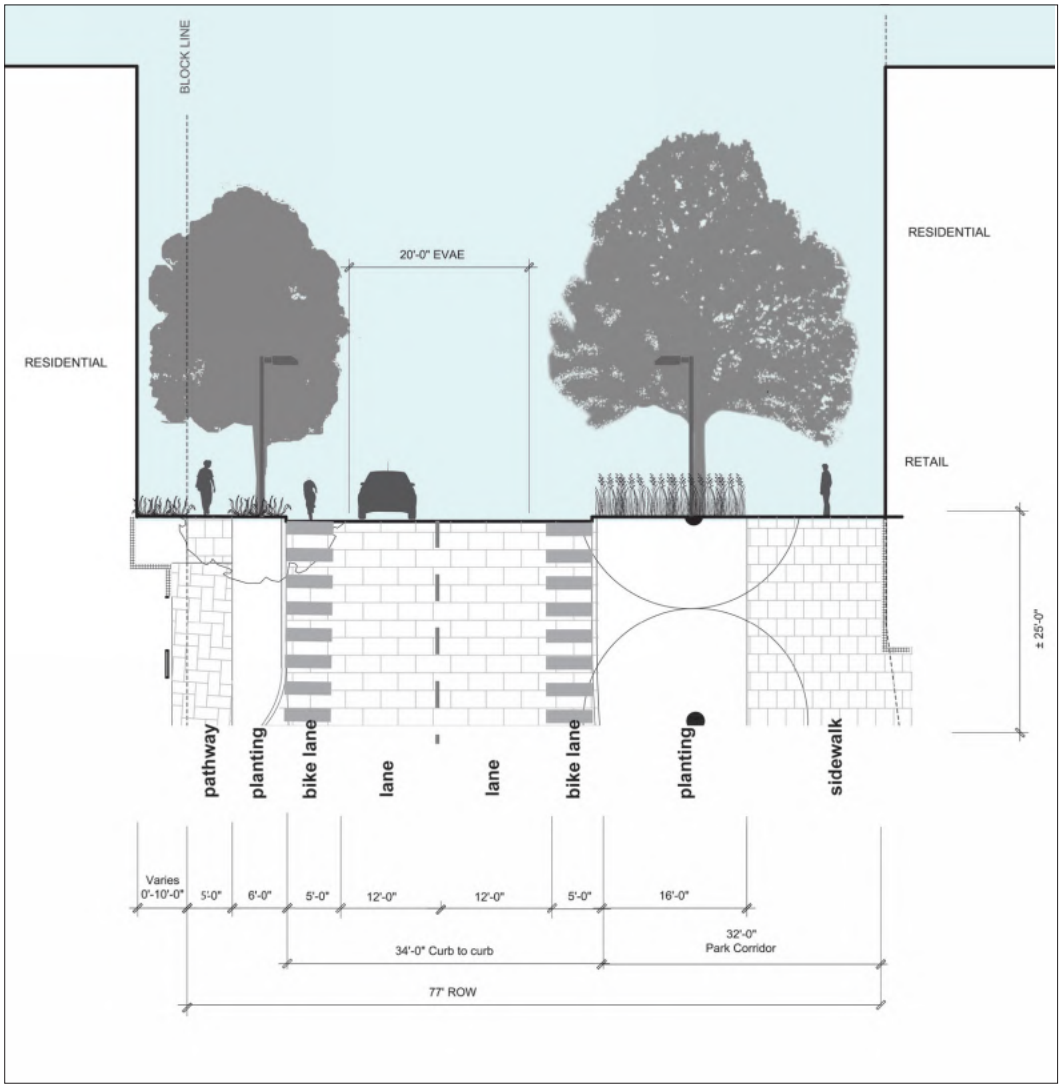
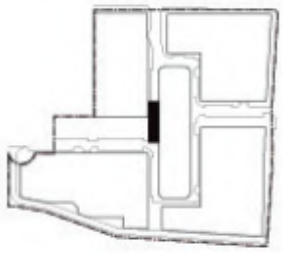


FIGURE 4.46 Section 2: "B" Street looking east.

"C" Street
(Street Section 3)

"C" Street circulates counter-clockwise around The Park, providing a single travel lane and a bike lane. On-street parking is permitted along the north and south sides of The Park.

Sidewalks should be landscaped on both sides of the street. To maximize the area of The Park, and to extend the sense of The Park across "C" Street to the buildings, there is no curb around The Park edge. Instead, a three-foot-wide hardscape area, with warning pavers and free of vertical obstructions, should be provided around the edge of The Park to signal the vehicular lane and make sufficient room for emergency vehicle access. Residential blocks are on the north side of The Park, the Mixed Use and Residential block are on the south side.



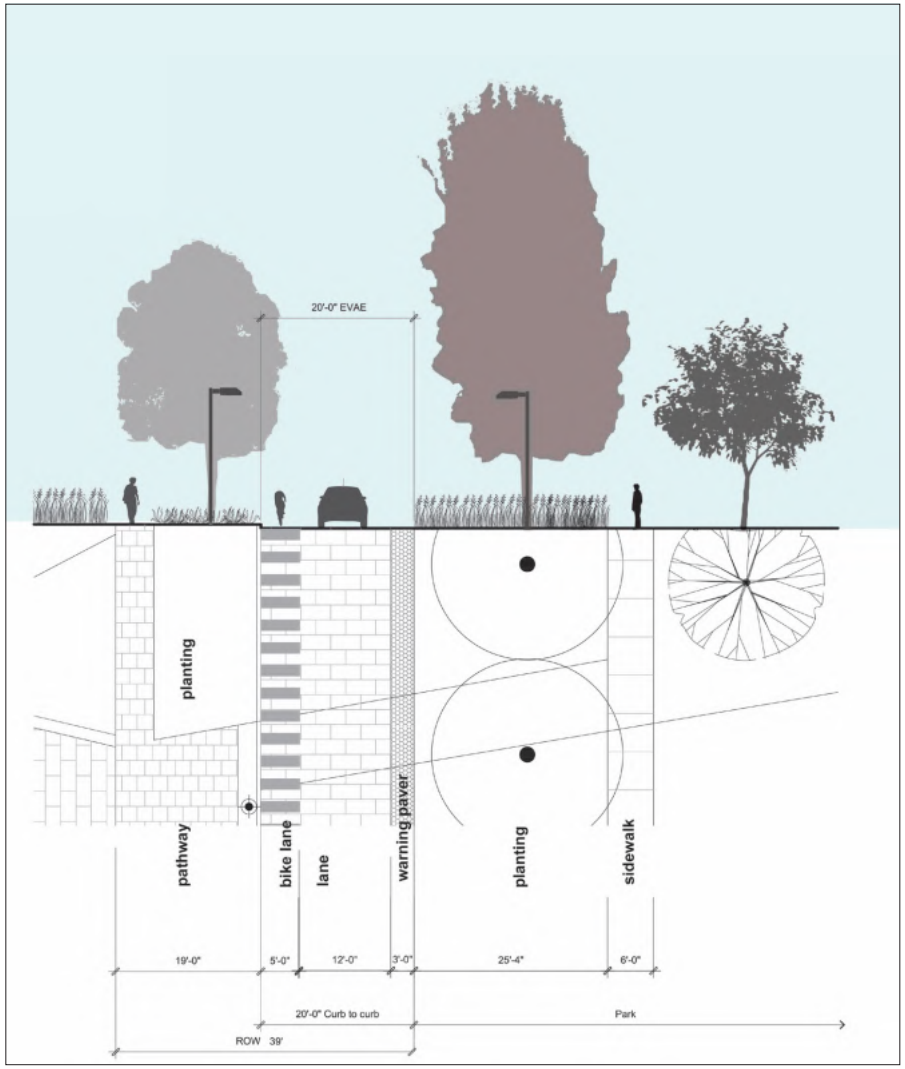


FIGURE 4.47 Section 3: "C" Street around The Park, looking east

"C" Street at MU-1 Garage Entry
(Street Section 4)

The eastern section of "C" Street will turn into a two way street, providing direct access into and out of MU-1 garage. Parking should not be permitted except in temporary loading zone on east side of "C" Streets.

As along the rest of "C" Street, a three-foot-wide hardscape area with warning pavers, free of vertical obstructions, should be provided within The Park to make sufficient room for emergency vehicle access.



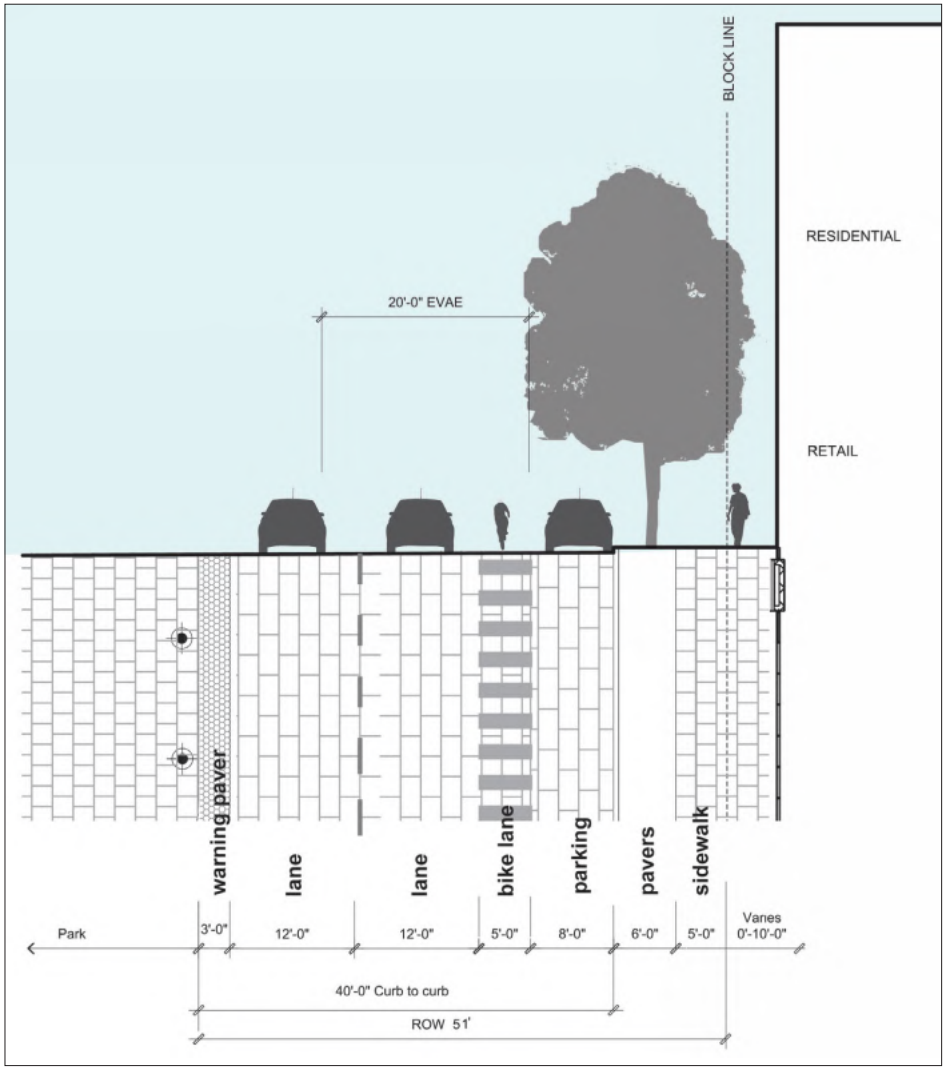


FIGURE 4.48 Section 4: "C" Street at MU-1 Garage Entry, looking north

"C" Street at Block RE-2

(Street Section 5)

"C" Street runs counter-clockwise around The Park. The segment of "C" Street between The Park and RE-2 shall be similar to Section 3, though without an on-street parking bay. There is a single travel lane, a bike lane, and a three-foot-wide hardscape area with warning pavers, free of vertical obstructions, to make sufficient room for emergency vehicles.



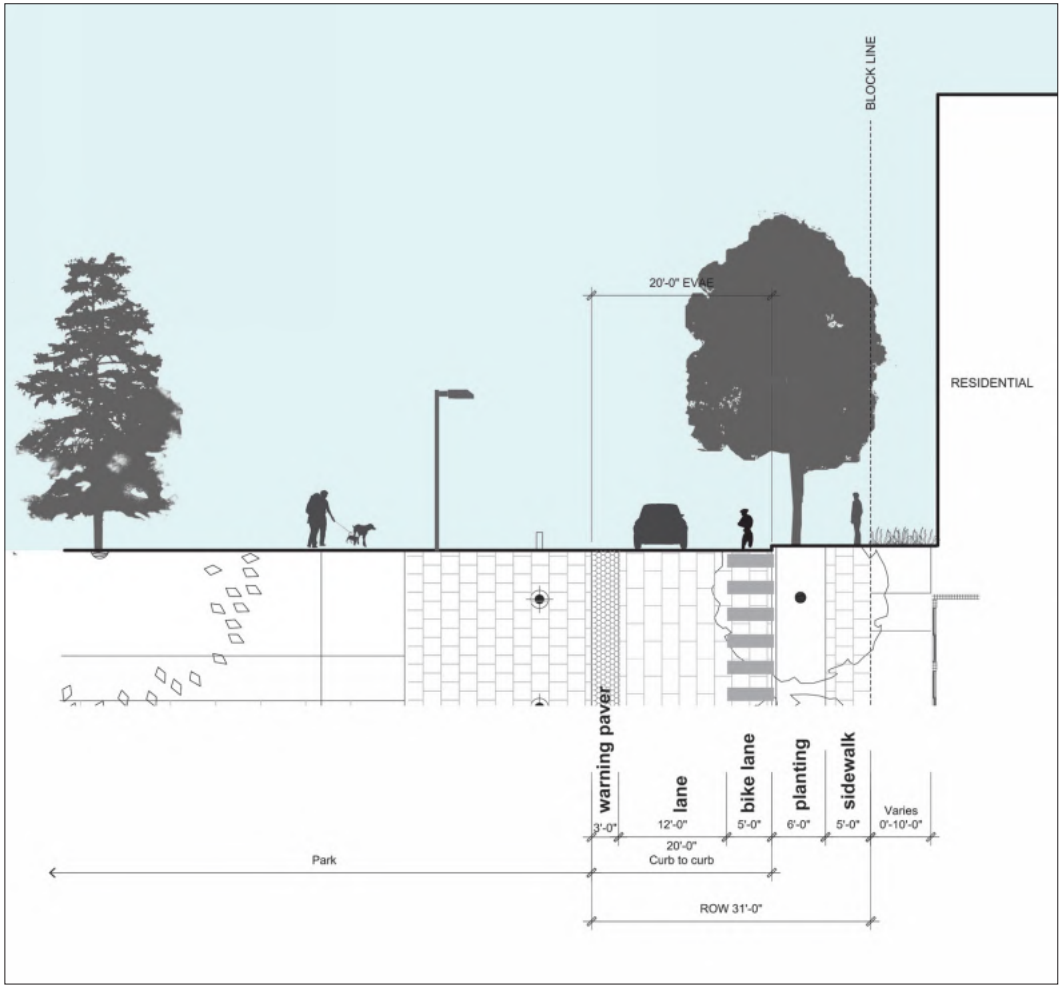


FIGURE 4.49 Section 5: "C" Street at Block RE-2 looking south (see key plan 1)

Garvey Way Extension
(Street Section 6)

Garvey Way Extension is a residential street. It has a conventional two-lane cross section with parking bays and sidewalks on both sides. Pedestrians shall be served by sidewalks on both sides of the street buffered from the vehicular traffic by six-foot wide planting strips.

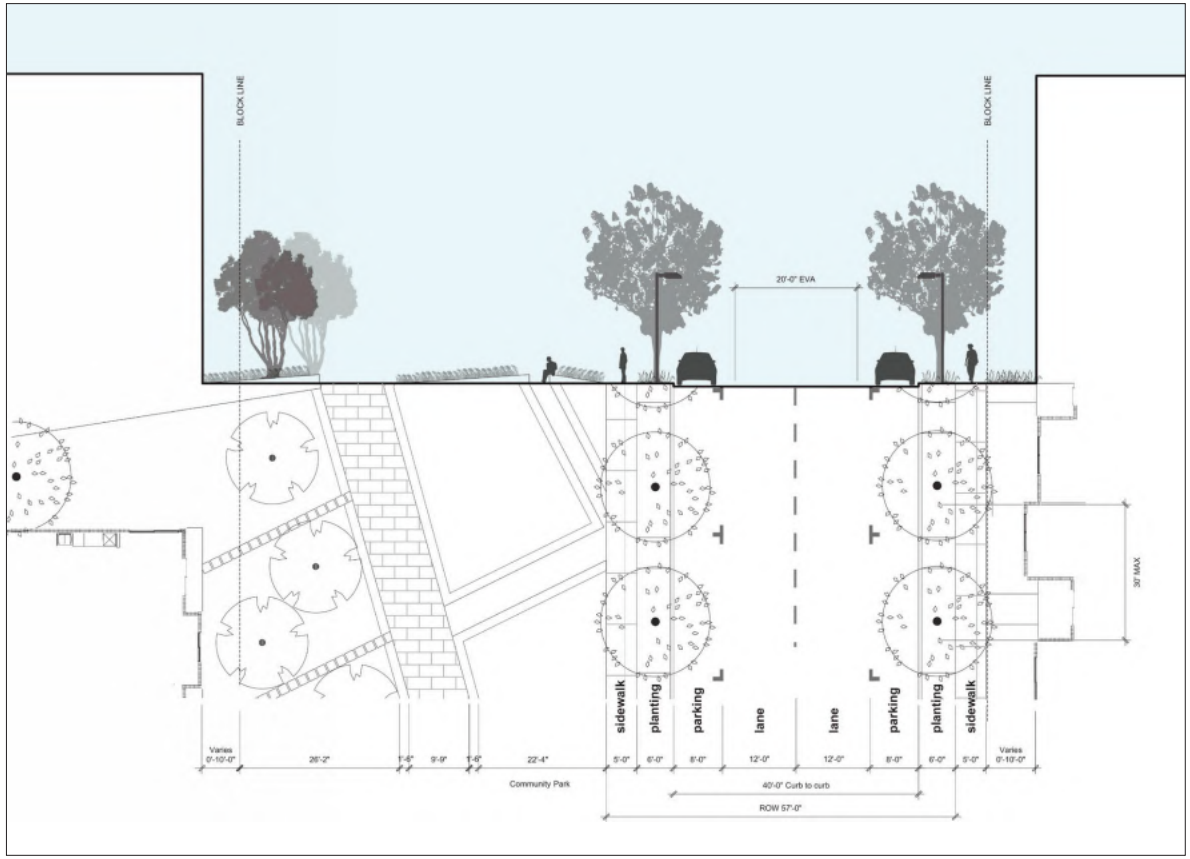
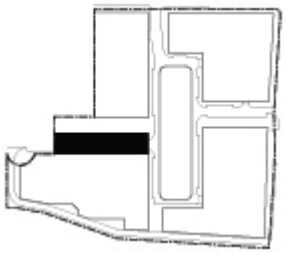


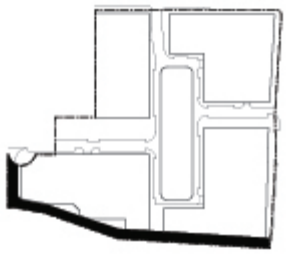
FIGURE 4.50 Section 6: Garvey Way Extension, looking south



EVAE

(Street Section 7)

The EVAE is a twenty foot wide Emergency Vehicle Access Easement and pedestrian and cycling route. Running along the western border of the site bordering the Joint Board Powers Property, it connects Concar Drive and Garvey Way at the existing cul-de-sac. Divided into an 8.5 foot concrete bike lane, 3 foot planting strip, and 8.5 crushed stone jogging path, "The Greenway" will provide space for multiple uses simultaneously as well as a pleasant commuting path for residents with EVAE-facing stoops. Three pocket parks line "The Greenway" and provide small-scale park spaces and places to rest along the recreation path.



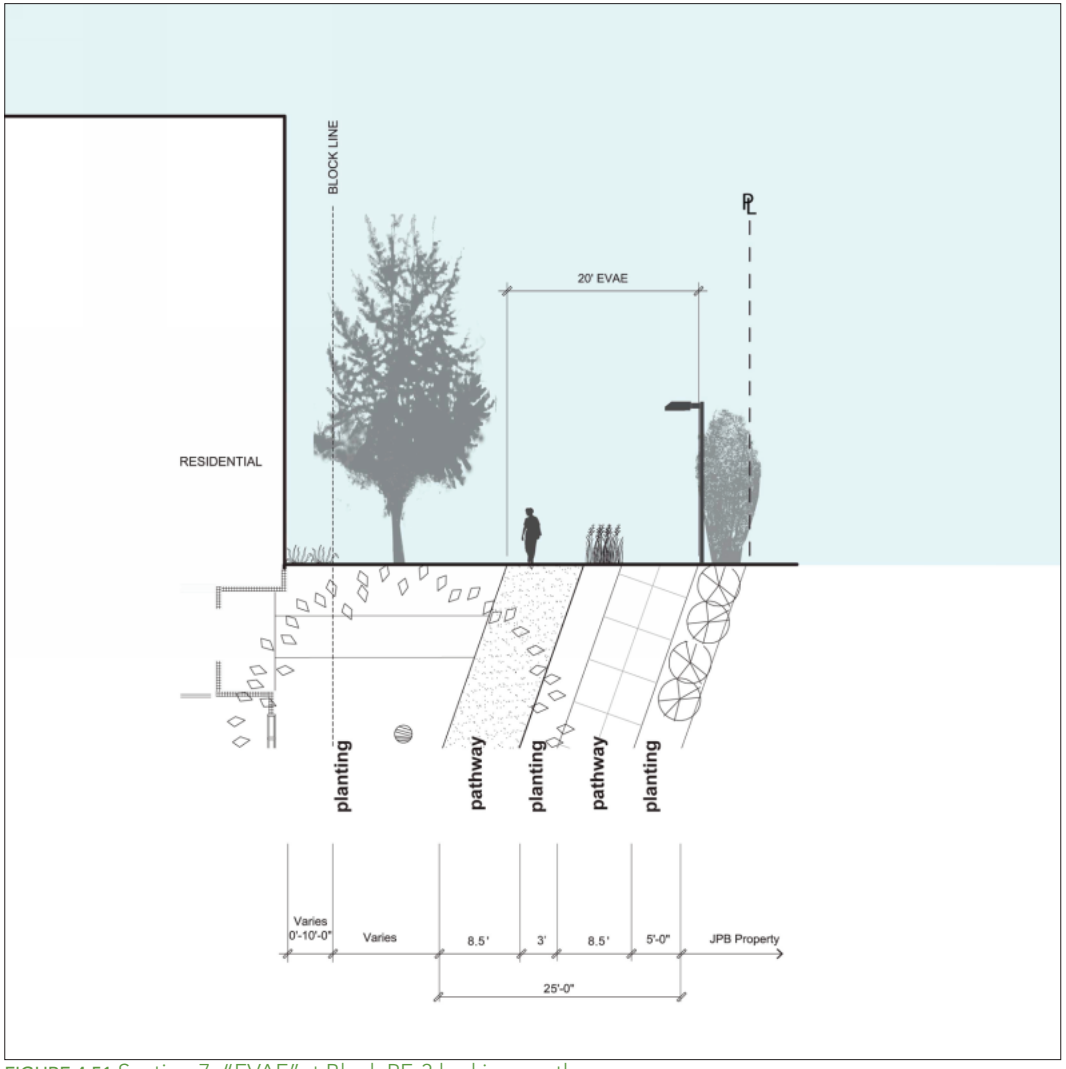
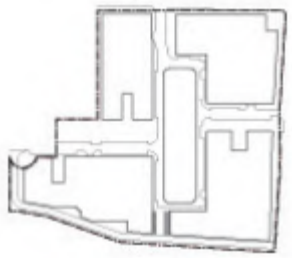


FIGURE 4.51 Section 7: "EVAE" at Block RE-3 looking south

"Station Corridor" at OS-7
(Street Section 8)

The "Station Corridor" extends the feeling the The Park to the western edge of the site and creates a clear pedestrian and cycling connection to the Hayward Park Station. The large specimen trees are visible from the entry at South Delaware and B Street and create clear wayfinding within the site. Bike racks encourage cycling to the station and benches and plantings will make it a pleasant place to stop as well as pass through. A width of 20 feet was maintained should future development on the JPB site require a seamless interface of vehicular roadway.



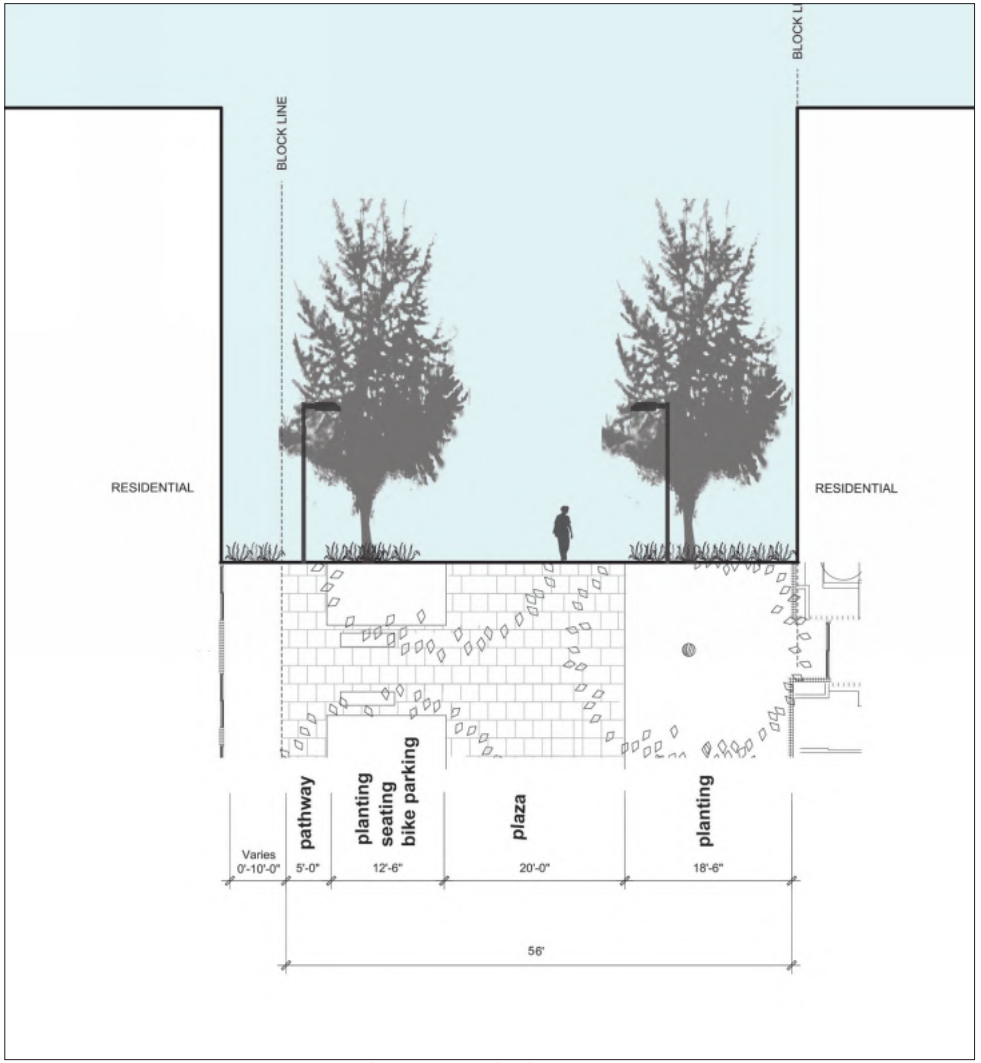


FIGURE 4.52 Section 8: "Station Corridor" at OS-7 looking east

Concar Drive

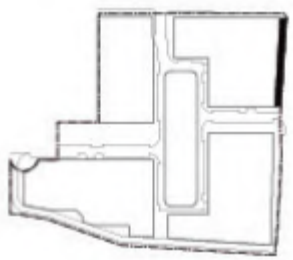
(Street Sections 9 & 10)

Concar Drive is an existing thoroughfare along the southeast edge of the site. It provides an important connection for pedestrians and vehicles to the Hayward Park Station. The sidewalk of Concar Drive should be widened to accommodate a ten-foot-wide (14-foot-clear) multiuse path and a planting buffer along MU-1 and RE-2. Figure 4.55 illustrates that parallel parking shall also be provided along a portion of the RE-2 frontages. Figure 4.56 shows how the wider sidewalks and additional planting space should improve the appearance of the street and establish a pedestrian-friendly environment that should encourage those in he surrounding neighborhoods to bike and walk to Hayward Station.





FIGURE 4.53 Section 9: Concar Drive at Block RE-2 looking east



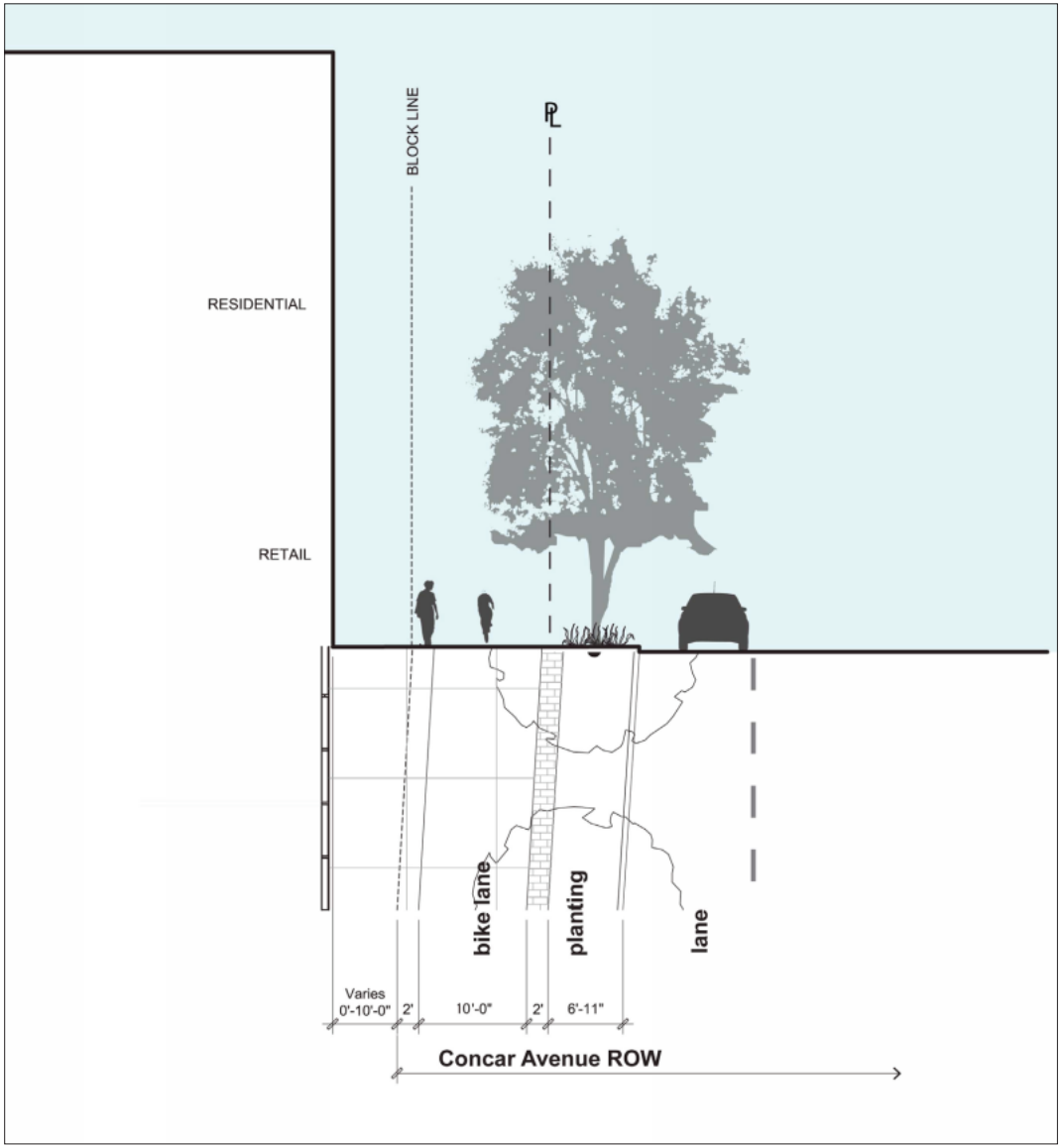


FIGURE 4.54 Section 10: Concar Drive at RE-2 Looking east

South Delaware Street

(Street Section 11, 12, & 13)

South Delaware Street is an existing thoroughfare along the northeast edge of the site. It is a major north-south connector within the City of San Mateo. The Corridor Plan calls for narrowing South Delaware Street from four lanes to three between Charles Lane and Garvey Way, and from four lanes to two between Garvey Way and 16th Avenue, to accommodate the addition of a Class II bicycle lane which will extend from Charles to Guilford, and to establish a more pedestrian-friendly environment. Figures 4.55a and 4.55b show that the portion of South Delaware in front of MU-1 retail stores will be specially treated with high quality paving materials, site furnishings and accent planting to establish a focal point at the intersection and draw pedestrians from South Delaware Street sidewalk to the project area through The Paseo which cuts through MU-1. The existing bus stop operation in front of MU-1 will remain. Additionally, the sidewalk in front of RE-4 has been be widened to provide a more extensive planting buffer and to treat stormwater runoff generated from South Delaware Street (Figure 4.55c).

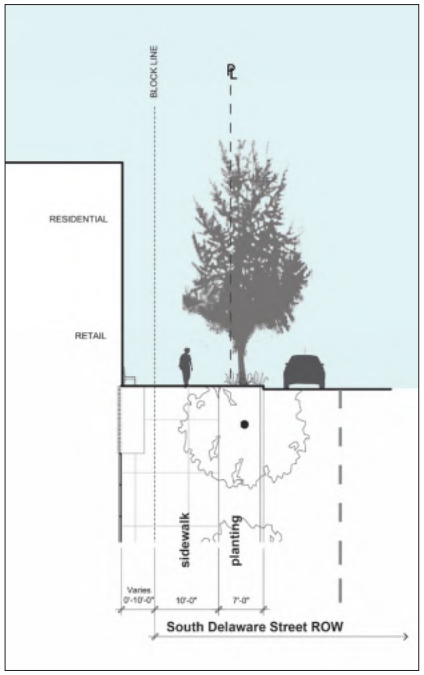


FIGURE 4.55a Section 11: South Delaware Street at MU-1



South Delaware Street

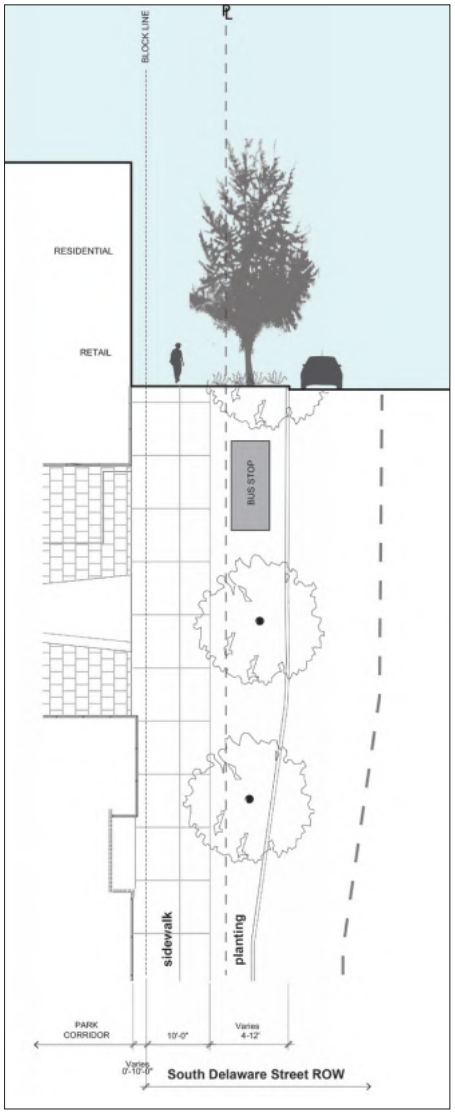


FIGURE 4.55b Section 12: South Delaware Street at MU-1 bus stop

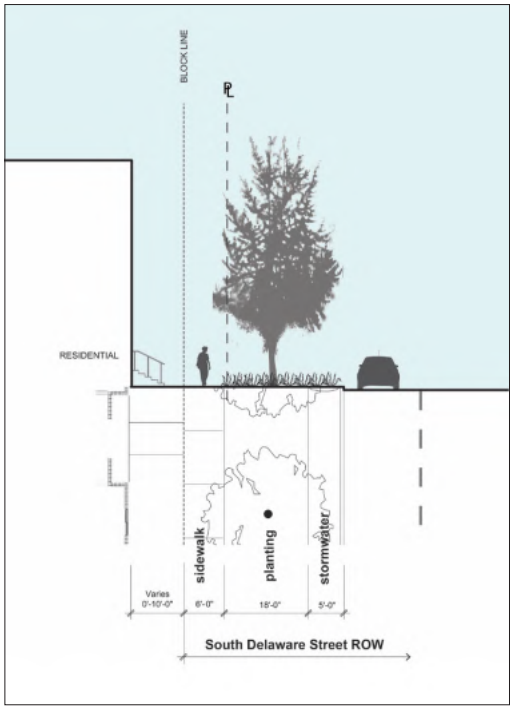


FIGURE 4.55c Section 13: South Delaware Street at RE-4.





Street Standards

STANDARD	"A" STREET	"B" STREET	"C" STREET	GARVEY WAY EXTENSION	CONCAR DRIVE	SOUTH DELAWARE STREET
Approximate Planting Width (sides)	6 feet (both)	5.5 feet (north) 16.5 feet to 9 feet (south)	5.5 feet (outside)	6 feet (both)	Varies from 5 feet to 12'-3"	Varies from 5 feet to 18'-3"
On-Street Parking	Both sides	None	Outside	Both sides	In front of MU-2 & MU-3	None
Striping/ Delineation	Yes	Yes	Yes	Yes	Yes	Yes
Recommended Curb-type and Radius at Corners	Raised curb, 15-foot radius; Flush curb, 15-foot radius	Raised curb, 15- to 25-foot radius; Flush curb, 15-foot radius	Raised curb, 15- to 25-foot radius; Flush curb, 15-foot radius	Raised curb, 15-foot radius; Flush curb, 15-foot radius	Raised curb, 15- to 25-foot radius	Raised curb, 15- to 25-foot radius
Bicycle Facilities	None	Bicycle Lane	Bicycle Lane	None	Multi-use path	Bicycle Lane
Ownership and Maintenance	Private	Private	Private	Private	Public	Public

TABLE 4.07 Street Standards

Please note that above Street Standards may vary based on newly adopted City of San Mateo street, parking and loading standards that may result in narrower street, parking and loading dimensions.

STANDARD	"A" STREET	"B" STREET	"C" STREET	GARVEY WAY EXTENSION	CONCAR DRIVE	SOUTH DELAWARE STREET
Street Section	1	2	3, 4, & 5	6	9 &10	11, 12, & 13
Classification	Mixed-Use	Mixed-Use	Mixed-Use	Residential	N/A	N/A
Vehicular Movement	Two-way	Two-way	One-way	Two-way	N/A	N/A
Travel Lanes	Two	Two	One	Two	N/A	N/A
Recommended Operating Speed	20--25 mph	20-25 mph	20-25 mph	20-25 mph	25-35 mph (west of A Street or SR 92 ramps) 35-45 mph (between South Delaware Street & A Street)	25-35 mph
Approximate Right-of-Way	62 feet	77 feet	39 feet	62 feet	N/A	N/A
Approximate Pavement Width (curb to curb)	40 feet	34 feet	28 feet	40 feet	N/A	N/A
Approximate Sidewalk Width (sides)	5 feet (both)	5 feet (north), 15 feet (south)	5 feet (outside)	5 feet (both)	Varies from 20'-6" to 34'-6"	Varies from 17'-0" to 24'-6"

TABLE 4.07 Street Standards, continued

Please note that above Street Standards may vary based on newly adopted City of San Mateo street, parking and loading standards that may result in narrower street, parking and loading dimensions.

Pedestrian Connections

The Plan will create a walkable, pedestrian-oriented community, benefiting both Plan Area residents and visitors. The intent is to create a sense of place that values the pedestrian experience and that is not dominated by vehicular traffic, using the following strategies:

- All streets internal to the Plan Area should have continuous sidewalks. Landscape buffer strips between the travel lanes and sidewalk should be provided where appropriate. Zones offering on-street parking should afford additional protection for pedestrians.
- A pedestrian connection shall be established opposite Charles Lane, providing an inviting connection to The Park from South Delaware Street. This connection should also serve as a direct connection to the Hayward Park Caltrain Station, allowing regional commuters on foot and bicycles a more desirable alternative than using Concar Drive. The pedestrian connection along Concar shall remain. Existing pedestrian crossings of South Delaware Street and Concar Drive shall remain or be upgraded as needed.
- A pedestrian-only access to The Park shall be provided from South Delaware Street via a pedestrian way through block MU-1(The Paseo). Its exact location shall be set in SPAR and is not part of this Plan.
- If the EVAE is necessary along the JPB property, a shared pedestrian/bike path shall be provided along the western property line adjacent to the Joint Powers Board property, providing north-south connectivity.
- Pedestrian crossings should be provided at street intersections within the Plan Area. Crossings should be provided where publicly accessible Park Corridors meet the streets, provided that a logical pedestrian connection is made.



FIGURE 4.56 Example of a pedestrian connection



FIGURE 4.57 Example of a pedestrian connection

Bicycle Trail System

This Plan will enhance the San Mateo Regional Bike Trail System (Figure 4.56). Class II bike lanes on the east-west streets shall 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 shall also provide bicycle access to the Caltrain station.

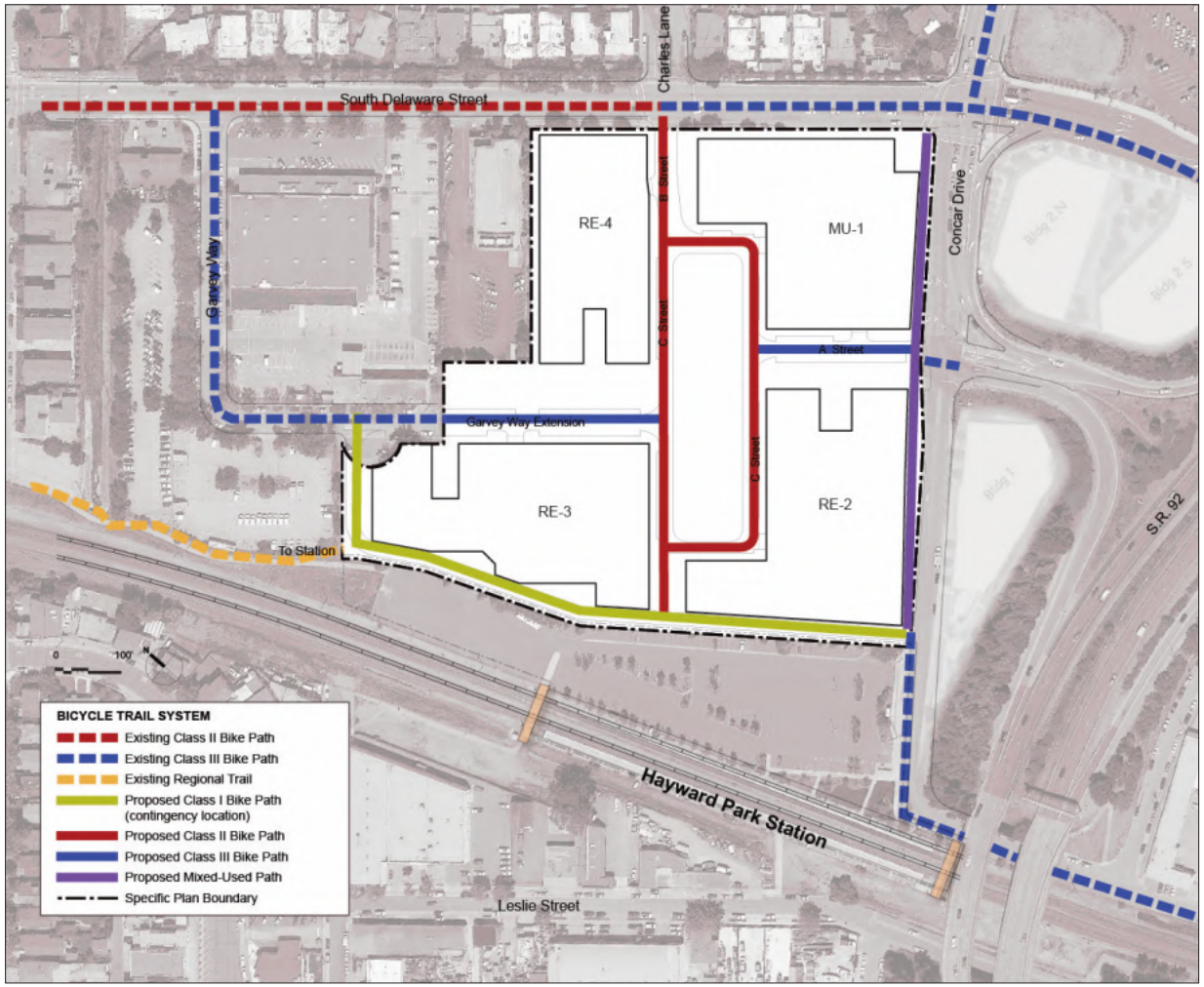


FIGURE 4.58 Bicycle Trail System

Transit Improvements

The Rail Corridor Plan "aims to achieve an overall reduction in new vehicle trips of at least 25 percent corridor wide."

In order to implement the goal of an overall reduction in vehicle trips, the project proposes Transportation Demand Management (TDM) measures that could include the following: first-class telecommuting opportunities for residents of the development; carsharing; shuttle service; inclusion of neighborhood-serving retail; bicycle storage for the convenience of bicycle riders; unbundled parking; shared parking (between office residential and commercial uses); a transportation kiosk with up-to-date information on transit, ridesharing, carsharing, bicycling and other alternative transportation; and a transportation coordinator who will be responsible for coordinating and maintaining the TDM Program.

The City of San Mateo and the Peninsula Traffic Congestion Relief Alliance (Alliance) have completed the process of forming a Transportation Management Association (TMA) for the Corridor Plan area. Since it was formed, Station Park Green has been required to participate in the TMA. TMA participation will help to verify if the 25% trip-reduction target is met. A representative for the Plan Area will also be required to serve on the TMA Board of Directors.

Parking and Loading

Station Park Green is intended as a pedestrian-friendly, mixed-use, transit-oriented development, which offers the opportunity to share parking stalls between uses with different parking demand periods. The Residential, Office, and Retail/Services/Restaurant uses permitted under this Plan generate particular levels and patterns of parking demand. Parking facilities within the Plan Area will be able to accommodate these demand fluctuations more efficiently than segregated supplies, by accommodating peaking uses with stalls left vacant by other uses.

The Corridor Plan provides that conditions of approval for all developments within the Corridor Plan Area will establish minimum and maximum parking standards for the development, with a goal of achieving an overall reduction in new vehicle trips of at least 25 percent corridor-wide. Accordingly, trip reduction strategies for Station Park Green have been evaluated as part of the environmental review process. Shared parking is one key strategy.

A shared parking analysis was performed by Nelson Nygaard Consulting Associates and Hexagon Transportation Consultants as part of the environmental review of this Plan (Station Park Green Shared Parking Analysis, May 12, 2010). The analysis considered three maximized build-out scenarios possible under the Plan – maximum permitted retail, maximum permitted office, and maximized mix of retail and office – and accounted for how parking demand can be expected to vary by time of day, for both weekdays and Saturdays. The supply exceeded estimated demand under all scenarios.

Pursuant to Section 27.90.050 of the San Mateo Municipal Code, the uses permitted under this Plan shall require off-street motor vehicle parking according to the schedule shown in Table 4.08.

Off-street parking facilities for different buildings, structures or uses, or for mixed uses, may be provided collectively in the Plan Area, provided that the total number of stalls so located together shall not be less than the sum of the separate requirements for each use, and that at least one parking stall accessory to each dwelling unit shall be located on the same parcel as the use served. During SPAR, the Planning Commission (and City Council) may consider allowing required off-street parking stalls to be space-efficient, without the need for a variance.

Loading facilities shall comply with Sections 27.64.310 through 27.64.390 of the San Mateo Municipal Code. During SPAR, the Planning Commission (and City Council) may consider allowing required loading facilities to be located on-street, without the need for a variance.

The required off-street parking shall be as follows:

Land Use	Parking Requirements
Studio Dwelling Unit	1.0* (stalls per unit)
1-BR Dwelling Unit	1.3* (stalls per unit)
2-BR Dwelling Unit	1.5* (stalls per unit)
3-BR Dwelling Unit	1.8* (stalls per unit)
Office	0.32* (stalls per 1,000 sq. ft.)
Retail / Restaurant /Services	2.06* (stalls per 1,000 sq. ft.)

***Includes visitor parking as analyzed in the shared parking study described on p.112**

TABLE 4.08 Parking Ratios

Infrastructure Improvements

Storm Drainage

The Plan Area will maintain western, eastern, and northern drainage watersheds similar to those existing. Run-off from the western portion of the Plan Area should discharge to the existing storm drain located in Concar Drive. Run-off from the central and eastern watersheds should discharge to the drain in South Delaware Street. The northern portion of the Plan Area should discharge to the existing Garvey Way storm drain. The existing Plan Area is highly impervious. The Plan Area will have an overall imperviousness that is equal to or less than the existing condition. This will result in the total peak discharge being equal to or less than the existing discharge from the Plan Area. Plan Area detention facilities are therefore not required and will not be provided.

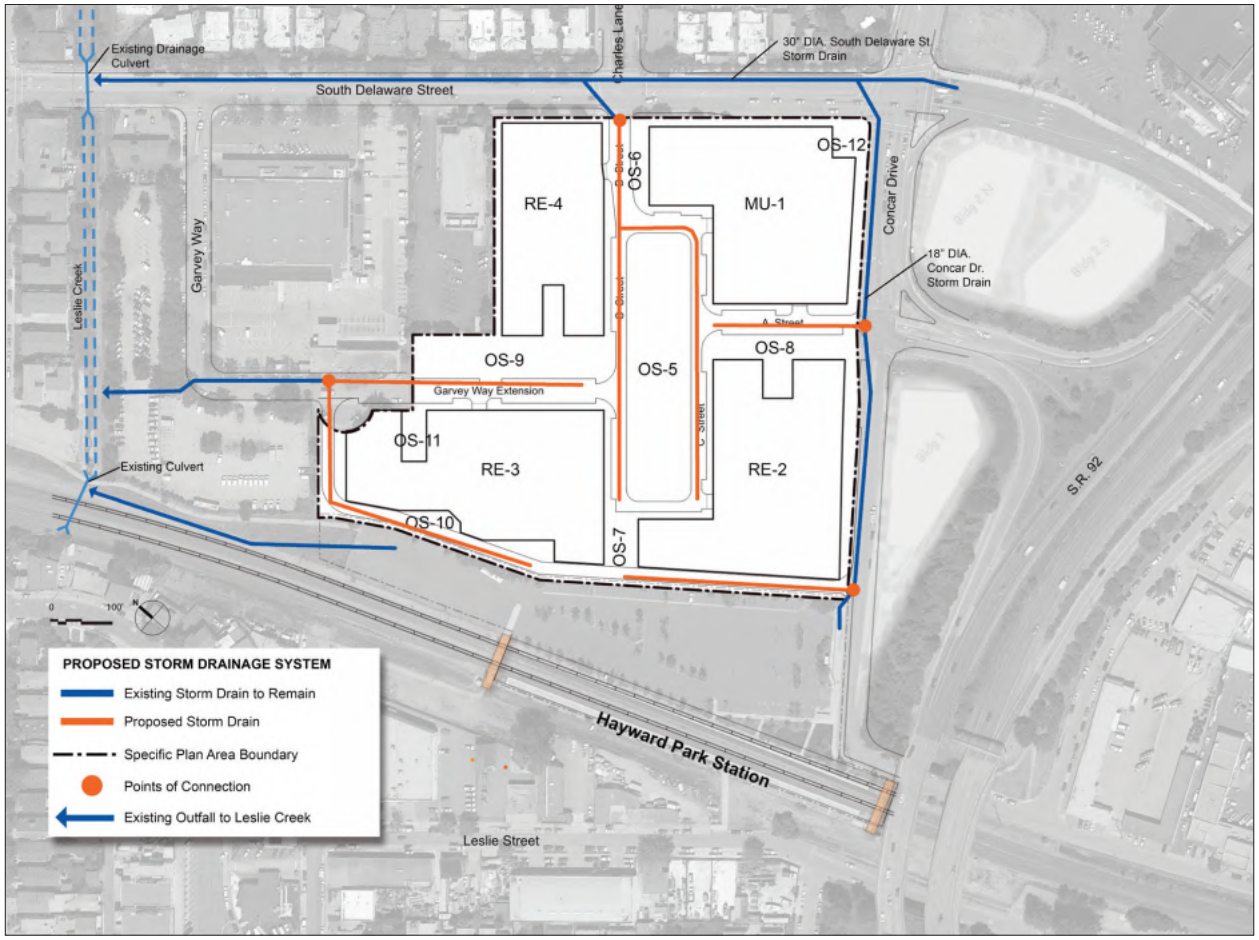


FIGURE 4.59 Proposed Storm Drainage System

Stormwater Quality

The stormwater drainage system will be designed in accordance with the National Pollutant Discharge Elimination Systems (NPDES) required by the San Mateo County Water Pollution Prevention Program (C.3 Stormwater Technical Guidance, January 2013).

Due to the predominantly clay soils and program, the C.3 guidelines deem infiltration and rainwater harvesting infeasible. Stormwater treatment via biofiltration and low impact development strategies is therefore appropriate. The stormwater quality design for the Plan Area shall meet the C.3 requirements by utilizing Best Management Practices (BMPs) to reduce stormwater pollutants in the storm water discharge from the development.

Station Park Green presents specific constraints and opportunities which guides the selection of appropriate BMPs. The two categories of BMPs that will be implemented are likely to fall under treatment control and source control.

Treatment Control BMPs

Treatment control BMPs will include planted stormwater treatment areas that will treat runoff from the Plan Area using one or more methodologies, such as detention/retention, infiltration/ filtration. Mechanical devices are non-preferred and will only be considered in areas where other BMPs are infeasible.

Source Control BMPs

Source Control BMPs are operational practices that reduce pollutants released at their source. Examples of source control BMPs that may be implemented include:

- Provision of efficient irrigation systems and appropriate landscape design
- Use of porous pavement and other permeable materials where applicable
- Provisions for appropriate trash enclosures and recycling areas
- Use of alternative building materials that leach fewer pollutants
- Car washing within the internal garages

The selected BMPs should be integrated into the urban landscape wherever possible. For Station Park Green, the use of infiltrative water quality solutions such as infiltration trenches will be significantly constrained by highly impervious soils in the Plan Area and the high water table.

Specific stormwater quality design measures shall be identified during the Subdivision Map or SPAR approval processes.

Sewer

The Plan Area will be served by a network of approximately six-inch- to 15 inch-diameter pipes that would connect to the City's Southern Trunk system. Connections are likely to be made at one or more points along the newly completed El Camino Real by-pass in Concar Drive, the Delaware Trunk line at the intersection of Charles Way, and/ or the eight-inch sewer in Garvey Way. (Figure 4.58)

Water

Water service to the Plan Area is planned through a looped network of approximately eight-inch to 12-inch mains which would connect to the surrounding network in Garvey Way and South Delaware Street. An extension of the water main located in Concar Drive may be required to service the western portion of the Plan Area.

All water supply and distribution systems within the Plan Area will be within a California Water Service Company (CWSC) easement, and will be maintained by the CWSC.

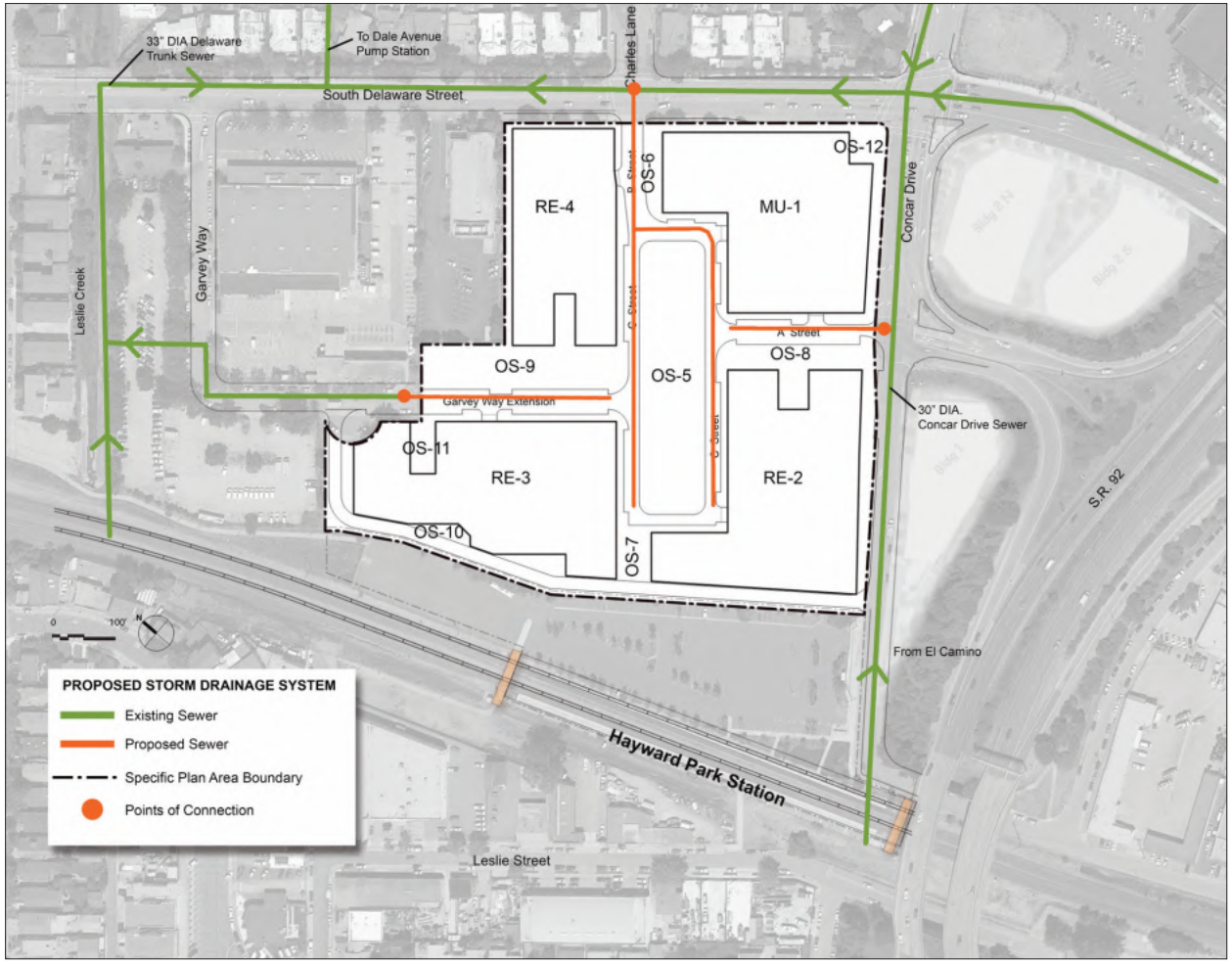


FIGURE 4.60 Proposed Sewer System

Emergency Services

Emergency services will continue to be provided by the San Mateo Fire Department and San Mateo Police Department, with Fire Station No. 23 serving as the Plan Area's first responder. All streets are expected to be private, and emergency vehicle access easements (EVAEs) shall be provided for the Plan Area in accordance with the requirements of the San Mateo Fire Department. The details of the EVAE(s) will be finalized at the time of SPAR approval.

Utilities

Pacific Gas and Electric Company (PG&E) provides electrical and gas service to the Plan Area. It is anticipated that several telecommunication providers will provide service to the Plan Area. The utility systems shall be located within private streets, and it shall be the utility provider's responsibility to maintain the service up to meter connection locations. All utilities are expected to share a joint trench.

Grading

The grading assumptions made for Station Park Green are:

- The contours for the Plan Area must match existing contours along South Delaware Street and Concar Drive along the northeast and southeast boundaries.
- The proposed contours along the boundary of the Joint Powers Board property should match those existing, where feasible, to maximize connectivity to the station.
- The contours along the northern property line at the AAA property and the Post Office may be raised slightly, relative to existing levels, to provide residential finished floors above the minimum permitted finished floor elevation of +104.7 feet (adjusted City datum).

The finished grades within the project area will be generally similar to the existing grades. A point near the western edge of The Park shall be the highest graded point on the property with an elevation of approximately +107 feet. The ground is expected to fall to the west and match the existing grade at the Joint Powers Board property line. The Park will gently fall to the east where the eastern edge of the park will be approximately +102 feet.

Building heights within the Plan Area, except within the 35-foot Maximum Height Zoning along South Delaware Street, shall be measured from the existing high point of the Plan Area, i.e., approximately +107 feet (adjusted City datum)."

Flood Plain Management

In early 2012, the City of San Mateo completed levee improvements that resulted in revisions to the FEMA flood insurance mapping in October 2012. These improvements removed the project site from the 100-year flood plain (1-percent chance annual flood). Parts of the site remain in Zone X, the 500-year flood plain (0.2 percent chance annual flood).

Due to the site being removed from the flood plain, the requirements of San Mateo Municipal Code Chapter 23.33, which were included in the 2011 Specific Plan and Design Guidelines documents, no longer apply.

Currently, portions of the Plan Area (below +104.7 feet adjusted City datum) are susceptible to flooding given the unlikely failure of the Crystal Springs Reservoir Dam (Corridor Plan EIR).

Waste and Recycling

The San Mateo Municipal Code requires the provision of recycling facilities for multi-family housing. Non-residential uses within the Plan Area shall also comply.

This page intentionally left blank.



Chapter 5



Construction of Station Park Green may take an extended period of time-, the implementation process requires a coordinated approach.

Chapter 5

Implementation

Introduction [121]
Design Guidelines [122]
Development Agreement [122]
Subdivision Maps [122]
Site Development Permit [123]
Site Plan and Architectural Review (SPAR) [123]
Allocation Of Land Uses [124]
Amendment Information [124]

Construction of Station Park Green may take an extended period of time. To achieve the goals of the Plan, the implementation process requires a coordinated approach. There are five primary mechanisms for the implementation process: Design Guidelines, a Development Agreement, Subdivision Maps, Site Development Permits, and Site Plan and Architectural Review (SPAR) approvals. This chapter describes how each of these tools will be used to ensure that the vision of this Plan is ultimately realized.

Design Guidelines

Concurrently with adoption of this Plan, the City Council will approve Design Guidelines by resolution, after receiving the recommendations of the Planning Commission. The Design Guidelines shall be in substantial conformity with this Plan. The Design Guidelines shall set criteria for each block and open space within the Plan Area, such as:

Build-to Lines: The required location of exterior walls to define streets and open spaces

Setbacks: The minimum distances between buildings and streets or open spaces

Parking and Access: The required separation and/or location of curb cuts for parking garages and loading areas

Plant Species/Size: The range of permissible species and sizes for trees and other vegetation along streets, in parks, and within blocks

Building/Paving Materials: The range of permissible materials for constructing buildings, streets, and open spaces

Sustainability: The strategies to achieve the sustainability objectives of the Plan

Development Agreement

The City and the owner of the land within the Plan Area entered into a contractually binding development agreement in 2011. State and City law authorize the City to enter into a development agreement to vest in a developer certain development rights for a period of years set by contract, regardless of intervening changes in land use regulations (Cal. Gov. Code §§65854 et seq.; San Mateo Reso. No.120). In exchange, the City receives certainty about the public benefits that will be included as part of the Plan.

Subdivision Maps

The owner of the land within the Plan Area may apply for parcel maps and/or tentative maps to create separate parcels to facilitate the development described in this Plan. Ultimately, each parcel may be further subdivided through one or more additional subdivision maps, and any and all maps may be for condominium purposes.

Parcels may be transferred into separate ownership, but all parcels within the Plan Area will remain subject to this Plan unless the Plan Area is redefined to exclude them.

Site Development Permit

Grading and/or the removal of major vegetation within the Plan Area requires a Site Development Permit under the San Mateo Site Development Code. Among the specific purposes of the Site Development Code is to protect public and private lands from erosion, earth movement, and flooding, and to ensure the maximum preservation of the natural scenic character of the City by establishing minimum standards and requirements relating to land grading, excavations and fills, and removal of major vegetation.

Accordingly, no site development may commence without first obtaining approval of a site development planning application followed by application for, and issuance of, a Site Development Permit, which allows construction to proceed.

Site Plan and Architectural Review (SPAR)

Construction of an individual building within the Plan Area requires approval of an application for SPAR under Section 27.08.030 of the San Mateo Municipal Code. The officer or agency approving a SPAR is the Zoning Administrator, the Planning Commission, or, for buildings exceeding 55 feet in height, the City Council.

The City should also review a signage program for the project before approving the SPAR application. The sign program can consist of guidelines.

To approve a SPAR application, the City must review detailed drawings to determine that the proposed construction will be in scale and harmonious with the character of the neighborhood. The City must also confirm that the SPAR is consistent with this Plan. It is anticipated that the approval of each subsequent SPAR application consistent with the Plan shall not require the preparation of new environmental documents, unless the SPAR substantially changes the assumptions of the environmental study for this Plan.

Allocation of Land Uses

This Plan provides for overall aggregate limits on development for the entire Plan Area. Due to the long-term nature of the anticipated build-out, it is desirable to maintain flexibility in the precise allocation of the density and type of land uses. However, the density of development for a particular block must be allocated at the time that (1) a Subdivision Map or (2) a SPAR for such block is approved, whichever occurs first.

Amendment Information

Pursuant to the California Government Code and the San Mateo Municipal Code, this Plan may be amended following public hearings before and approval by both the Planning Commission and the City Council. Such amendment is a legislative act subject to initiative and referendum. Under state law, a specific plan may be amended in the same manner as a general plan, except that it may be amended as often as deemed necessary by the legislative body.

This page intentionally left blank.





31 July 2014

STATIONPARKgreen

DESIGN GUIDELINES

SAN MATEO, CALIFORNIA

City of San Mateo

CHAPTER 1 INTRODUCTION

This page intentionally left blank.

How to Use the Design Guidelines

1. Introduction [**03**]

The Introduction gives an overview of the purpose and content of the Design Guidelines, and provides an overall vision of the urban design concept and the sustainable planning and design approach.

2. Open Space and Streetscape Guidelines [**15**]

This chapter details the open space, streetscape, and landscape design strategies and guidelines that provide a pedestrian-oriented network of public amenities.

3. General Urban Design [**83**]

This chapter elaborates upon the objectives and policies of the Corridor Plan to contextualize Station Park Green into the Hayward Park TOD Zone as well as the larger City Context.

4. Blocks and Building Elements [**111**]

This chapter includes block guidelines that address uses, edges, access, form, heights, and building expression, as well as building elements guidelines that address the design intent and character of and the relationships between buildings within each block in the Plan Area.

5. Sustainability [**151**]

This chapter describes how stormwater management, green design, and sustainable development features will be integrated into the Plan Area.

Appendix [**165**]

The appendix includes definitions of some of the more specialized terms used in the Design Guidelines.

This page intentionally left blank.

Contents

1. Introduction

Introduction **03**
Relation to the Specific Plan **05**
Vision **06**
Examples **07**
Urban Design Concept **08**
Sustainable Planning and Design **10**

2. Open Space and Streetscape

Introduction **15**
Open Space Guidelines **16**
Streetscape Guidelines **48**
Landscape Guidelines **62**

3. General Urban Design

Introduction **83**
Form **84**
Building Placement and Edges **88**
Primary Ground-Floor Uses **90**
Solar Orientation **92**
Modulation of Built Form **93**
Residential-Scale Expression **102**
Housing Diversity **105**
Parking and Loading **105**

4. Blocks and Building Elements

Introduction **109**
Blocks and Open Space **110**
Block MU-1 **112**
Block RE-2 **118**
Block RE-3 **124**
Block RE-4 **130**
Building Elements **136**

5. Sustainability

Introduction **151**
LEED for Neighborhood Development **152**
Stormwater Management **153**
Flood Control Strategy **159**
Site Preparation and Design **160**
Neighborhood Design and Community **160**
Green Building Design **161**

Appendix

Definitions **165**

This page intentionally left blank.

Figures + Tables

1. Introduction

2. Open Space and Streetscape

FIGURE 1.01 Station Park Green illustrative site plan **4**

FIGURE 1.02 Illustrative rendering of a residential street in the Plan Area, facing north along Concar Drive **6**

FIGURE 1.03 Rendering from the 'Rail Corridor Plan' illustrating clear view corridors and good connectivity of streets drawing people through the two properties **7**

FIGURE 1.04 Bird's-eye-view rendering of Station Park Green, looking east **8**

FIGURE 1.05 Urban design concept **9**

FIGURE 2.01 Open Space diagram **16**

FIGURE 2.02 Station Park Green illustrative site plan with open space components **17**

FIGURE 2.03 The Park illustrative site plan **18**

FIGURE 2.04 A row of deciduous, fast-growing trees edges a park **18**

FIGURE 2.05 Illustrative rendering of The Park, looking east from RE-2 **19**

FIGURE 2.06 Example of various rooms for range of activities **19**

FIGURE 2.07 Example of built-in seating around a fountain **20**

FIGURE 2.08 Example of a reflective sculpture **20**

FIGURE 2.09 Example of sculpture derived from circular form **20**

FIGURE 2.10 Eastern Plaza illustrative plan and section **21**

FIGURE 2.11 Example of sculptural iconic structure **22**

FIGURE 2.12 Example of a pavilion as a lantern at night **22**

FIGURE 2.13 Example of a gazebo **22**

FIGURE 2.14 The Pavilion illustrative plan and section **23**

FIGURE 2.15 Example of lawn and low planting providing openness and visibility **24**

FIGURE 2.16 Example of lawn serving as a large, informal gathering space **24**

FIGURE 2.17 The Lawn illustrative plan and section **25**

FIGURE 2.18 Example of pocket spaces sheltered by lush planting **26**

FIGURE 2.19 Example of a specimen grove with seating **26**

FIGURE 2.20 Western Plaza illustrative plan and section **27**

FIGURE 2.21 Example of rain garden planting **28**

FIGURE 2.22 Example of rain garden planting with seasonal interest **28**

FIGURE 2.23 Park Promenade illustrative plan and section **29**

FIGURE 2.24 Linear Park illustrative plan **30**

FIGURE 2.25 Example of tree grove **31**

FIGURE 2.26 Example of glower garden **31**

FIGURE 2.27 Example of pathway in the grove **31**

FIGURE 2.28 Gateway Park Illustrative Plan **32**

FIGURE 2.29 Gateway sculpture **33**

FIGURE 2.30 Gateway Park Illustrative Plan and section **33**

FIGURE 2.31 Gateway Plaza Illustrative Plan **34**

FIGURE 2.32 Example of seating area buffer with planting **34**

FIGURE 2.33 Example of custom seating that accommodate different usage **35**

FIGURE 2.34 Example of lighting integrated into seating **35**

FIGURE 2.35 Example of tree grove framing view **36**

FIGURE 2.36 Drought tolerant ornamental planting **36**

FIGURE 2.37 Example of flush curb and paving transition at crossing **36**

FIGURE 2.38 The Park Connection Illustrative Plan **37**

FIGURE 2.39 The Park Community Park Illustrative Plan **38**

FIGURE 2.40 Example of topographic mount **38**

FIGURE 2.41 Illustrative Plan of Tilted Garden **39**

FIGURE 2.42 Example of tilted garden **39**

FIGURE 2.43 Example of tilted garden **40**

Figures + Tables

2.

Open Space and Streetscape
(continued)

FIGURE 2.44 Example of buffer planting **40**

FIGURE 2.45 Illustrative Plan of The Mount **41**

FIGURE 2.46 Example of color sculptural element **41**

FIGURE 2.47 Example of fast-growing deciduous tree **42**

FIGURE 2.48 Example of Park Corridor with seating **42**

FIGURE 2.49 Example of seating under the grove **42**

FIGURE 2.50 Park Corridor Illustrative Plan **43**

FIGURE 2.51 Station Corridor Illustrative Plan **43**

FIGURE 2.52 Example of Multi-use EVAE **44**

FIGURE 2.53 Example of seating along Pocket Park **44**

FIGURE 2.54 Greenway Pocket Parks Illustrative Plan **45**

FIGURE 2.55 Example of Courtyard planting **46**

FIGURE 2.56 RE-3 Courtyard **46**

FIGURE 2.57 Corner of Concar and South Delaware Street Plaza Illustrative plan and section **47**

FIGURE 2.58 Street section location key **48**

FIGURE 2.59 " A" Street illustrative plan and section (Section 1) **49**

FIGURE 2.60 "B" Street illustrative plan and section (Section 2) **50**

FIGURE 2.61 "C" Street illustrative plan and section (Section 3) **51**

FIGURE 2.62 "C" Street at MU-1 garage illustrative plan and section (Section 4) **52**

FIGURE 2.63 " C" Street at Block RE-2 illustrative plan and section referred to key plan 1 (Section 5) **53**

FIGURE 2.64 Garvey Way Extension illustrative plan and section **54**

FIGURE 2.65 Concar Drive at Blocks RE-2 and RE-3 illustrative plan and section (Section 7) **55**

FIGURE 2.66 OS-7 Pedestrian Pathway (Section 8) **56**

FIGURE 2.67 Concar Drive at Block RE-2 illustrative plan and section (Section 9) **57**

FIGURE 2.68 Concar Drive at Block MU-1illustrative plan and section (Section 10) **58**

FIGURE 2.69 South Delaware Street at Block MU-1 Retail illustrative plan and section (Section 11) **59**

FIGURE 2.70 South Delaware Street at Block MU-1illustrative plan and section (Section 12) **60**

FIGURE 2.71 South Delaware Street at Block RE-4 Retail illustrative plan and section (Section 13) **61**

FIGURE 2.72 Tree Diagram **62**

TABLE 2.01 Encouraged street and open-space tree species **63**

FIGURE 2.73 Ginko biloba **63**

FIGURE 2.74 Ulmus parvifolia **63**

FIGURE 2.76 Platanus acerifolia **63**

FIGURE 2.77 Zelkova serrata **63**

FIGURE 2.78 Magnolia soulangeana **64**

FIGURE 2.79 Olea europea **64**

FIGURE 2.80 Cedrus deodora **64**

FIGURE 2.81 Sequoia semperviren **64**

FIGURE 2.82 Populus fremontia **64**

FIGURE 2.83 Populus fremontia **65**

FIGURE 2.84 Cercis canadensis **65**

FIGURE 2.85 Arbutus unedo **65**

FIGURE 2.86 Eucalyptus nicholi **65**

FIGURE 2.87 Quercus agrifolia **65**

FIGURE 2.88 Lavendula **66**

FIGURE 2.89 Garrya elliptica **66**

FIGURE 2.90 Ribes sanguineum **66**

FIGURE 2.91 Fremontadendron californicum **66**

FIGURE 2.92 Ceanothus "Ray Hartman" **66**

FIGURE 2.93 Corylus cornuta **66**

FIGURE 2.94 Cercis occidentalis **66**

FIGURE 2.95 Romneya coulteri **66**

FIGURE 2.96 Carex nudata **66**

TABLE 2.02 Encouraged plant species **67**

FIGURE 2.97 Lighting diagram **68**

TABLE 2.03 Lighting Performance and Types **69**

FIGURE 2.98 Example of bollard pathway lighting **70**

FIGURE 2.99 Example of street trees interspersed with lights **70**

FIGURE 2.100 Example of a pavilion serving as a lantern at night **70**

FIGURE 2.101 Example of a marker light **70**

FIGURE 2.102 Example of lighting used to define landscape rooms **70**

FIGURE 2.103 Example of a light sculpture **70**

FIGURE 2.104 Decomposed granite **71**

FIGURE 2.105 Cobblestone **71**

FIGURE 2.106 Flag stone **71**

FIGURE 2.107 Wood decking **71**

FIGURE 2.108 Concrete unit paver **71**

FIGURE 2.109 Concrete **71**

FIGURE 2.110 Warning paver/ truncated dome **71**

Figures + Tables

2.
Open Space and Streetscape
(continued)

FIGURE 2.111 Flagstone **71**

FIGURE 2.112 Paving integrated with grass **71**

TABLE 2.04 Paving Performance and Types **72**

FIGURE 2.113 Example of a planter **73**

FIGURE 2.114 Example of permanent furnishing used to reinforce the larger design concept **73**

FIGURE 2.115 Example of seating **73**

FIGURE 2.116 Example of fixed bench **73**

FIGURE 2.117 Example of built-in seating **73**

FIGURE 2.118 Example of masonry wall and metal fencing **74**

FIGURE 2.119 Example of masonry wall with opening to increase transparency **74**

FIGURE 2.120 Example of a fence **74**

FIGURE 2.121 Paving performance and types **74**

FIGURE 2.122 Example of a fence **74**

FIGURE 2.123 Example of masonry post with wood fence **74**

FIGURE 2.125 Example of a temporary installation **75**

FIGURE 2.124 Example of art gateway sculpture **75**

FIGURE 2.126 Example of lighting as art **75**

FIGURE 2.128 Example of illuminated signage **76**

FIGURE 2.127 Example of custom text providing identity **76**

FIGURE 2.129 Example of signage mounted on landscape slope **76**

FIGURE 2.130 Example of pedestrian path and fire lane **77**

FIGURE 2.131 Example of fire lane and pedestrian thoroughfare **77**

FIGURE 2.132 Example of multi-directional ramp **77**

FIGURE 2.133 Example of curb cut to allow stormwater to drain into stormwater planter **78**

FIGURE 2.134 Example of stormwater planter **78**

FIGURE 2.135 Example of stormwater treated in soil-filled, planted concrete catch basin **78**

FIGURE 2.136 Example of rain garden **78**

3.
General Urban Design

FIGURE 3.01 Form areas and subareas **85**

FIGURE 3.02 Form areas, perspective view **87**

FIGURE 3.03 Example of a build-to line edge **89**

FIGURE 3.04 Example of residential setback edge **89**

FIGURE 3.05 Building placement and edges **89**

FIGURE 3.06 Example of mixed-use on The Park frontage **90**

FIGURE 3.07 Example of residential unit entries **90**

FIGURE 3.08 Residential-scale unit entryway example **91**

FIGURE 3.09 Example of mixed-use typology for Concar Drive **91**

FIGURE 3.10 Primary ground-floor use plan **91**

FIGURE 3.11 Solar orientation **92**

FIGURE 3.12 Modulation of Built Form **93**

FIGURE 3.14 Vertical Expression **93**

FIGURE 3.15 Horizontal Expression **93**

FIGURE 3.16 Residential-Scale Expression **93**

FIGURE 3.17 Modulation of Built Form **94**

FIGURE 3.18 Primary Vertical Expression **94**

FIGURE 3.19 Roof modulation **95**

FIGURE 3.20 Block MU-1 Concar Frontage **95**

FIGURE 3.21 Vertical Corner Massing **95**

FIGURE 3.22 Primary Vertical Expression example #1 **96**

FIGURE 3.23 Primary Vertical Expression example #1 with secondary Horizontal Expression **96**

FIGURE 3.24 Primary Vertical Expression example #1 showing building envelope **96**

FIGURE 3.25 Vertical Expression example #2 **97**

FIGURE 3.26 Vertical Expression example #2 showing irregular façade planes and stepbacks **97**

FIGURE 3.27 Vertical Expression example #2 showing building envelope **97**

FIGURE 3.28 Modulation of Built Form **98**

FIGURE 3.29 Horizontal Expression framed by corner end-pieces **98**

FIGURE 3.30 Secondary Vertical or Horizontal Expression **99**

FIGURE 3.31 Roof Expression **99**

FIGURE 3.32 Horizontal Articulation Ground-floor Interface **99**

FIGURE 3.33 Primary Horizontal Expression example #1 **100**

FIGURE 3.34 Primary Horizontal Expression example #1 with secondary (vertical) articulation **100**

Figures + Tables

3.
General Urban Design
(continued)

FIGURE 3.35 Primary Horizontal Expression example #1 showing building envelope **100**

FIGURE 3.36 Primary Horizontal Expression example #2 **101**

FIGURE 3.37 Primary Horizontal Expression example #2 with secondary (vertical) articulation **101**

FIGURE 3.38 Primary Horizontal Expression example #2 showing building envelope **101**

FIGURE 3.39 Residential-Scale Expression **102**

FIGURE 3.40 Location of Residential-Scale Expression unit modulation **102**

FIGURE 3.41 Residential-Scale Expression example #1 **102**

FIGURE 3.42 Residential-Scale Expression example #2 **102**

FIGURE 3.43 Residential-Scale Expression elements example #1 **103**

FIGURE 3.44 Unit Rhythm example #1 **103**

FIGURE 3.45 Vertical Expression example #1 **103**

FIGURE 3.46 Roofline example #1 **103**

FIGURE 3.47 Secondary Expression example #1 **103**

FIGURE 3.48 Residential-Scale Expression elements example #2 **103**

FIGURE 3.49 Unit Rhythm example #2 **103**

FIGURE 3.50 Vertical Expression example #2 **103**

FIGURE 3.51 Roofline example #2 **103**

FIGURE 3.52 Secondary Expression example #2 **103**

FIGURE 3.53 Illustrative rendering of The Park Corridor as seen from across South Delaware Street in the Nineteenth Avenue Park neighborhood **104**

4.
Blocks and Building Elements

FIGURE 4.01 Plan Area Block and Open Space Plan **110**

FIGURE 4.02 Illustrative site plan **111**

FIGURE 4.03 Block MU-1 illustrative plan **112**

FIGURE 4.04 The Park frontage example **112**

FIGURE 4.05 Concar Drive frontage example **112**

FIGURE 4.06 The Park frontage example **112**

FIGURE 4.07 The Paseo example **113**

FIGURE 4.08 Example of corner treatment at intersection of Concar Drive and South Delaware Street **113**

FIGURE 4.09 Block MU-1 placement guidelines **113**

TABLE 4.01 Block MU-1 guidelines **114, 116, 117**

FIGURE 4.10 Block MU-1 massing guidelines **115**

FIGURE 4.11 Block MU-1 section A-A **115**

FIGURE 4.13 Block RE-2 illustrative plan **118**

FIGURE 4.14 The Park frontage example **118**

FIGURE 4.15 Common usable open space example **118**

FIGURE 4.16 Concar Drive frontage example **118**

FIGURE 4.17 Block RE-2 placement guidelines **119**

FIGURE 4.18 "A" Street frontage example **119**

TABLE 4.02 Block RE-2 guidelines **120, 122, 123**

FIGURE 4.20 Block RE-2 massing guidelines **121**

FIGURE 4.21 Block RE-2 section A-A **121**

FIGURE 4.23 Block RE-3 illustrative plan **124**

FIGURE 4.24 The Park frontage example **124**

FIGURE 4.25 The EVAE frontage example **124**

FIGURE 4.26 Block RE-3 placement guidelines **125**

FIGURE 4.28 Garvey Way Extension frontage example **125**

FIGURE 4.29 Example of frontage on The Park **125**

TABLE 4.03 Block RE-3 guidelines **126, 128, 129**

FIGURE 4.30 Block RE-3 massing guidelines **127**

FIGURE 4.31 Block RE-3 section A-A **127**

FIGURE 4.33 Block RE-4 illustrative plan **130**

Figures + Tables

4.
Blocks and Building Elements
(continued)

FIGURE 4.34 South Delaware Street frontage example **131**

FIGURE 4.35 The Park frontage example **130**

FIGURE 4.36 South Delaware Street frontage example **131**

FIGURE 4.37 Block RE-4 placement guidelines **137**

TABLE 4.04 Block RE-4 guidelines **132, 134, 135**

FIGURE 4.38 Block RE-4 massing guidelines **133**

FIGURE 4.39 Block RE-4 section A-A **133**

FIGURE 4.40 Buildings should not overuse multiple architectural expressions **136**

FIGURE 4.41 Example of possible materials, openings and projections **136**

FIGURE 4.42 Example of building transition **137**

FIGURE 4.43 Example of materials and colors **137**

FIGURE 4.44 Example of projections **138**

FIGURE 4.45 Example of openings and recesses **138**

FIGURE 4.46 Roof form example **139**

FIGURE 4.47 Roof should integrate green design features **139**

FIGURE 4.48 Mixed-use ground-floor transparency example **139**

FIGURE 4.49 Awning example **140**

FIGURE 4.50 Materials and setbacks example **140**

FIGURE 4.51 Retail façade example **140**

FIGURE 4.52 Example of entries that enhance pedestrian character **141**

FIGURE 4.53 Example of entry that provides visual interest and relates to building's overall façade **141**

FIGURE 4.54 Materials and colors example **142**

FIGURE 4.55 Example of façade response to solar orientation **142**

FIGURE 4.56 Brise-soleil example **142**

FIGURE 4.57 Common residential usable open space example **144**

FIGURE 4.58 Common residential usable open space example **144**

FIGURE 4.59 Planter on hardscape example **145**

FIGURE 4.60 Planter on hardscape example **145**

FIGURE 4.61 Residential private usable open space example **145**

FIGURE 4.62 Residential private usable open space example **145**

FIGURE 4.63 Example of signage on awning **146**

FIGURE 4.64 Example of blade signs **146**

FIGURE 4.65 Retail signage example **147**

FIGURE 4.66 Building address and commercial signage example **147**

FIGURE 4.67 Retail signage example **147**

FIGURE 4.68 Address signage example **147**

5.
Sustainability

FIGURE 5.01 Example of biofiltration in planter box **153**

FIGURE 5.02 Typical Filterra® layout **153**

FIGURE 5.03 Planter box with disconnected leader **155**

FIGURE 5.04 Typical rain garden section **156**

FIGURE 5.05 Typical planter box section **156**

FIGURE 5.06 Rain garden example **157**

FIGURE 5.07 Rain Garden example **157**

FIGURE 5.08 Rain garden example **157**

FIGURE 5.09 Stormwater Management example **157**

FIGURE 5.10 Disconnected leader over podium example **158**

FIGURE 5.11 Disconnected leader over podium example **158**

FIGURE 5.12 Disconnected leader and rain garden over podium example **158**

Appendix

There are no numbered figures or tables in the Appendix.

This page intentionally left blank.



Chapter 1



Station Park Green is a compact network of walkable blocks framing parks, public spaces, and pedestrian-oriented streets. As a transit-oriented plan, the block pattern and street network are designed to provide internal connectivity, complement the mix of uses, and reinforce links to the Hayward Park Station and the surrounding existing neighborhoods.



Chapter 1

Introduction

Introduction [**03**]

Relation to the Specific Plan [**05**]

Vision [**06**]

Examples [**07**]

Urban Design Concept [**08**]

Sustainable Planning and Design [**10**]

This document guides the physical design of Station Park Green. These guidelines are intended to facilitate the creation of high-quality spaces in the public realm—the parts of Station Park Green that are seen and used by the public—including the system of streets, open spaces and linkages, and the building components that frame them.



FIGURE 1.01 Station Park Green Illustrative Site Plan

Program

599 Residential Units
25,000 to 30,000 Square feet of Retail
10,000 to 15,000 square feet of Office
2.3 acres of Open Space
(excluding streets and sidewalks)

Relation to the Specific Plan

The Design Guidelines give detailed guidance to supplement the Station Park Green Specific Plan (Specific Plan). By detailing the physical design of all buildings, commercial spaces, open spaces and travel areas, these guidelines ensure that development in the Plan Area will serve good planning principles and make a pleasing aesthetic contribution to the whole.

These Design Guidelines state minimum and maximum unit densities, off-street parking and loading standards, setbacks, building heights, floor area ratio requirements, and open space requirements. Additionally, ranges of permissible materials for constructing buildings and open spaces and paving streets are specified.

All projects within the area of the Specific Plan (Plan Area) must comply with these Design Guidelines. Thus future Site Plan and Architectural Review (SPAR) applications will be reviewed for consistency with these Design Guidelines.

Throughout these Design Guidelines, mandatory conditions are specified by the terms "shall" and "not permitted." All other conditions are voluntary and are specified by the terms "should," "encouraged," "not encouraged," and "permitted." A project may still be approved despite a failure to comply with voluntary conditions. The term "should" does not create a mandatory condition, but does demonstrate intent. An applicant that does not comply with a condition which "should" be included must be prepared to explain why compliance is problematic.

Vision

Station Park Green is envisioned as a compact network of walkable blocks framing parks and pedestrian-oriented streets. As a transit-oriented plan, the block pattern and street network are designed to provide internal connectivity, complement the mix of uses, and reinforce links to the Hayward Park Station and the surrounding existing neighborhoods. A system of interconnected parks, park corridors, and pedestrian streets infuses the plan with a high-quality landscape character and integrates sustainable practices.

These Guidelines apply only to the Plan Area. However, as noted throughout these Guidelines, the ultimate design intent for the Hayward Park Station TOD Zone is for the Plan Area and the JPB property to operate together seamlessly through coordinated access ways, view corridors, an active network of streets and open spaces, and attention to building design and use along pedestrian routes, to achieve a successful transit-oriented neighborhood, to facilitate pedestrian and bicycle traffic across the JPB property to and from all portions of the Hayward Park Station Area, and to increased use of transit services. These intended design elements are further elaborated below:

- The appropriate building articulation, building materials and landscaping at the interface of the Plan Area with the adjacent JPB property should provide for seamless integration.
- Pedestrian and bikeway amenities shall be considered to promote safe, efficient, attractive connections to and through the Plan Area and the adjacent JPB property, mindful that Hayward Park Station is not merely a destination but also a through-way for pedestrians and cyclists traveling in both directions across the railroad right-of-way.
- Along the westerly edges of Blocks RE-2 and RE-3, which face the JPB property, once direct connection to the station area is implemented, attractive, safe, and well-lit pedestrian and bicycle access should be provided;



FIGURE 1.02 Illustrative rendering of "A" Street in the Plan Area, facing north along Concar Drive

- Active uses, including multiple building entries and lobbies, are encouraged to foster activity and interaction between buildings and sidewalks;
- Building articulation, such as storefront display windows, window openings, and the use of varied materials, are encouraged in order to reinforce the pedestrian scale and create architectural interest.



FIGURE 1.03 Rendering from the 'Rail Corridor Plan' illustrating clear view corridors and good connectivity of streets drawing people through the two properties

The figures in these Guidelines show an EVA at the southwestern portion of the Plan Area, along the boundary of the adjacent JPB property. It is the ultimate goal of these Guidelines to integrate the Plan Area seamlessly with the adjacent JPB property by providing for direct adjacency of buildings and the connection of vehicular, bike and pedestrian ways through to the JPB property. Integration of the properties could include the placement of buildings, fronting directly onto the JPB property, as well as a new street through the JPB property to meet Concar Drive. The location of street, pedestrian and bikeway amenities would then straddle the Plan Area and JPB property. However, at this time it is not known how the Plan Area and the JPB property will ultimately interface, so the EVA is shown as a necessary contingency, providing required fire safety access for the Plan Area, solely within its boundaries. The interface of the Plan Area and the JPB property will be determined during SPAR for Blocks RE-2 and RE-3.

Examples

The Design Guidelines are illustrated throughout with images of existing built environments. These illustrations are meant to serve as examples of the different forms of development that are possible under these guidelines. The examples must be treated as only that -- examples. The Design Guidelines are expressly intended to allow a wide variety of architectural styles, not merely the styles depicted in the examples.

Urban Design Concept

The bird's-eye-view rendering in Figure 1.04 reflects an overall vision for Station Park Green. It illustrates the relationships among the blocks and their built edges, the open space system and its access linkages, and locations of key architecture and landscape focal points.

Open Space System

Station Park Green is organized by an interconnected system of public parks, green corridors, and pedestrian-oriented streets. Located at the center of the plan area, The Park is the central open space "room" for four mixed-use and residential blocks. There are also three smaller parks interconnected into the plan, Community Park, Gateway Park and the Greenway Pocket Parks. The Park is connected to South Delaware Street by a linear landscape, the Park Corridor. The interior streets along the four blocks have a special streetscape character that unifies the space around The Park from building face to building face.

Access and Connections

There are three points of vehicular access to the plan area: at South Delaware Street opposite Charles Lane; at Concar Drive opposite the SR 92 ramps; and from Garvey Way. The primary transit access corridor from South Delaware Street to the Joint Powers Board property is planned along the north side of The Park, creating a visual link to Hayward Park Station. Pedestrians may pass through Block MU-1 from South Delaware Street using a publicly accessible path called "the Paseo."

Building Edges

Three types of building edges differentiate the mixed-use and residential blocks within Station Park Green. The character of a building's edges is related to the uses of that building, as well as to the adjacent streets and open spaces. Accordingly, the block frontages along Concar Drive and the JPB property will have mostly full build-to lines. Frontages on The Park extend into the surrounding blocks with articulated build-to lines. The lower heights and massing of the units along South Delaware Street will have a high degree of modulation and residential-scale expression.



FIGURE 1.04 Bird's-eye-view rendering of Station Park Green, looking east

Focal Points

Five architectural focal points and five landscape focal points are planned within Station Park Green.

Architectural:

- The intersection of Concar Drive and South Delaware Street will be emphasized in Block MU-1, per the Corridor Plan.
- Blocks MU-1 and RE-2 will each have a focal point to emphasize the corridor to Caltrain Station.
- A focal point at the north end of RE-3 will announce the project to traffic entering from Garvey Way.
- The corner of "A" Street and "C" Street on Block MU-1 will anchor The Park with an architectural feature.

Landscape:

- A landscape feature should be provided in The Park, on axis with "A" Street, to create a visible landmark announcing this 1.1-acre space.
- The focal point at the intersection of Concar Drive and South Delaware Street will serve as a gateway to the site.
- A landscape berm at the north end of Community Park will provide a visual terminus for the connected open spaces.
- Sculptural artwork and specialized plantings at the south end of "A" Street and the east end of The Park will welcome visitors to the Plan Area.

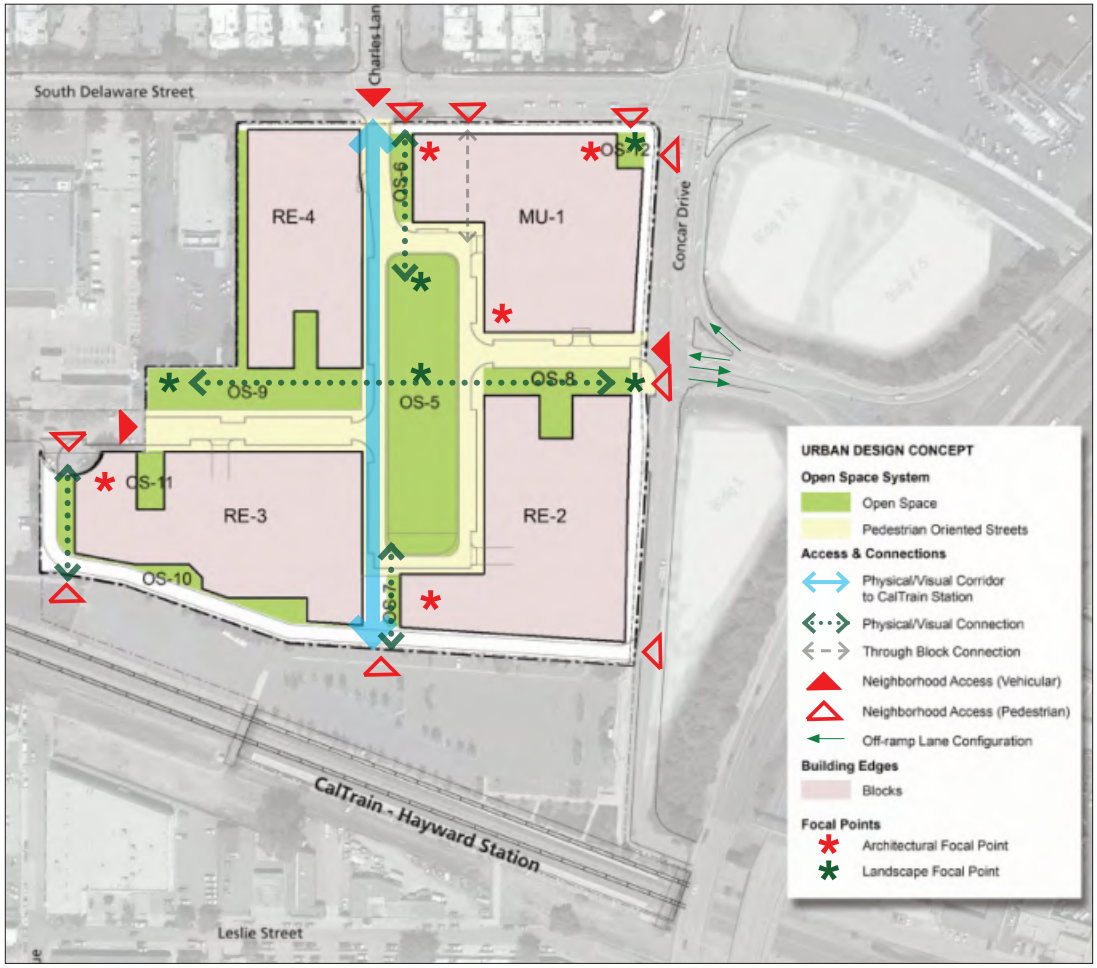


FIGURE 1.05 Urban design concept

Sustainable Planning and Design

Station Park Green integrates sustainable planning in its location, transit-orientation, mix and intensity of uses, block pattern and orientation, landscape materials, and stormwater management strategies. The approach to sustainable planning and design for the Plan Area is incorporated in every chapter of this document. Chapter 5: Sustainability includes detailed guidelines for the Plan Area regarding stormwater management and building components.

Publications relied upon include:

- Constructed Wetlands in the Sustainable Landscape (Craig S. Campbell and Michael Odgen, 1999)
- Creating Great Neighborhoods: Density in Your Community (Local Government Commission and US EPA, September 2003)
- Great Streets (Allan B. Jacobs, The MIT Press, 1993)
- LEED for Neighborhood Development pilot version (United States Green Building Council, 2007)
- Multi-Family Green Building Guidelines (Alameda County Waste Management Authority, 2004)
- Pedestrian- and Transit-Friendly Design (Smart Growth Network, 1999)
- Planning and Urban Design Standards (American Planning Association, John Wiley & Sons, 2005)
- Plants and Landscapes for Summer-dry Climates of the San Francisco Bay Region (EBMUD, 2004)
- San Mateo County Sustainability Checklist
- San Mateo Municipal Code; Chapter 23.70 "Green Building Requirements"
- Sustainable Landscape Construction: a Guide to Green Building Outdoors (J. William Thompson and Kim Sorvig, 2000)
- Take Back Your Streets (Conservation Law Foundation, 1995)

This page intentionally left blank.

This page intentionally left blank.



Chapter 2



From The Park, green corridors will reach out into the surrounding streets and establish visual and pedestrian connections to additional open spaces and public transit. Within The Park, three green “rooms” will face toward the mixed-use areas.



Chapter 2

Open Space and Streetscapes

Introduction [15]

Open Space Guidelines [16]

Streetscape Guidelines [48]

Landscape Guidelines [62]

Station Park Green is organized around a system of interconnected open spaces and streets that provide a pedestrian-oriented network of public amenities. The design approach to the parks and streetscapes is based upon principles of sustainability, and examples from nearby communities. This chapter describes the open space and streetscape design strategies and guidelines for the Plan Area. It is divided into three sections: Open Space Guidelines, Streetscape Guidelines, and Landscape Guidelines.

Open Space Guidelines

The open space program includes The Park, Gateway Park, Community Park, Park Corridor, Station Corridor, Greenway Park, and the Courtyards. These eight open spaces are shown in Figure 2.01.

The street network includes three mixed-use streets around The Park, "A","B", and "C" streets, and one residential street, the Garvey Way Extension.

Plantings for the open space and streetscape program is covered in the Landscape Guidelines, beginning on page 62.

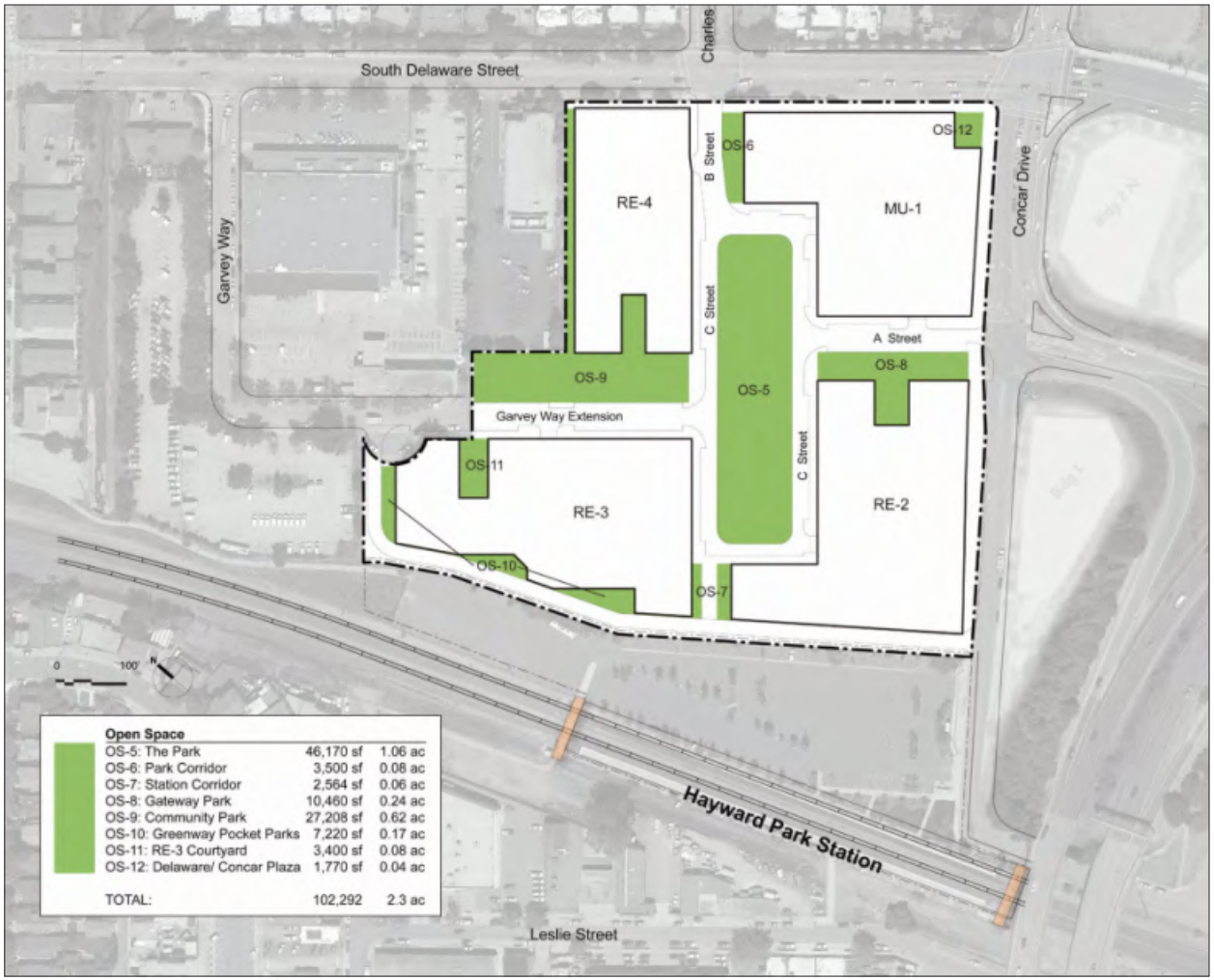


Figure 2.01 Open Space and Streets



Figure 2.02 Station Park Green illustrative site plan with Open Space Components

The Park

The Park gives Station Park Green its primary identity. The Park will have a semi-formal, civic character, expressed through materials that reflect its prime Peninsula setting, and will build upon the examples established in nearby communities.

From The Park, green corridors will reach out to the surrounding streets, and establish visual and pedestrian connections to additional open spaces and public transit. Within The Park, two green "rooms" will face south toward the mixed-use areas and the last room will face south towards the residential area. Residential areas north of The Park will be buffered by a line of tall trees. The Park's spaces will offer a variety of scales and sun conditions to accommodate a range of activities related to the adjacent buildings and uses.



Figure 2.03 The Park Illustrative Site Plan



Figure 2.04 Example of a row of deciduous, fast growing trees edging a park



Figure 2.05 Illustrative rendering of The Park, looking west from RE-2

Tree species such as native redwood, oak, and cottonwood trees are encouraged in The Park to reinforce the regional microclimate and help shape the different scales of built and open spaces. Trees will vary in size from ornamental to specimen. Provision has also been made for a potential sculptural pavilion to provide a focal point and space for gathering, retail uses, utilities, bike parking, or other new uses and programs that may develop.



Figure 2.06 Example of various rooms for a range of activities

Eastern Plaza

General Guidelines

- Establish the first impression for neighborhood visitors to The Park.
- Relate to Block MU-1.
- Provide a semi-formal plaza for outdoor events, dining, and vending for retail tenants.
- Offer shade and seating for residents and visitors.

Planting

a. Tall, fast-growing deciduous trees shall be planted on the northern side to orient the plaza toward Block MU-1.

b. The plaza should contain a sculpture surrounded by a ring of trees. Native oaks are encouraged.

c. The plaza should provide a welcoming space to guide pedestrians from The Paseo at MU-1. Low plantings are encouraged to maintain openness and visibility.

Sculpture

a. The sculpture is encouraged to have a polished surface to capture the reflection of the sky and the surrounding tree canopies.

b. The sculpture should avoid creating harmful glare into residential units or the path of automobile travel.

Paving

a. Unit pavers and decomposed granite are encouraged.

b. The plaza edge contains a portion of the EVAE around The Park and shall be curbless and marked with a flush band of warning pavers and bollards for safety.

Furniture

a. Built-in seating should be an integral part of the plaza design.

b. Moveable tables and chairs provided by mixed-use tenants are permitted.



Figure 2.07 Example of built-in seating



Figure 2.08 Example of reflective sculpture



Figure 2.09 Example of sculpture dervied from circular form

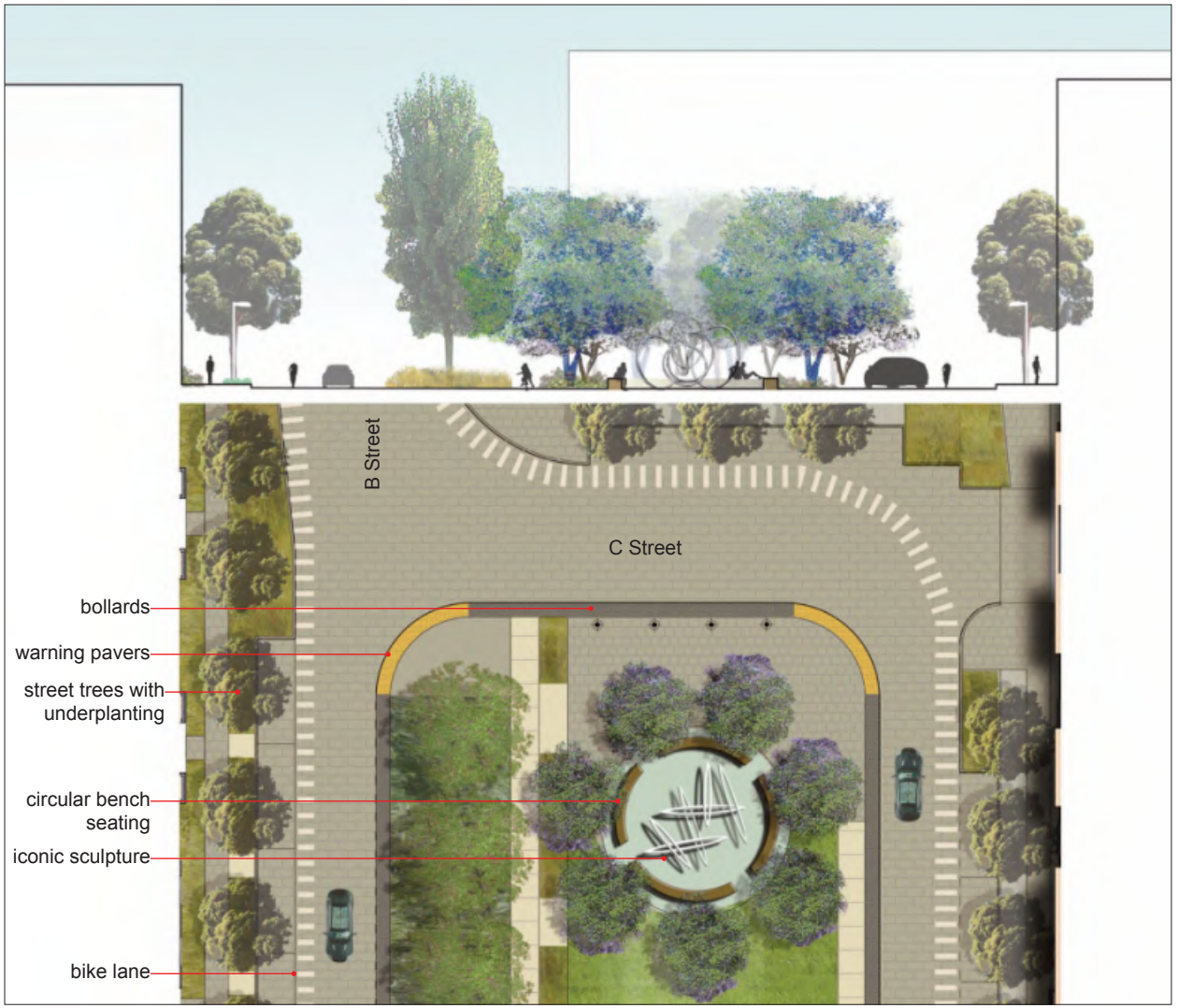


Figure 2.10 Eastern Plaza Illustrative plan and section

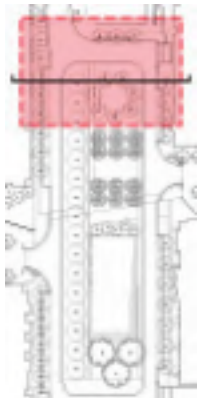
c. Furnishings shall be compatible with the materials and finishes of site elements such as lighting, signage, metalwork and minor structures.

Lighting

a. Light poles should mark the southeast corner of The Park, using greater height and mass to create a transition to taller adjacent buildings.

b. Accent lighting should be integral to the design of a plaza sculpture.

c. Paths of travel or areas of high pedestrian activity should be illuminated during the hours of darkness to an average of one foot-candle.



The Pavilion

General Guidelines

- Provide a sculptural, iconic structure.
- Create a focal point.
- Anchor the view from Concar Drive to The Park.
- Provide a source of light; act as a lantern at night.
- Allow for informal usage

Planting

a. Tall, fast-growing deciduous trees shall be used on the northern side to orient the plaza toward Blocks MU-1 and RE-2.

b. A grove of mid-sized trees shall provide an enclosed, shady area, and frame adjacent open space. Evergreens are encouraged.

c. Tree species such as Olea Europea 'Swan Hill' (Fruitless Olive) or Arbutus 'Marina' (Madrone crossed with Strawberry Tree) are encouraged.

d. Low plantings are encouraged to maintain openness

Paving

a. Paving materials shall be compatible with those used in the Eastern and Western Plazas.

b. Colored sandblasted concrete steps, unit pavers, and decomposed granite are encouraged.

c. The curbless edge along the street contains a portion of the EVAE around The Park and shall be marked with a flush band of warning pavers for safety.

Furniture

a. Built-in seating should be provided within the grove of trees.

b. Furnishings shall be compatible with the materials and finishes of site elements such as lighting, signage, metalwork, and minor structures.



Figure 2.11 Example of sculptural iconic structure



Figure 2.12 Example of a pavillion as a lantern at night



FIGURE 2.13 Example of a gazebo

Lighting

a. Accent lighting should be provided for the grove of trees and the Pavilion itself.

b. Paths of travel or areas of high pedestrian activity should be illuminated during the hours of darkness to an average of one foot-candle.

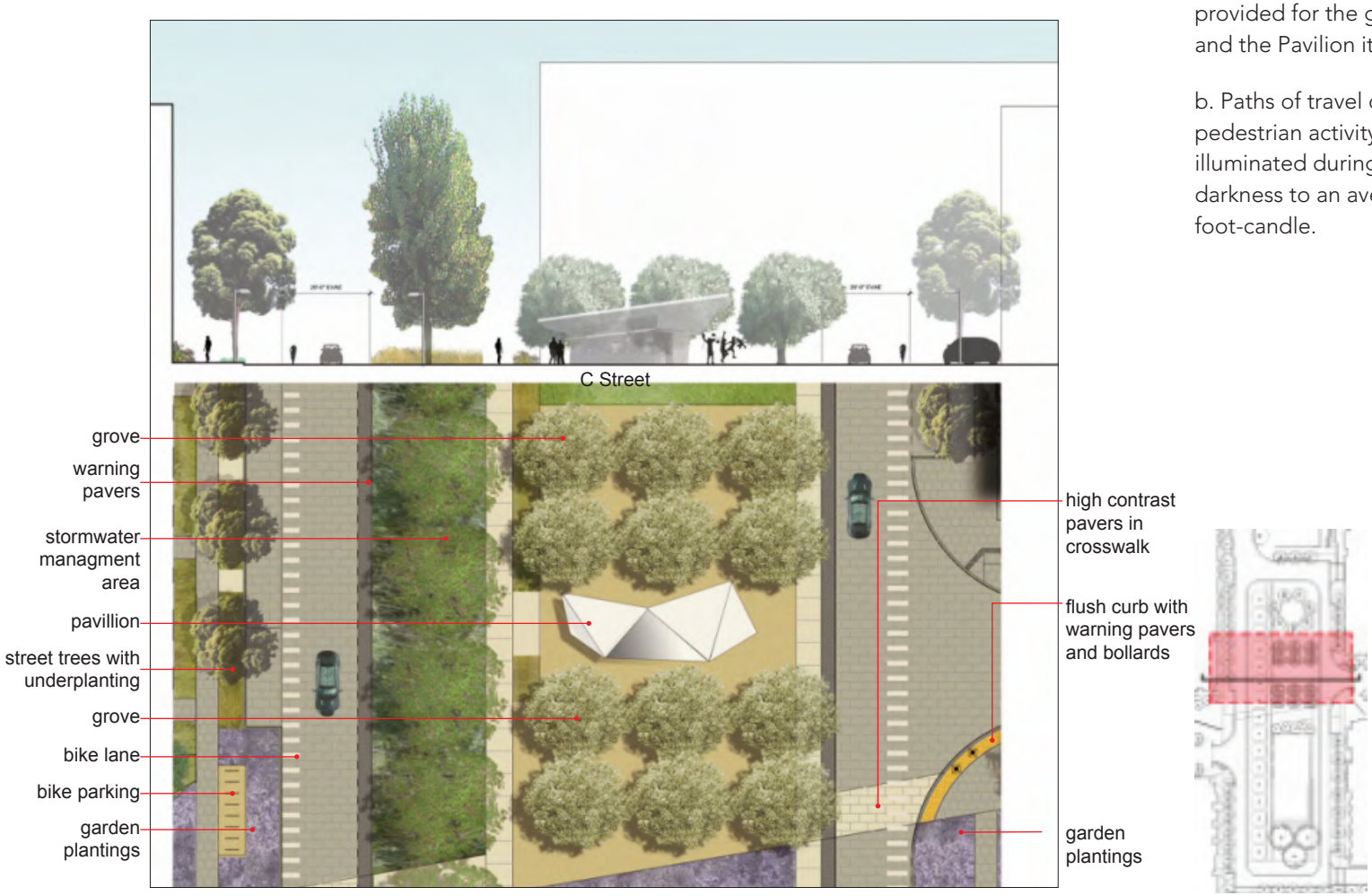


FIGURE 2.14 The Pavilion illustrative plan and section

The Lawn

General Guidelines

- Provide a large, informal gathering space that is suitable for events, passive recreation, and casual games.
- Accommodate informal seating on low steps.
- Provide accessible connection at both north and south ends.

Planting

a. Tall, fast-growing deciduous trees shall be used on the northern side to orient the lawn toward RE-2.

b. Low plantings around the lawn are encouraged to maintain openness and visibility.

c. A sunken lawn area is encouraged.

Paving

The curbless edge along the street contains a portion of the EVAE around The Park and shall be marked with a flush band of warning pavers for safety.

Furniture

Built-in steps for seating should define the lawn perimeter.

Lighting

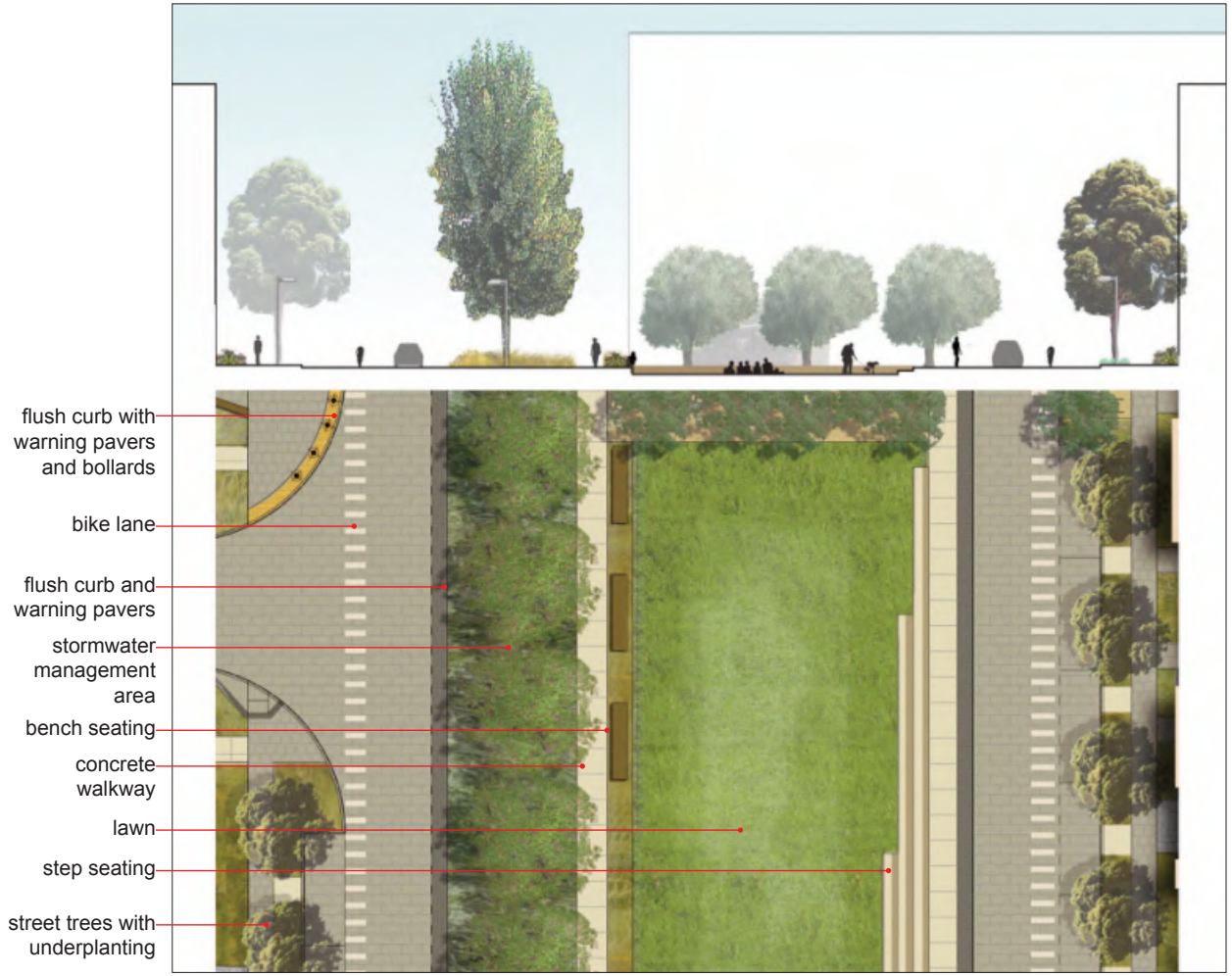
Low-level strip lighting incorporated into seating steps is encouraged for safety.



FIGURE 2.15 Example of lawn and low planting providing openness and visibility



FIGURE 2.16 Example of lawn serving as a large, informal gathering space



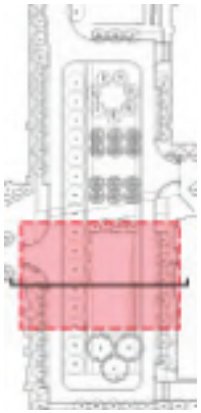


FIGURE 2.17 The Lawn illustrative plan and section

Western Plaza

General Guidelines

- Provide a protected gathering space.
- Divide the plaza and grove into a series of smaller, informal gathering spaces.
- Create a transition in scale and mass between the lawn and RE-2 west of The Park.

Planting

a. A grove of specimen trees shall relate to existing Peninsula parks. Coast Redwoods or Deodor Cedars are encouraged.

b. Low, flowering shrubs should frame outdoor gathering spaces.

Paving

a. Paving materials shall be compatible with those of the Pavilion and Eastern Plaza.

b. Sandblasted concrete steps, unit pavers, and decomposed granite are encouraged.

c. Textured and patterned surfaces shall tie into paved areas across "C" Street to Blocks RE-2 and RE-3

d. The Plaza edge contains a portion of the EVAE around The Park and shall be curbless and marked with a flush band of warning pavers and bollards for safety.

Furniture

Built-in seating should be integrated into the plaza design.

Lighting

a. Lights mounted in branches of trees are permitted to create a moonlight effect.

b. Light poles should mark the southwest corner of The Park, using greater height and mass to create a transition to taller adjacent buildings.

c. Paths of travel or high pedestrian activity should be illuminated during the hours of darkness to an average of one foot-candle.

.

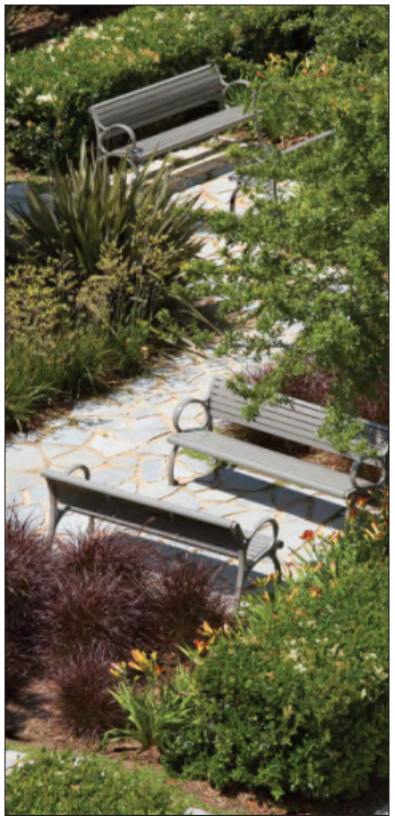
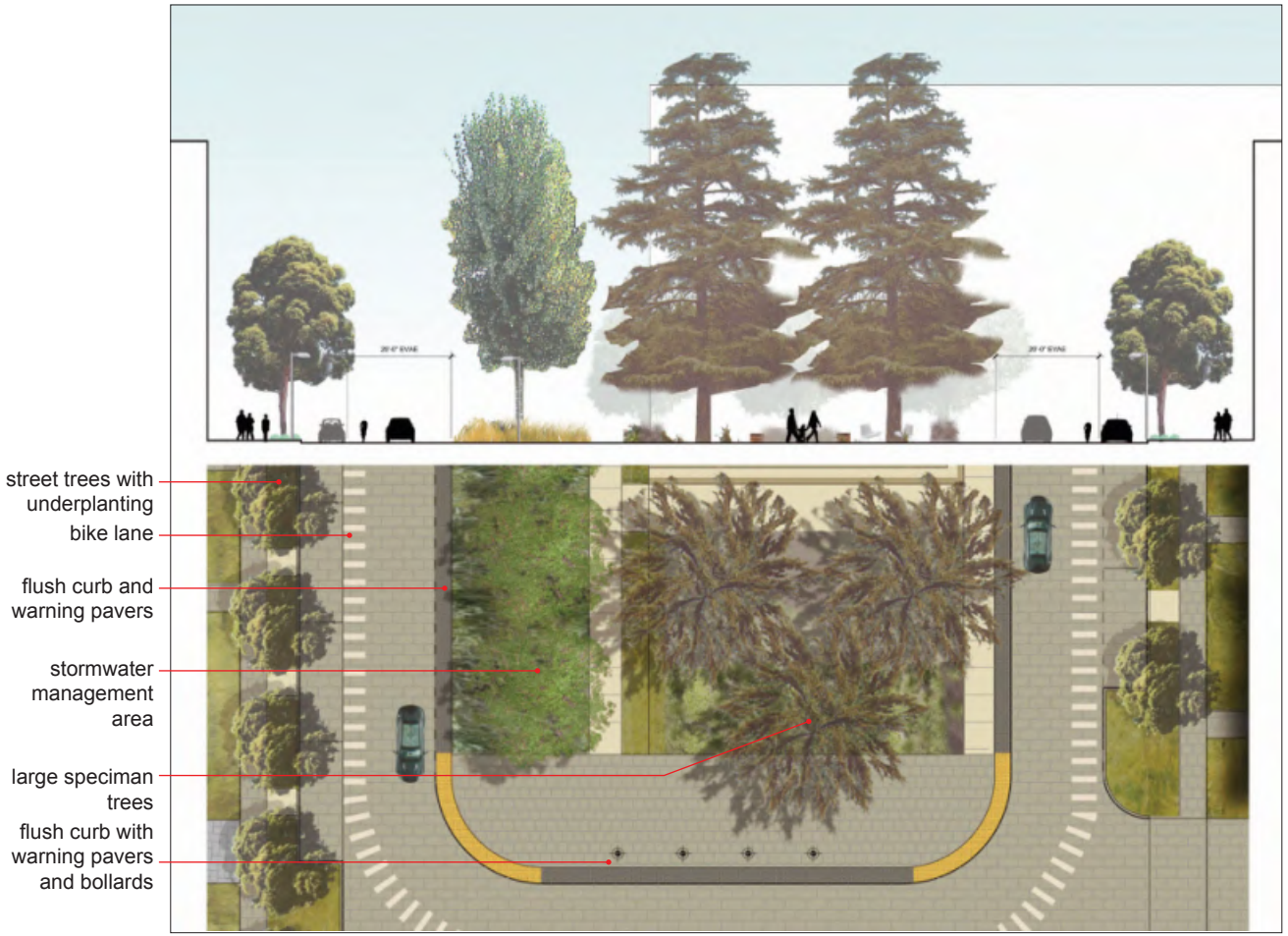


FIGURE 2.18 Example of pocket spaces sheltered by lush planting



FIGURE 2.19 Example of a specimen grove with seating



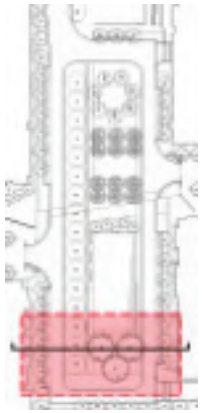


FIGURE 2.20 Western Plaza illustrative plan and section

Park Promenade

General Guidelines

- Provide a green pedestrian connection from South Delaware Street to the Hayward Park Station.
- Subtly separate The Park from RE-3 and RE-4 with a screen of trees.
- Include a rain garden with plants that withstand saturation and drought to treat stormwater from the streets around The Park. More information on rain gardens is provided in Chapter 5: Sustainability.

Planting

a. A row of large, fast-growing deciduous trees that can withstand both saturation and drought conditions shall be planted along the northern edge of The Park. Species such as Populus fremontii (Fremont's Cottonwood) or Fraxinus americana 'Empire' are encouraged.

b. Carex spp. or other species capable of withstanding saturation and drought conditions are encouraged for the Rain Garden.



FIGURE 2.21 Example of rain garden planting

Paving

a. The curbless edge along "C" Street shall be marked with warning pavers for safety.

b. The paving material should include sandblasted concrete with lampblack color.



FIGURE 2.22 Example of rain garden planting with seasonal interest

Lighting

a. Low-level path lights should be used to mark the main pedestrian axis and augment street and building lighting.

b. Paths of travel or areas of high pedestrian activity should be illuminated during the hours of darkness to an average of one foot-candle.

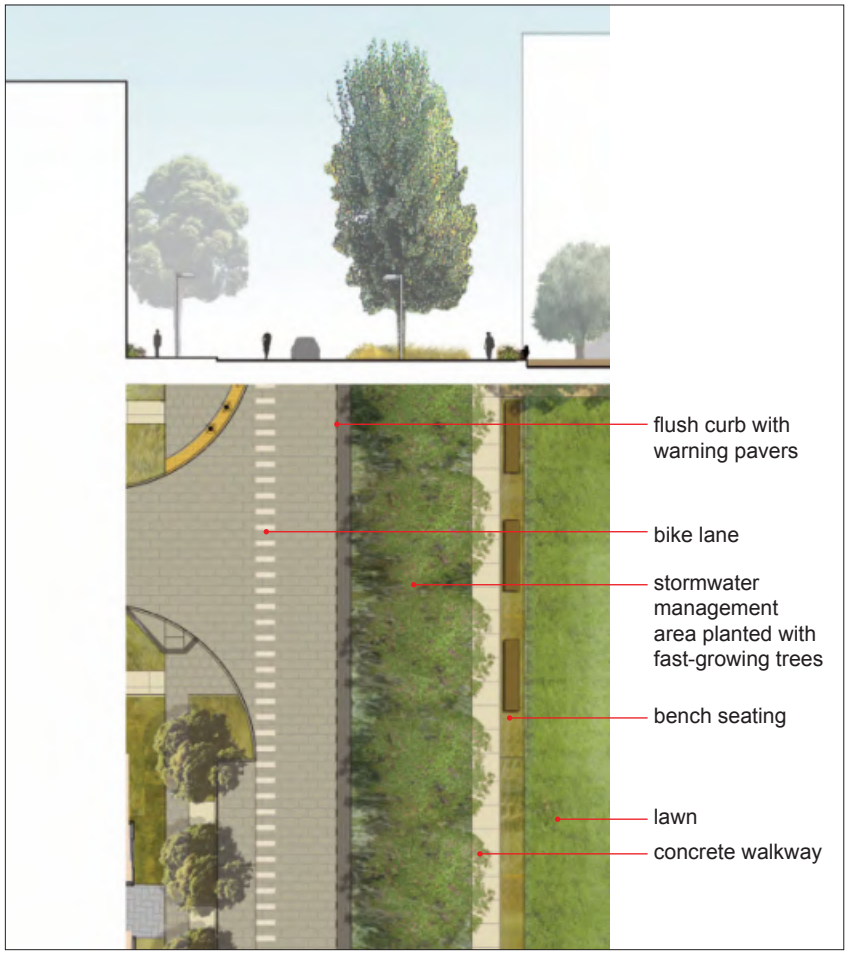
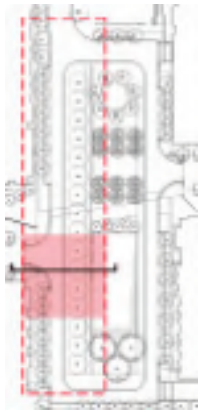


FIGURE 2.23 Park Promenade illustrative plan and section



Linear Parks

Commmunity and Gateway Parks connect Concar and Garvey Way, and invite the public to share and enjoy the heart of the Plan Area. Daily, the parks will delight walkers, joggers, bicyclists, and transit riders with a green backdrop, a colorful display, new foliage, or a place to rest. Color, variety, a focus on arts, and a sophisticated sustainable palette will distinguish the landscape design and the selection of trees and plant materials.

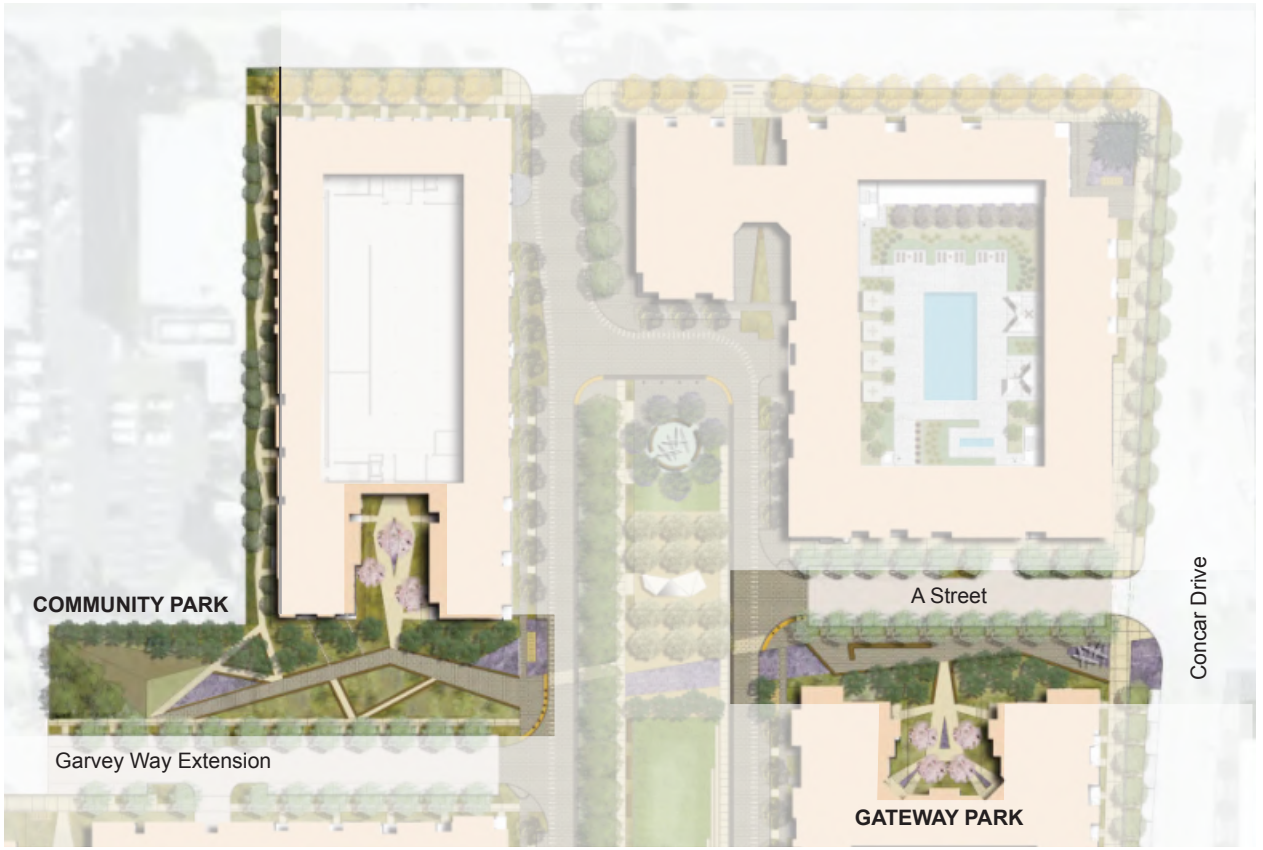


FIGURE 2.24 Linear Park Illustrative Plan

Gateway Park

Connecting to The Park from Concar Drive, The Gateway Park provides a plaza for seating and begins a grove of trees and flower gardens that carry through the linear park designs. A large sculpture and plantings will anchor the corner of A Street and Concar Drive providing wayfinding into the site for pedestrians and cyclists. An elongated bench provides places for gathering.

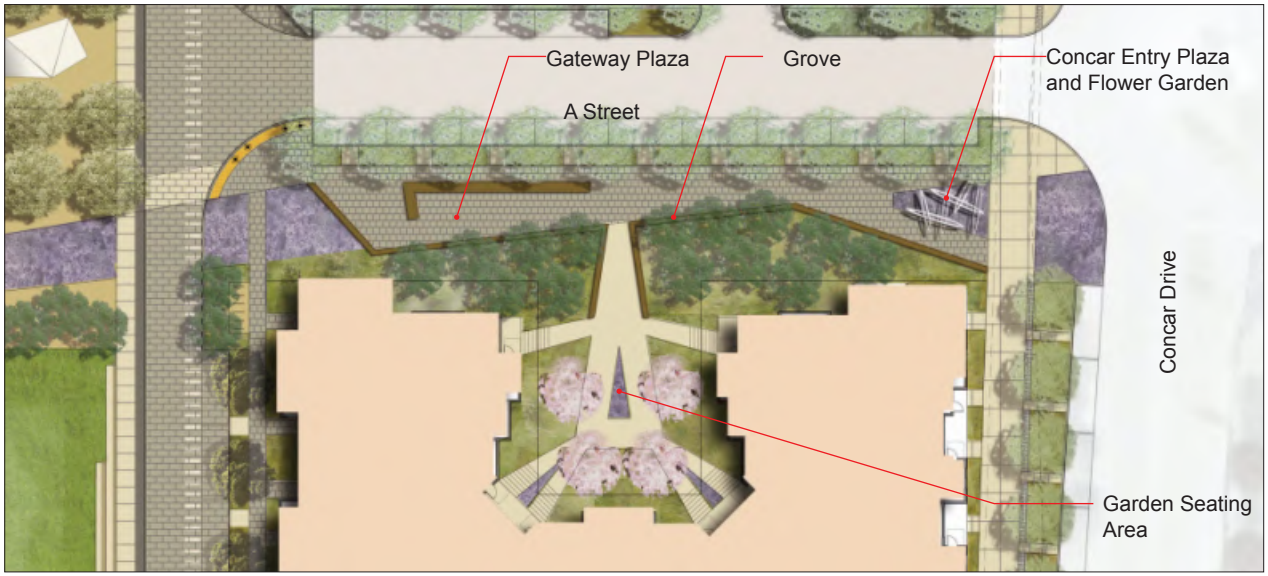
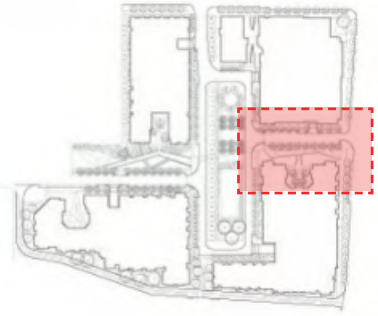


FIGURE 2.28 Gateway Park Illustrative Plan



The Grove & Flower Garden

General Guidelines

- Create a continuous view corridor from Concar Drive to Garvey Way using the buffer trees and vibrant ornamental plantings to promote a long view across all three parks.
- Anchor the view corridor from Concar Drive with a cluster of trees at the north end of Community Park.
- Mirror the character of the Western Plaza in The Park to tie the two parks together along one axis.

Planting

a. Specimen trees that are similar to those in the Western Plaza shall be used in the grove.

b. Tree species such as Cedrus deodara (Deodor Cedar) and Sequoia sempervirens (Coast Redwood) are encouraged.

c. Drought-tolerant plantings are encouraged.

Paving

a. Concrete unit pavers and decomposed granite are encouraged.

b. Flush wood decking is permitted.

Furniture

Built-in seating should be provided and should be located and installed with careful regard to the protection of specimen tree roots.

Lighting

a. Lights mounted in branches of trees are permitted to create a moonlight effect.

b. Paths of travel or areas of high pedestrian activity should be illuminated during the hours of darkness to to an average of one foot-candle.



FIGURE 2.25 Example of tree grove



FIGURE 2.26 Example of flower garden



FIGURE 2.27 Example of pathway in the grove

Concar Drive Entry Plaza

General Guidelines

- Anchor the view corridor from Concar Drive with a cluster of trees.
- Mirror the character of the Western Plaza in The Park to tie the two parks together along one axis.
- Utilize seatwalls to provide casual seating and reinforce site lines.
- Facilitate pedestrian and cyclist circulation from sidewalk and bike lane.

Planting

a. Continuous street tree plantings with planted understory shall create a feel of separation from the roadway.

b. Planting in The Grove and Flower Garden should create cohesion in the parks.

c. Drought-tolerant plantings are encouraged.

d. Planting should buffer the terrace at RE-2

Paving

Concrete unit pavers and decomposed granite are encouraged.

Furniture

Utilize seatwalls to provide casual seating and reinforce sight lines.

Lighting

a. Lights mounted in branches of trees are permitted to create a moonlight effect.

b. Paths of travel or areas of high pedestrian activity should be illuminated during the hours of darkness to an average of one foot-candle.

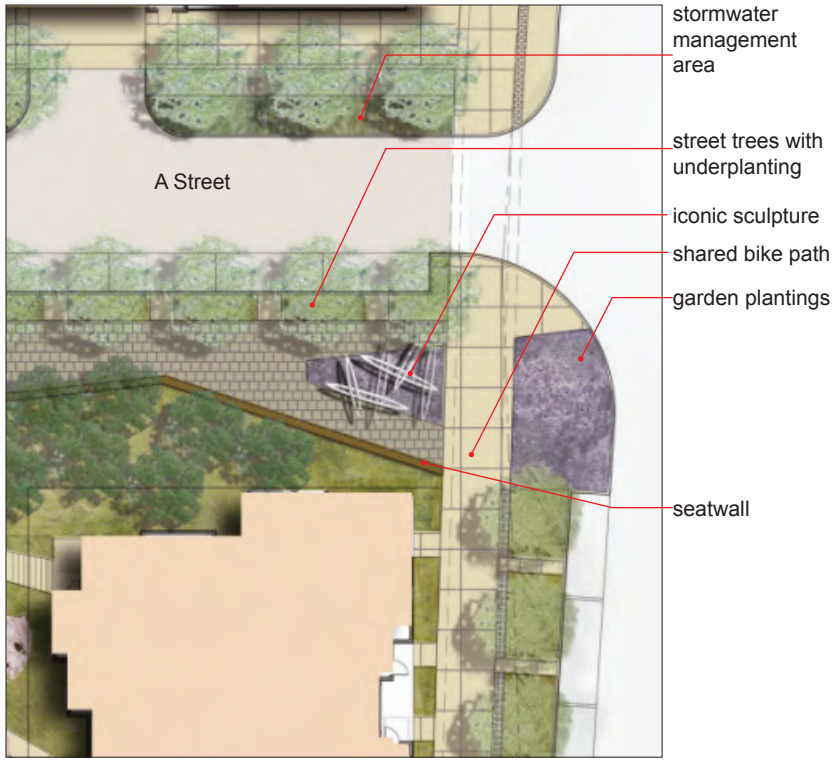
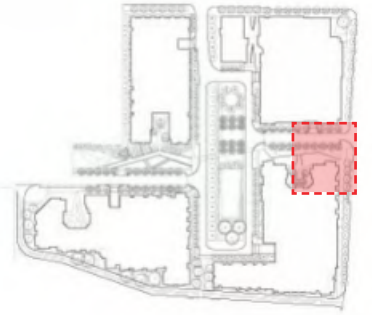


FIGURE 2.30 Gateway Park Illustrative Plan



FIGURE 2.29 Excample of Gateway Sculpture



Gateway Plaza

General Guidelines

- Provide a gateway at Concar Drive and "A" Street that is welcoming to both pedestrians, cyclists, and vehicles.
- Facilitate clear movement within the sidewalk zone while providing a quiet space to pause.
- Provide wide fixed seating within the plaza suitable for sitting alone, or in groups.
- Utilize seatwalls to provide casual seating and reinforce sight lines.
- Provide access to small-scale public courtyard space

Planting

a. Continuous street tree plantings with planted understory shall create a feel of separation from the roadway.

b. Plantings in The Grove and Flower Garden at the corner of "C" St should be consistent with planting at Concar Drive Entry Plaza and across to The Park.

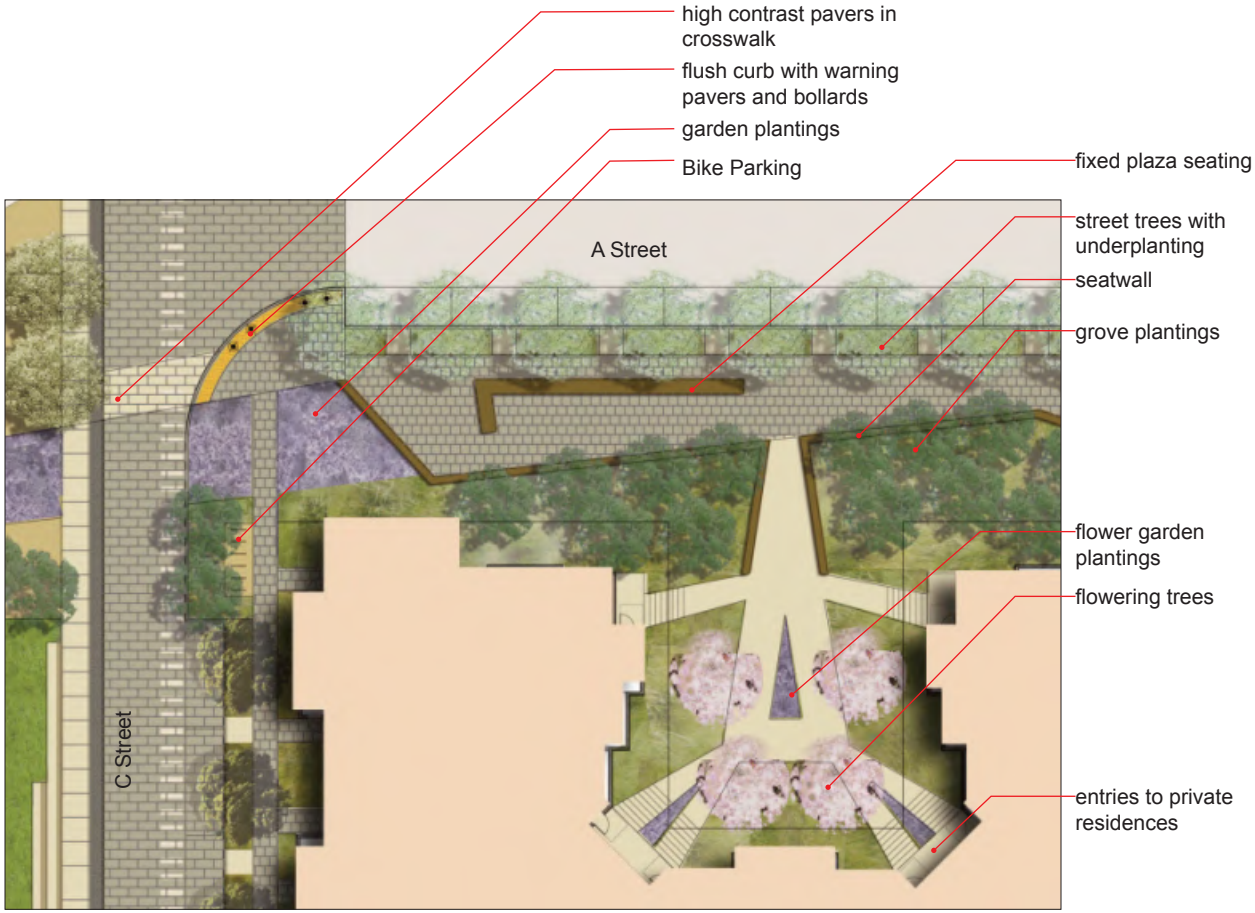
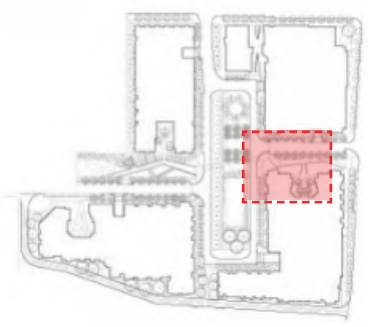


FIGURE 2.31 Gateway Plaza illustrative Plan



FIGURE 2.32 Example of seating area buffer with planting



Paving

a. Concrete unit pavers are encouraged and plaza paving shall extend to the sidewalk to enlarge the feeling of the space.

b. Flush curb with warning pavers and bollards should be used at crossing to The Park.

c. High contrast pavers should identify pedestrian crossings across “C” street to The Park.

Furniture

Built-in seating should be provided and designed to accomodate a range of group sizes and activities.

Lighting

a. Lighting may be added to seating to accentuate sight lines and create interest near the entry.

b. Paths of travel or areas of high pedestrian activity should be illuminated during the hours of darkness to a level of one foot-candle on average.

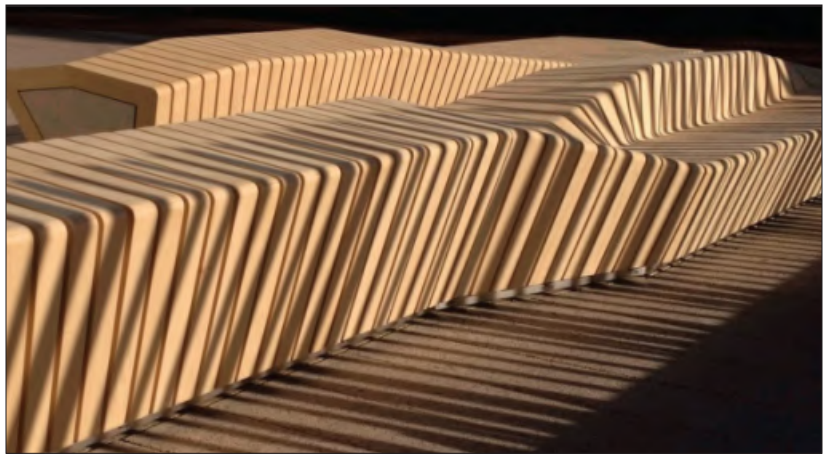


FIGURE 2.33 Example of custom seating that accomodates different usage



FIGURE 2.34 Example of lighing integraged into seating

The Park Connection

General Guidelines

- Create visual coherance between the three parks
- Facilitate safe pedestrian movement across C St.
- Act as interface to grove and pavillion spaces.

Planting

a. Match plantings in the Grove and Flower Garden sections of Gateway Park

b. Drought-tolerant plantings are encouraged.

Paving

a. Concrete unit pavers and decomposed granite are encouraged.

b. High contrast pavers should identify pedestrian crossings to The Park across "C" Street.

Lighting

a. Lights mounted in branches of trees are permitted to create a moonlight effect.

b. Paths of travel or areas of high pedestrian activity should be illuminated during the hours of darkness to an average of one foot-candle.



FIGURE 2.35 Example of tree grove framing view



FIGURE 2.36 Example of drought tolerant ornamental planting



FIGURE 2.37 Example of flush curb and paving transition at crossing

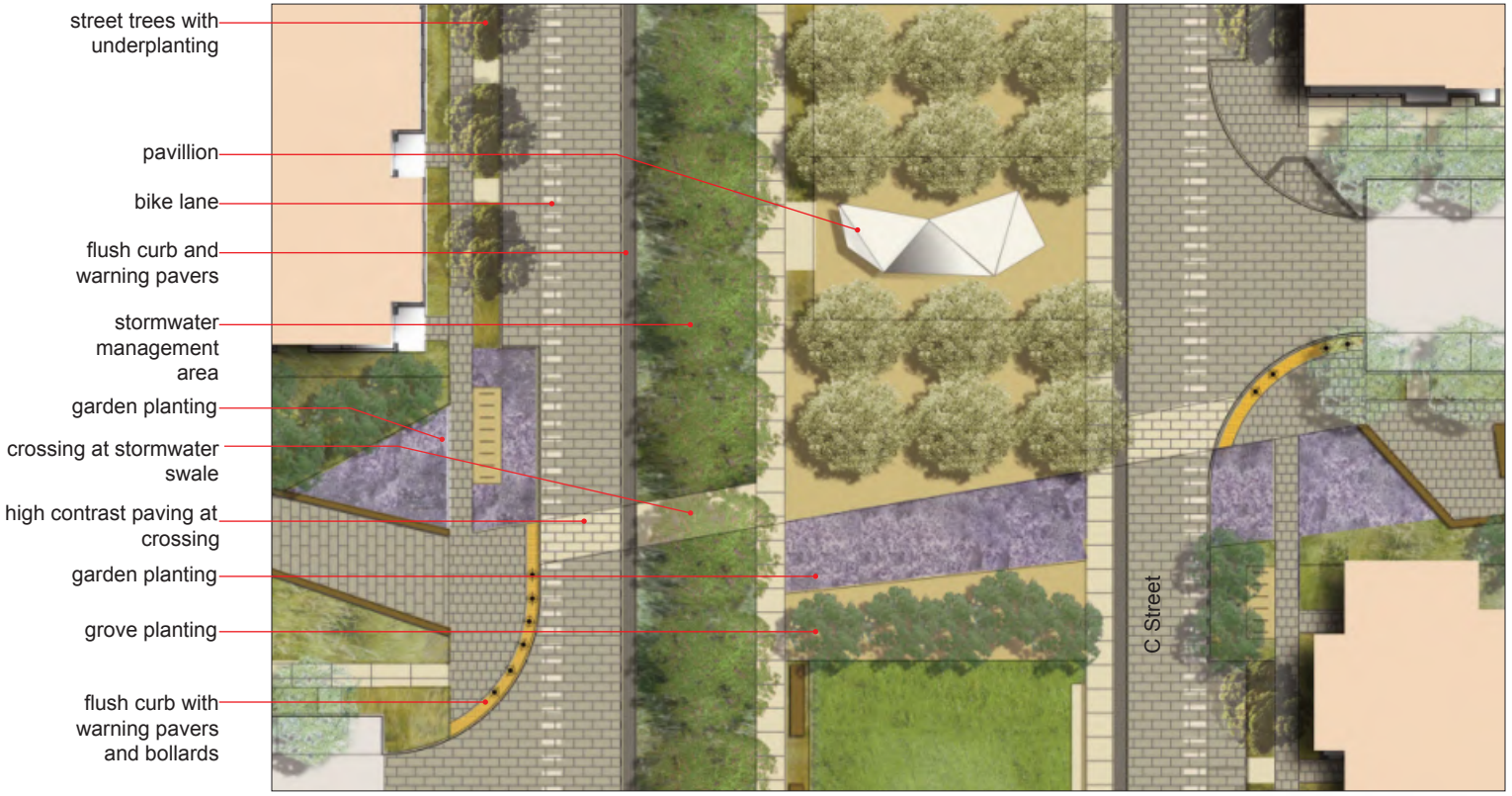
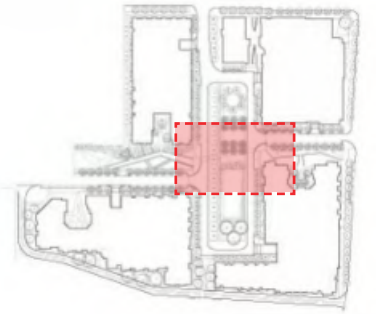


FIGURE 2.38 The Park Connection illustrative Plan



Community Park

Across The Park and C Street, The Community Park is the northern most open space. To terminate the long view from The Gateway Park, a six foot high topographic play feature will provide a visual barrier as well as a children's play area. Tilted gardens give horticultural variety and the seat walls provide casual seating. The RE-4 Courtyard and the pathway to South Delaware Street extend this park into the smaller scale gardens and stoop zones of the residential units

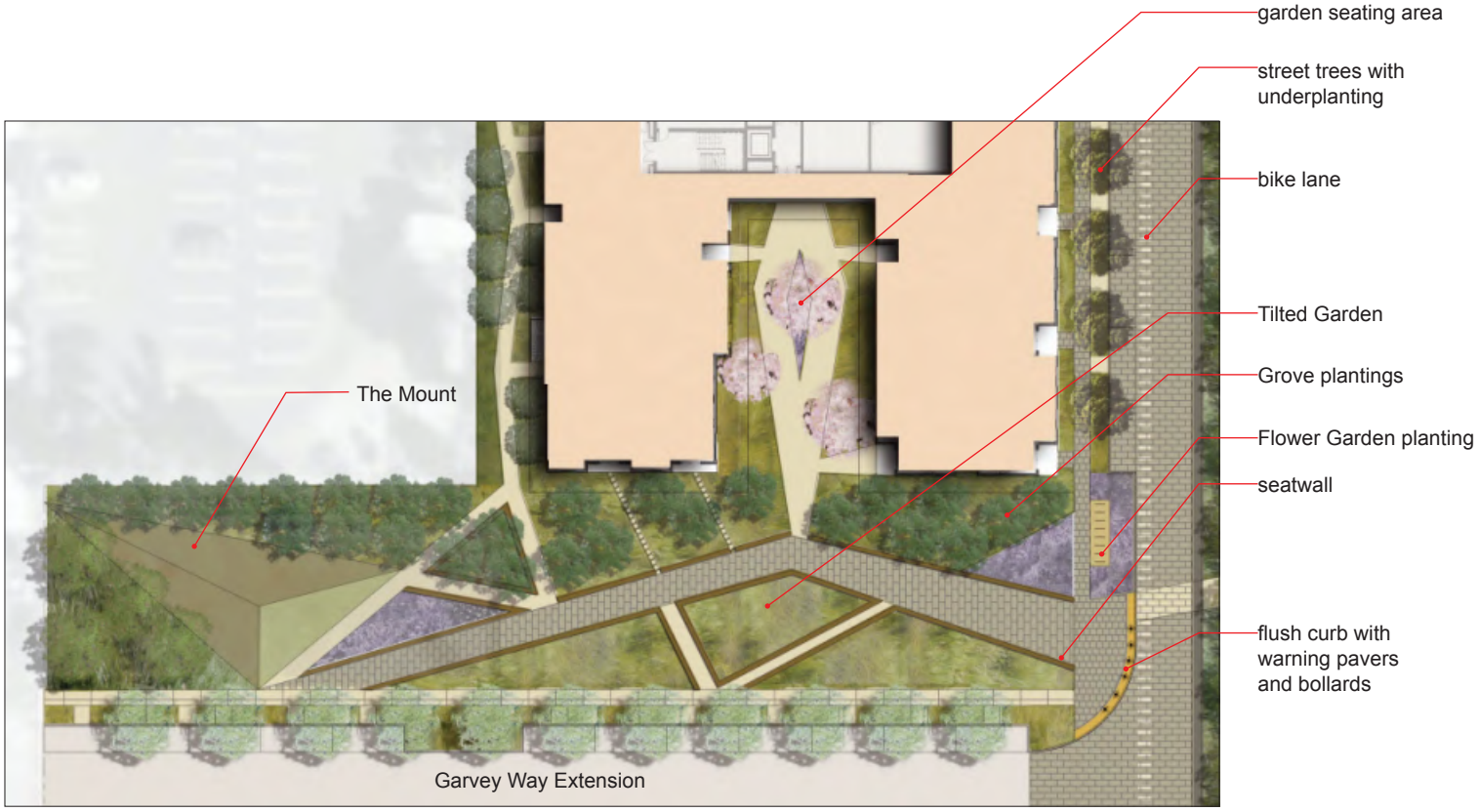


FIGURE 2.39 The Community Park illustrative Plan



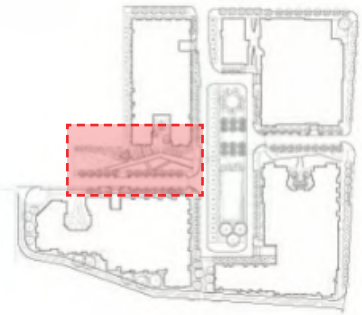


FIGURE 2.40 Example of topographic mount

Tilted Garden

General Guidelines

- Provide unique horticultural experiences using drought-tolerant plants.
- Create more intimate walkway and garden spaces.

Planting

a. The Grove and Flower Garden sections echo other parks in the Plan Area while buffering residential units and adding seasonal interest.

b. Drought-tolerant plantings are encouraged.

Paving

Concrete unit pavers are encouraged for primary circulation. Secondary walkways may be concrete with saw-cut joints.

Furniture

Seatwalls to provide flexible seating

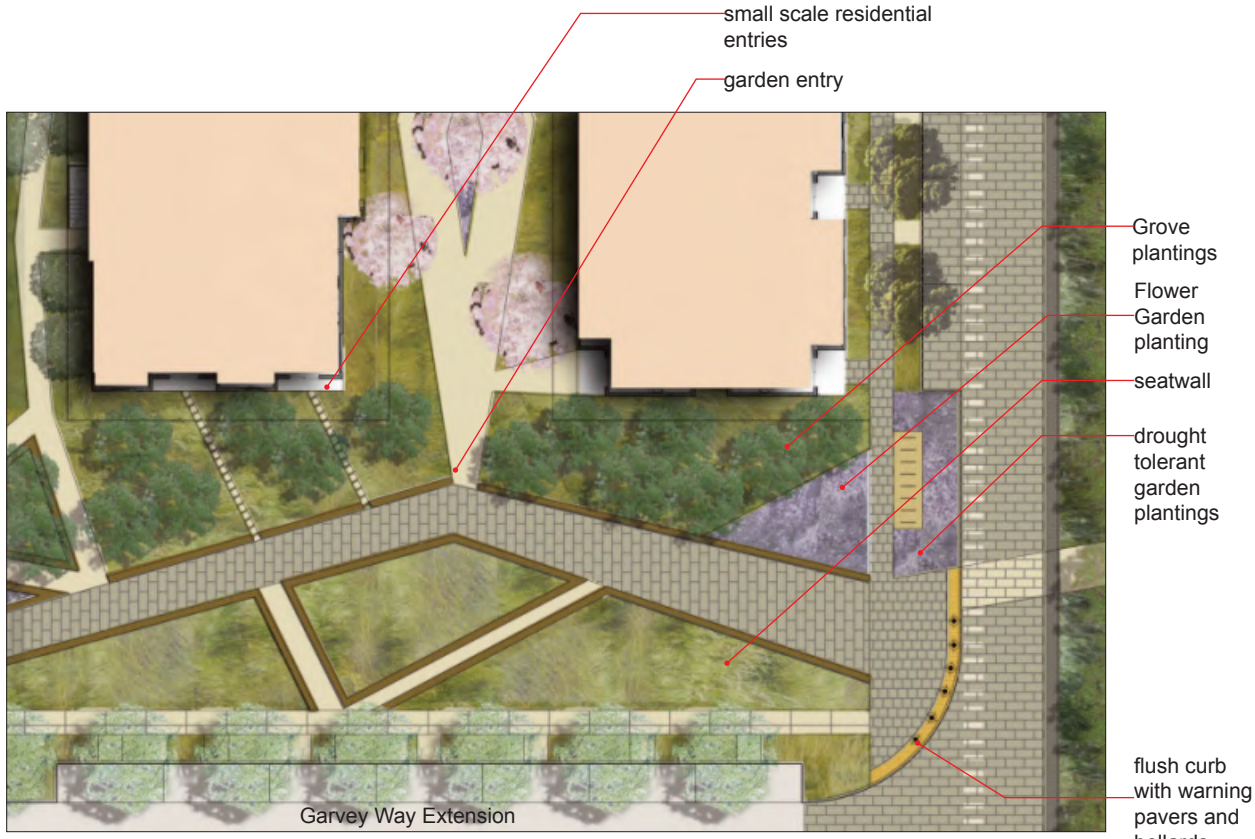


FIGURE 2.41 Illustrative Plan of Tilted Garden

Lighting

Paths of travel or areas of high pedestrian activity should be illuminated during the hours of darkness to a level of one foot-candle on average.



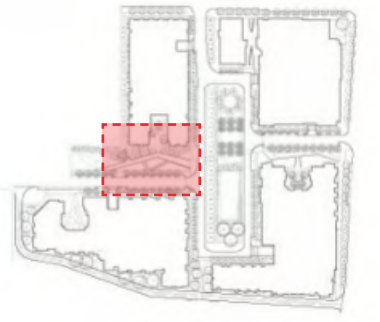


FIGURE 2.42 Example of tilted lawn

The Mount

General Guidelines

- Terminate park views and screen views of the adjacent Postal Service facility.
- Provide opportunities for play through topography and art.
- Create more expansive views from the top of the mount which in an otherwise flat site.

Planting

a. The southern side of the mount should be irrigated lawn to facilitate play while the other two sides may be low-maintenance, low-water grasses.

b. The northern edge of the park should include stormwater management plantings and fast-growing, water-loving trees to create a backdrop for The Mount and screen views.

c. Buffer plantings to the east of The Mount should match species in the Grove.

Paving

a. Secondary circulation around The Mount should be concrete.

Lighting

a. Uplighting at The Mount is encourage to create dramatic effect and terminal vista.

b. Paths of travel or areas of high pedestrian activity should be illuminated during the hours of darkness to a level of one foot-candle on average.



FIGURE 2.43 Example of tilted garden



FIGURE 2.44 Example buffer planting

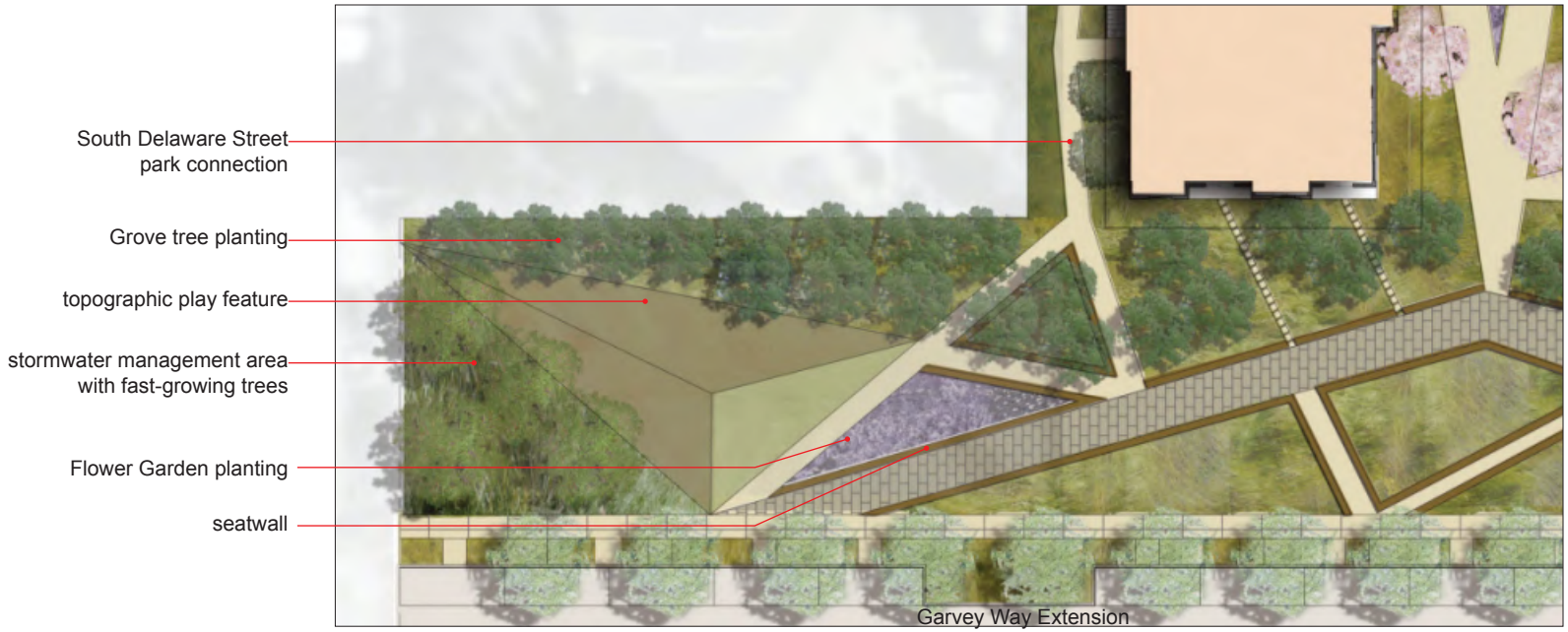
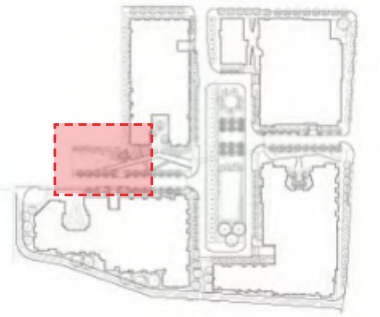


FIGURE 2.45 Illustrative Plan of the Mount



FIGURE 2.46 Example of color sculptural element



Station Corridor & Park Corridor

General Guidelines

- Create a gateway to the Plan Area.
- Strengthen the east-west axis along The Park toward Hayward Park Station.
- Extend space and character of The Park from the Eastern Plaza to South Delaware Street to open The Park to the surrounding neighborhoods.
- Continue The Park Promenade to South Delaware Street, by using the same trees, construction materials, lighting, and rain garden plantings.

Planting

a. Tall, fast-growing deciduous trees shall be planted to continue the line of regularly-spaced trees in The Park to South Delaware Street.

b. Tree species Populus fremontii (Fremont's Cottonwood) or Fraxinus americana 'Empire' are encouraged.

c. A 21-foot-wide continuous bed of plantings at least three feet high shall be installed below the trees.

d. Carex spp. or other species capable of withstanding saturation and drought conditions are encouraged for the rain garden.

Paving

Sandblasted concrete colored with lampblack is encouraged.

Lighting

a. Low-level path lights should be used to mark the main pedestrian axis and to augment street and building lighting.

b. The general level of illumination should average 0.4 foot-candles.

c. Paths of travel or high pedestrian activity should be illuminated during the hours of darkness to an average of one foot-candle.



FIGURE 2.47 Example of fast growing deciduous tree



FIGURE 2.48 Example of Park Corridor with seating



FIGURE 2.49 Example of seating under the Grove

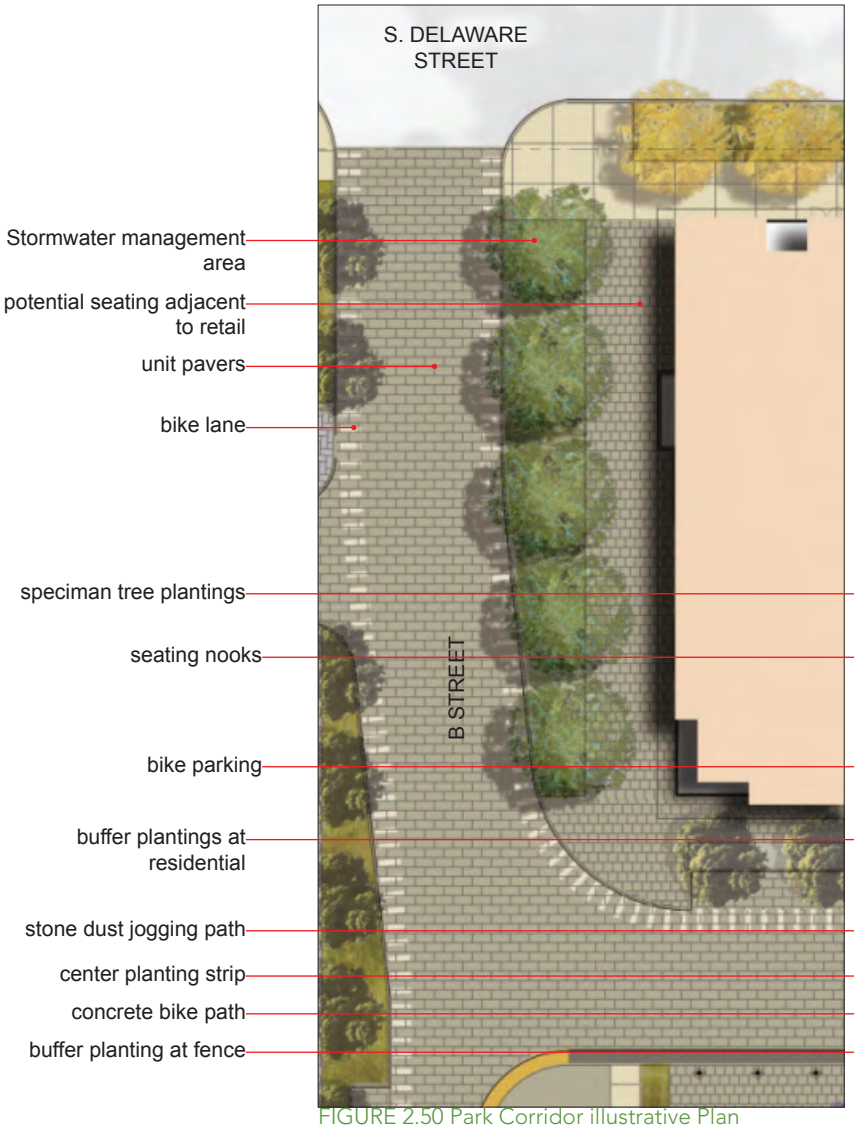


FIGURE 2.50 Park Corridor illustrative Plan

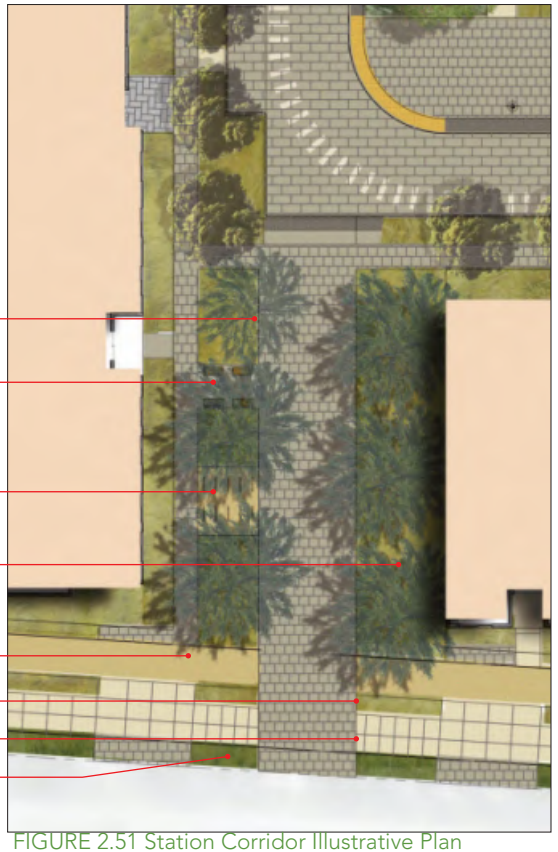


FIGURE 2.51 Station Corridor Illustrative Plan

Greeway Pocket Parks

General Guidelines

- Create areas of respite along greenway corridor for pedestrians, cyclists, and residents.
- Pocket parks should act as quiet gathering spaces seperate from the larger more active park spaces.
- Create pleasant access to train station for residents with entrances along the greenway.

Planting

a. Specimen trees that are similar to those in the Western Plaza shall be used in the Pocket Parks.

b. Tree species such as Cedrus deodara (Deodor Cedar) and Sequoia sempervirens (Coast Redwood) are encouraged.

c. Drought-tolerant plantings are encouraged.

Paving

a. Concrete unit pavers, concrete paving, and decomposed granite are encouraged.

b. Use different materials to signal seperate active and passive uses.

c. Signify residential lobby entrances with special paving. Concrete unit pavers are encouraged.

Furniture

Built-in seating should be provided with careful regard to the protection of specimen tree roots.

Lighting

a. Lights mounted in branches of trees are permitted to create a moonlight effect.

b. Paths of travel or areas of high pedestrian activity should be illuminated during the hours of darkness to an average of one foot-candle.



FIGURE 2.52 Example of Multi-use EVAE



FIGURE 2.53 Example of seating along pocket park



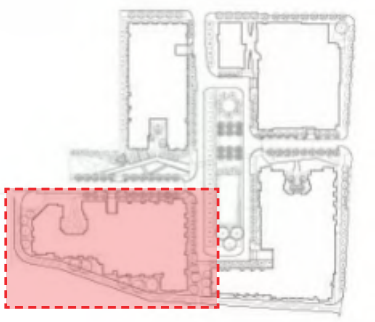


FIGURE 2.54 Greenway Pocket Parks illustrative Plan

RE-3 Courtyard

General Guidelines

- Facilitate access to lobbies and private terraces while creating small scale residential open spaces for quiet enjoyment.
- Encourage visual and physical access between the parks and courtyards.

Planting

a. Specimen and flowering trees should give a more intimate scale to the spaces.

b. More horticultural variety encouraged.

Paving

a. Concrete unit pavers and decomposed granite are encouraged.

b. Flush wood decking is permitted.

Furniture

Built-in seating should be provided

Lighting

a. Lower bollard lighting encouraged.

b. Paths of travel or areas of high pedestrian activity should be illuminated during the hours of darkness to an average of one foot-candle.

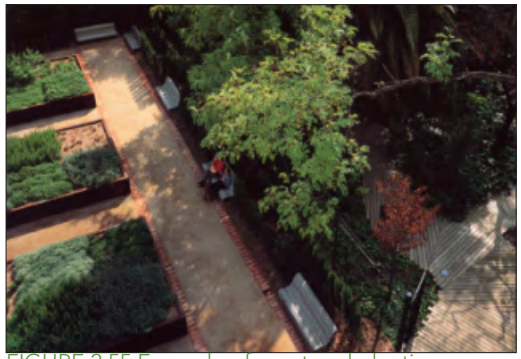
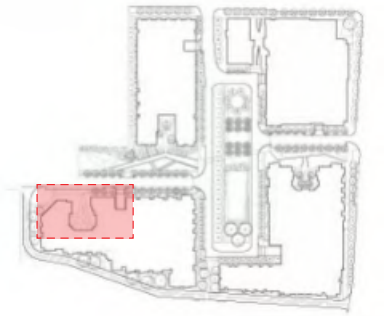


FIGURE 2.55 Example of courtyard planting



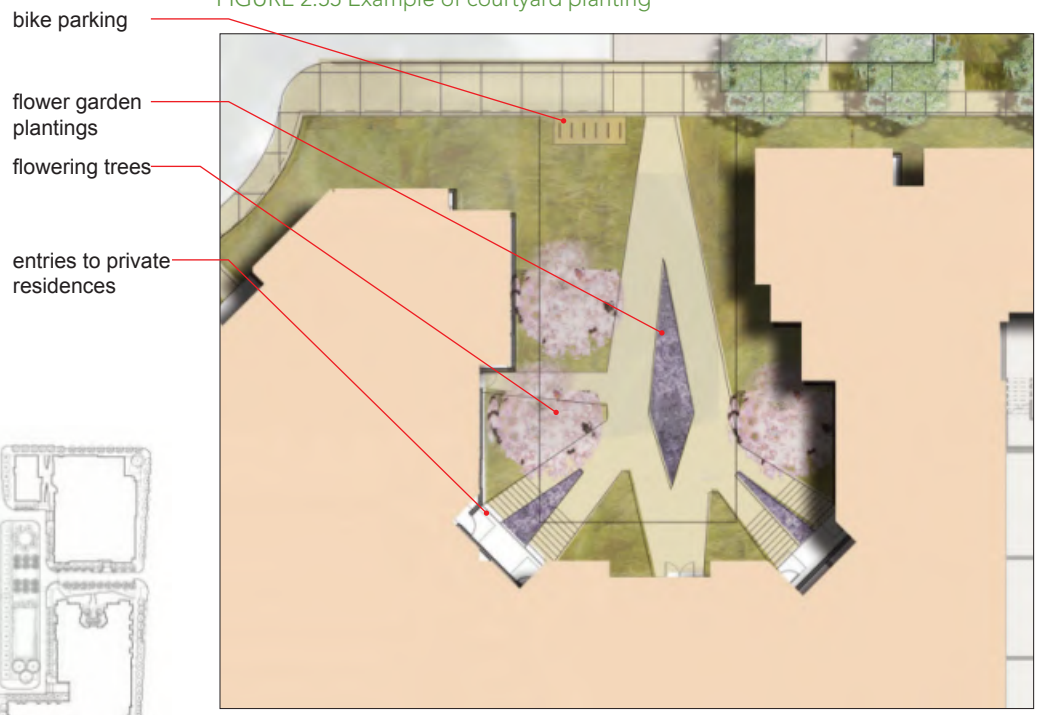


FIGURE 2.56 RE-3 Courtyard
Illustrative plan

Delaware/ Concar Plaza

General Guidelines

- Define intersection of South Delaware Street and Concar Drive.
- Create an green and attractive plaza space as a transition between the Nineteenth Avenue Park neighborhood and Station Park Green.
- Create retail-serving space for casual gathering and outdoor seating.

Plantings

Specimen treeis encouraged as a marker with a green understory to soften the corner.

Paving

a. Concrete unit pavers and decomposed granite are encouraged.

b. Flush wood decking is permitted.

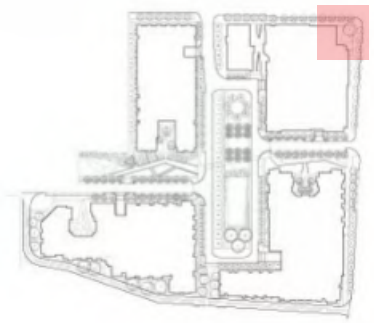
Furniture

Built-in seating should be provided

Lighting

a. Accent lighting is encouraged.

b. Paths of travel or areas of high pedestrian activity should be illuminated during the hours of darkness to a level of one foot-candle on average.



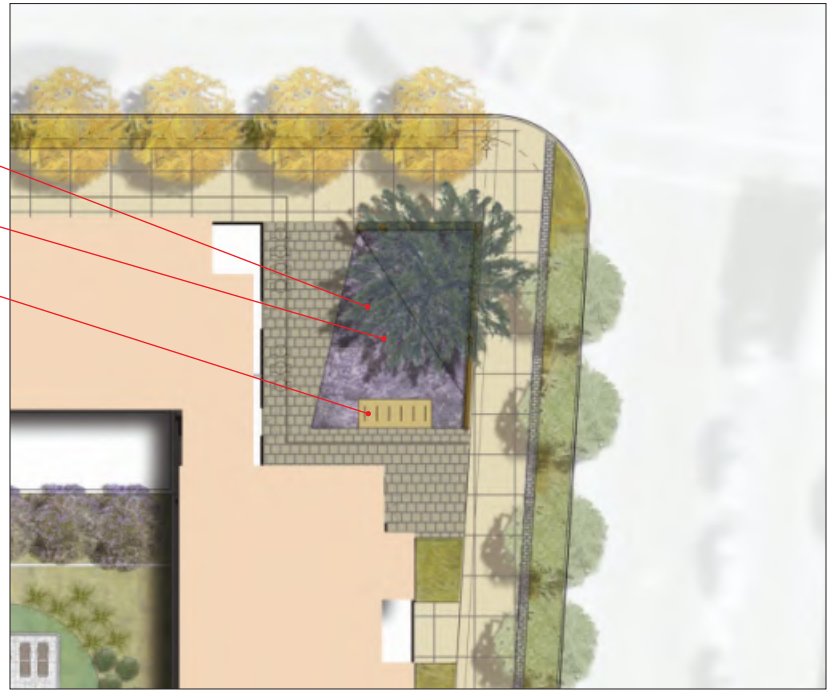


FIGURE 2.57 Corner of Concar Drive and South Delaware Street Plaza Illustrative Plan

Streetscape Guidelines

This section describes each street section in the Plan Area. Figure 2.58 indicates the locations of the street sections shown on the following pages. Plan Area streets will facilitate vehicular movement, link to public transit, encourage pedestrian use, and support sustainability. Since street names will be determined later, streets are indicated as "A", "B", "C" and Garvey Way Extention for reference purposes.

The hierarchy of street types will be reinforced by the selection of trees. Streets with different uses, character, and volumes will have distinct street tree species. The largest trees will reinforce the main axes, focal points, public spaces, and mixed-use areas. Smaller trees will be used on secondary streets and areas with a lower, residential scale. Street tree placement should have priority over utilities and lighting to allow adequate space for root growth and regular tree spacing.

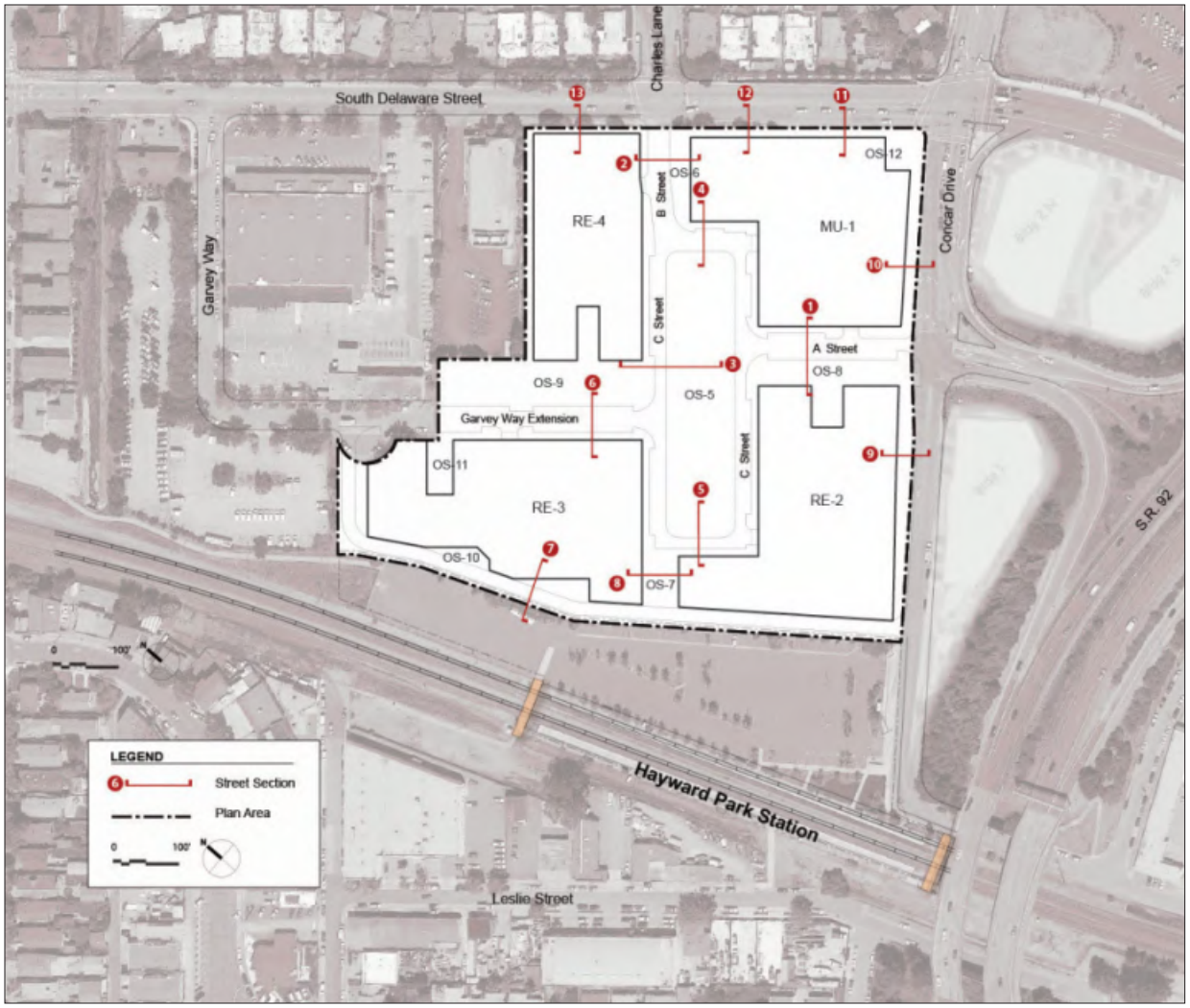


FIGURE 2.58 Street section location key

"A" Street (Street Section 1)

General Guidelines

- Provide the primary entrance to the Plan Area and The Park from SR 92 and Concar Drive.
- The geometry of the existing SR-92/Concar Drive intersection at the "A" Street entry shall meet City standards.

Parking

a. Parallel parking shall be provided on both sides of the street except where stormwater management structures are installed.

b. 5' walk to be provided at center of each parallel parking spot to cross planting zone.

Planting

a. Mid-sized street trees shall be planted on both sides of the street.

b. Street trees should be placed



at a regular interval of not more than 30 feet, except at driveways.

c. Deciduous trees are encouraged.

d. Street tree placement should have priority over utilities and lighting.

e. Trees shall be planted in tree wells with minimum dimensions of five feet, six inches, by eight feet.

f. The minimum installation size shall be a 24-inch box.

g. Cobblestone or decomposed granite combined with low plantings should be installed at the base of each tree along Gateway Park.

h. Cobblestone or tree grate should be installed at the base of each tree at Block MU-1.

i. Tree species Ginkgo biloba 'Saratoga' (Maidenhair) and Platanus x acerifolia (Sycamore) are encouraged.

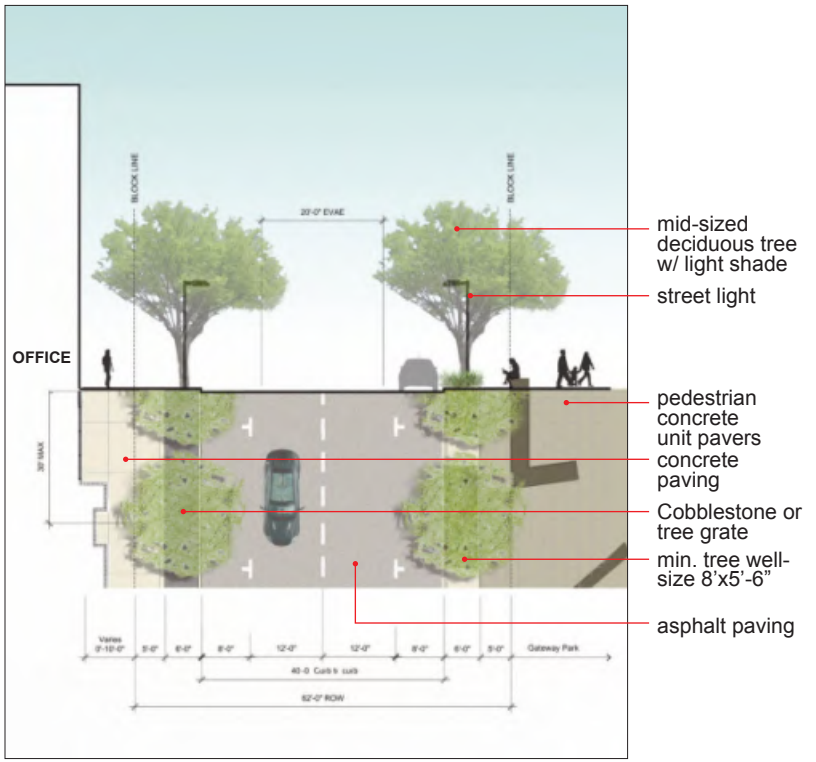


FIGURE 2.59 "A" Street illustrative section and plan (Section 1)

Sidewalk

Sidewalks should be concrete colored with lampblack and sandblasted, except adjacent to Gateway Park where sidewalk paving should match.

Lighting

a. The general level of illumination should be 0.6 foot-candles on average.

b. Intersections should be illuminated to one foot-candle on average.

"B" Street (Street Section 2)

General Guidelines

- Create the primary entrance to the Plan Area and The Park from South Delaware Street.
- Provide for two-way traffic with a bike lane on either side.

Parking

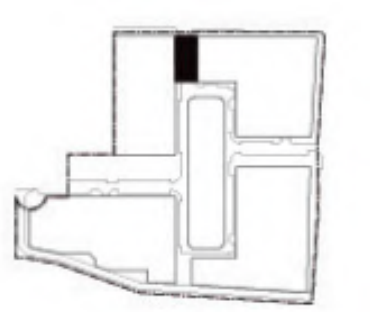
On-street parking should not be permitted.

Planting

a. Mid-sized street trees shall be planted on the northern side of the street.

b. Street trees should be placed at a regular interval of not more than 30 feet, except at driveways.

c. Eucalyptus trees may be considered where soil alkalinity is an issue.



d. Street tree placement should have priority over utilities and lighting.

e. Trees shall be planted along with low planting in a continuous planting strip with minimum dimensions of five feet, six inches, by eight feet.

f. The minimum installation size shall be a 24-inch box.

g. Evergreen trees, Tristania conferta (Brisbane Box) and Ulmus parvifolia 'Drake' (Chinese Elm) are encouraged.

Sidewalk

Sidewalks shall be composed of either concrete (colored with lampblack and sandblasted) or concrete unit pavers.

Lighting

a. The general level of illumination should be 0.6 foot-candles on average.

b. Intersections should be illuminated to one foot-candle on average.

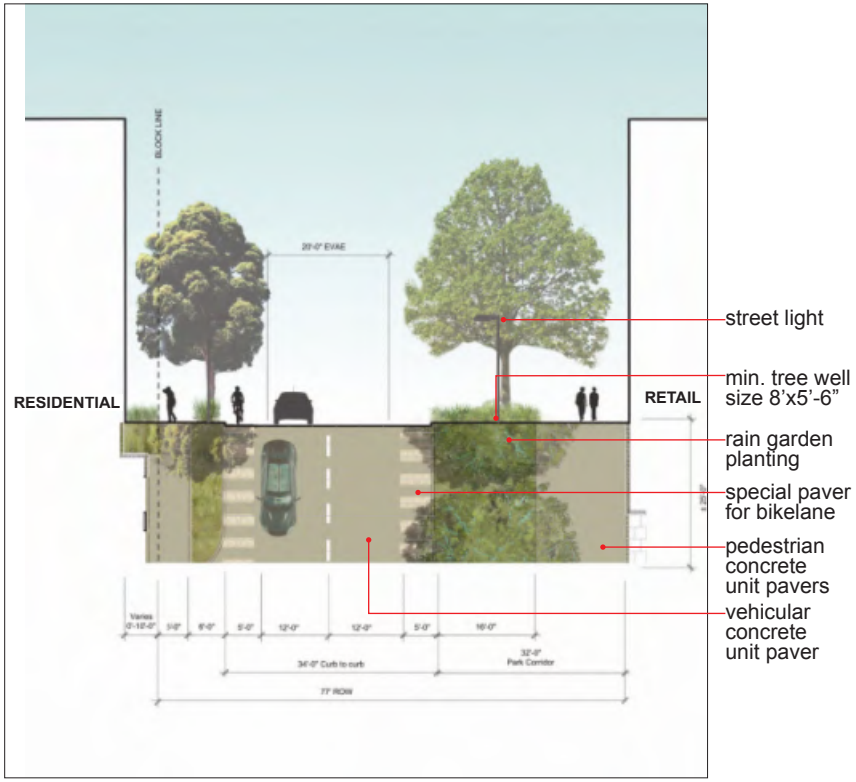


FIGURE 2.60 "B" Street illustrative section and plan (Section 2)

"C" Street (Street Section 3)

General Guidelines

- Ring The Park with a one-way street including a bike lane.

Parking

Parallel parking shall be provided

Planting

a. Mid-sized street trees shall be planted on the building side (opposite from The Park side).

b. Street trees should be placed at a regular interval of not more than 30 feet, except at driveways.

c. Evergreen trees are encouraged.

d. Street tree placement should have priority over utilities and lighting.

e. Trees shall be planted in tree wells with a minimum dimension of five feet six inches by eight feet.

f. The minimum installation size shall be a 24-inch box.

g. Tree species Tristania conferta (Brisbane Box) and Ulmus parvifolia 'Drake' (Chinese Elm) are encouraged.

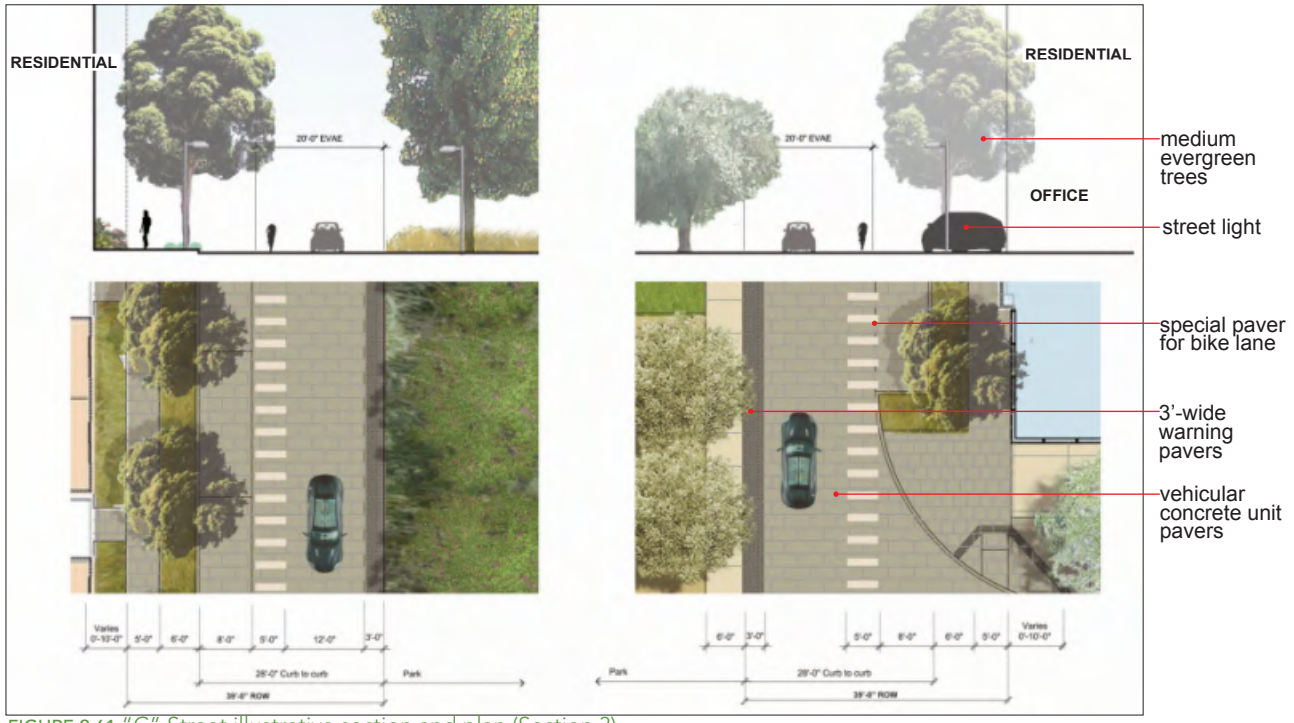


FIGURE 2.61 "C" Street illustrative section and plan (Section 3)

h. Cobblestone should be installed at the base of each street tree.

Sidewalk

Sidewalks should be either concrete (colored with lampblack and sandblasted) or concrete unit pavers.

b. A 2-foot-wide concrete path should be provided to connect the sidewalk to parallel parking.

Curb

A flush band of warning pavers shall be provided along the outer edge of the Park as part of the EVAE.

Lighting

a. The general level of illumination should be 0.6 foot-candle on average.

b. Intersections should be illuminated to one foot-candle on average.



"C" Street at MU-1 Garage (Street Section 4)

General Guidelines

- Two way street for better access to MU-1 Garage with bike lane on one side.

Parking

a. Parking should not be permitted except in temporary loading zone on east side of "C" Street.

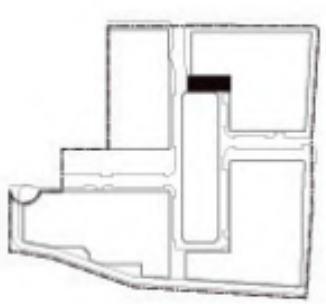
Planting

a. Low planting at The Paseo and under street trees should guide the eye towards the Eastern Plaza.

b. Tree species Magnolia soulangeana 'Rustica Rubra' is encouraged.

c. Street tree placement should have priority over utilities and lighting.

d. Trees shall be planted in tree wells with a minimum dimension of five feet six inches by eight feet.



e. The minimum installation size shall be a 24-inch box.

f. Cobblestones or tree grates should be installed at the base of each tree.

Sidewalk

Sidewalks should be either concrete (colored with lampblack and sandblasted) or concrete unit pavers.

b. A 2-foot-wide concrete path should be provided to connect the sidewalk to parallel parking.

Curb

A flush band of warning pavers shall be provided along the outer edge of The Park with bollards to complete the EVAE.

Lighting

a. Light poles should match those of the Eastern Plaza in The Park, using greater height and mass to create a transition to taller adjacent buildings.

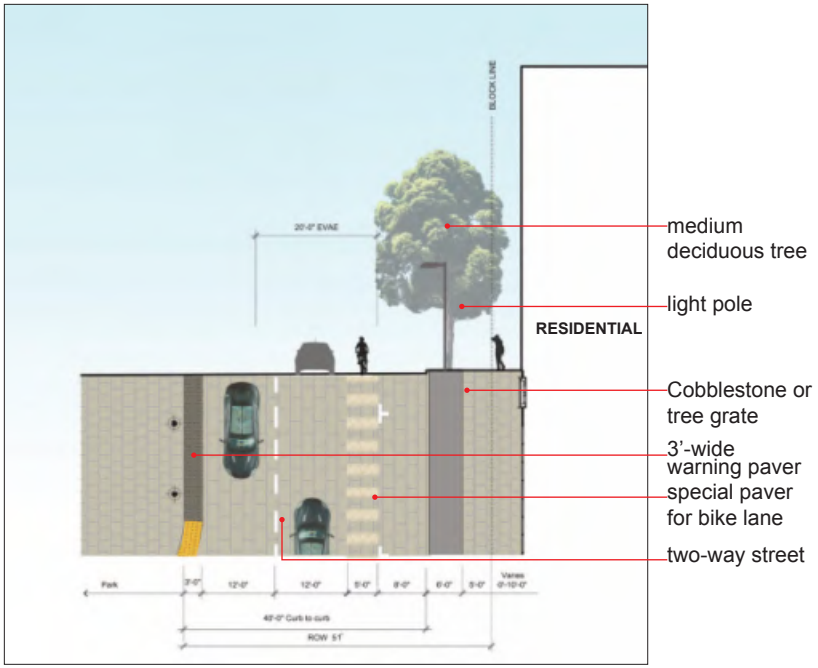


FIGURE 2.62 "C" Street at Block MU-1 Garage illustrative section and plan (Section

b. The general level of illumination should be 0.4 foot-candles on average.

c. Intersections should be illuminated to one foot-candle on average.

"C" Street at Block RE-2 (Street Section 5)

General Guidelines

- Ring The Park with a one-way street including a bike lane.

Parking

Parking should not be permitted.

Planting

a. Mid-sized street trees shall be planted on the building side (opposite from The Park side).

b. Street trees should be placed at a regular interval of not more than 30 feet.

c. Trees shall be planted along with low plantings in a continuous strip with minimum dimensions of five feet, six inches, by eight feet.

d. Stormwater plantings to be provided on south side of the street within planting area.

Sidewalk

a. Sidewalks should be either concrete (colored with lampblack and sandblasted) or concrete unit pavers.

Curb

The street shall be curbless adjacent to the park and marked by a flush band of warning pavers for safety.

Lighting

a. Light poles should match those of the Western Plaza in The Park, using greater height and mass to create a transition to taller adjacent buildings.

b. The general level of illumination should be 0.4 foot-candles on average.

c. Paths of travel or high pedestrian activity should be illuminated during the hours of darkness to a level of one foot-candle on average.

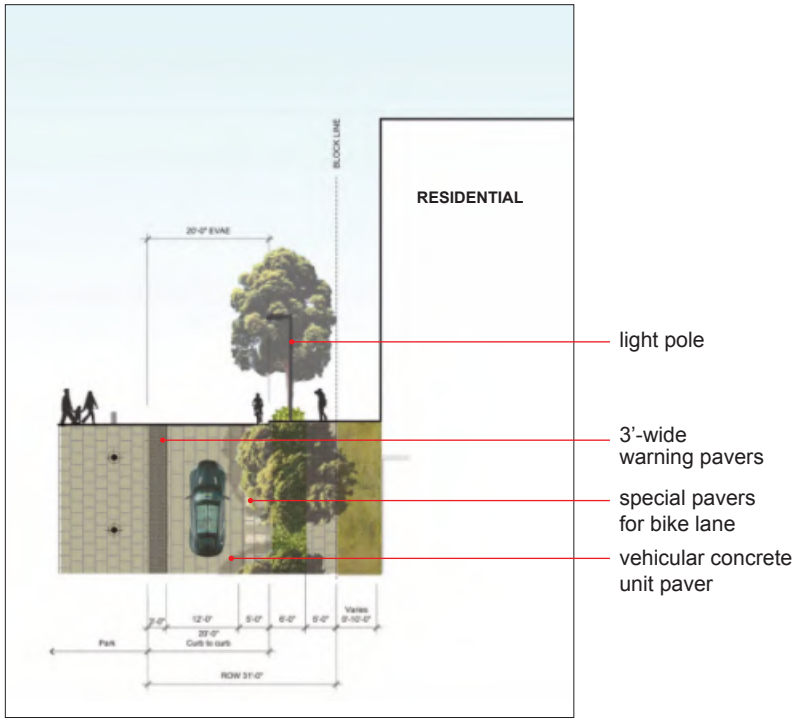


FIGURE 2.63 " C" Street at Block RE-2 illustrative section and plan (Section 5)



Garvey Way Extension
(Street Section 6)

General Guidelines

- Provide the primary entrance to the Plan Area and The Park from Garvey Way.

Parking

Parallel parking shall be provided on both sides of the street.

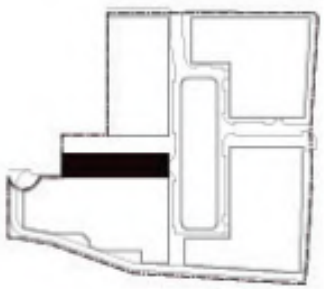
Planting

a. Mid-sized street trees shall be planted on both sides of the street.

b. Street trees should be placed at a regular interval of not more than 30 feet, except at driveways.

c. Deciduous trees are encouraged.

d. Street tree placement should have priority over utilities and lighting.



e. Trees shall be planted in tree wells with minimum dimensions of five feet, six inches, by eight feet.

f. The minimum installation size shall be a 24-inch box.

g. Cobblestones or decomposed granite combined with low temporary plantings should be installed at the base of each tree.

h. Tree species Ginkgo biloba 'Saratoga' (Maidenhair) and Platanus x acerifolia (Sycamore) are encouraged.

Sidewalk

a. Sidewalks should be concrete colored with lampblack and sandblasted.

b. A 2-foot-wide concrete path should be provided to connect the sidewalk to parallel parking.

Lighting

a. The general level of illumination should be 0.6 foot-candles on average.

b. Intersections should be illuminated to one foot-candle on average.

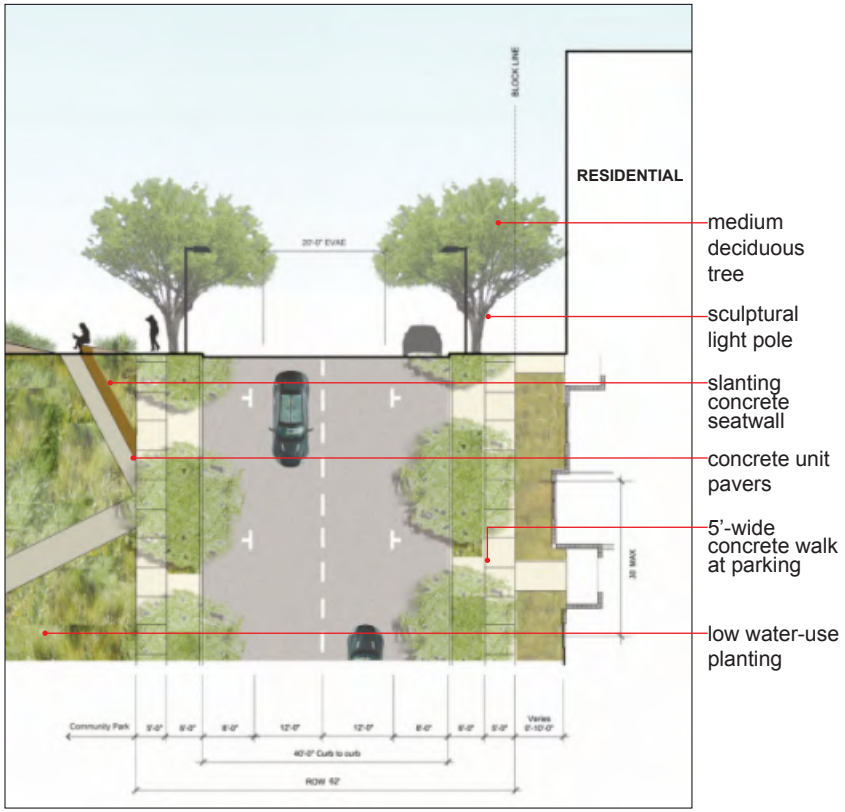


FIGURE 2.64 Garvey Way Extension illustrative section and plan (Section 6)

Greenway EVAE (Street Section 7)

General Guidelines

- Provide a twenty foot-wide emergency vehicle access as well as pedestrian and cycling route.
- Connect Concar Drive to Garvey Way at the exisitng cul-de-sac.
- Establish a more pedestrian-friendly environment.

Parking

Parking is not permitted.

Planting

a. Screen planting should be planted along the property line between JPB parcel and the EVAE.

b. Maximum planting height at the central planter should be no more than two feet.

Paving

a. H-20 rated concrete paving shall be used at the bike path.

b. H-20 rated decomposed granite shall be used at the pedestrian path.

Lighting

a. The general level of illumination should be 0.6 foot-candles on average.

b. Intersections should be illuminated to one foot-candle on average.

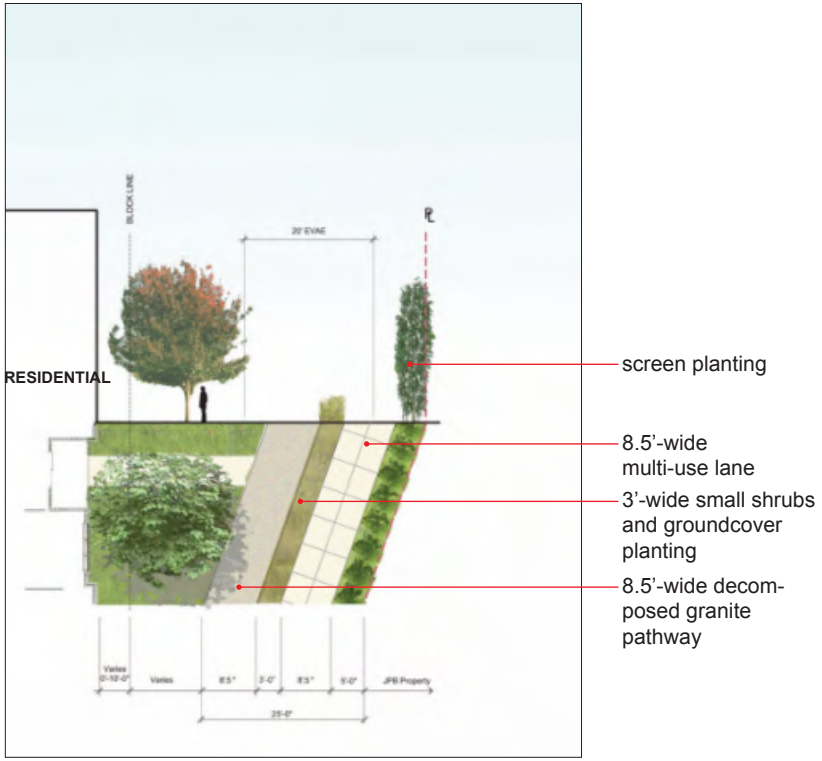
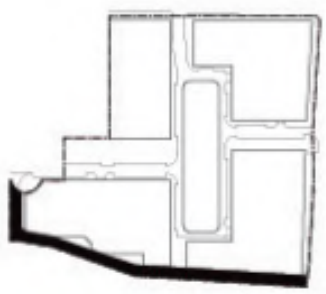


FIGURE 2.65 Concar Drive at Blocks RE-2 & RE-3 illustrative section and plan (Section 7)



OS-7 Station Corridor (Street Section 8)

General Guidelines

- Provide Bike and Pedestrian connection from The Park to the Hayward Park Station
- Establish a more pedestrian friendly environment.

Parking

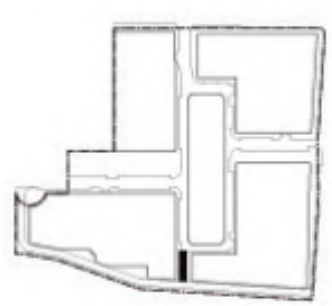
Park is not permitted.

Planting

a. Mid-sized street trees shall be planted on both sides of the pathway.

b. Park trees should be placed at a regular interval of not more than 25 feet.

c. Evergreen trees are encouraged.



d. Tree placement should have priority over utilities and lighting.

e. Trees shall be planted in tree wells with minimum dimensions of five feet, six inches, by eight feet.

f. The minimum installation size shall be a 24-inch box.

g. Cobblestones or decomposed granite combined with low temporary plantings should be installed at the base of each tree.

h. Tree species Cedrus deodora (Deodor Cedar) and Sequoia sempervirens 'Aptos Blue (Coast Redwood) are encouraged.

Sidewalk

Sidewalks should be either concrete (colored with lampblack and sandblasted) or concrete unit pavers.

Lighting

a. The general level of illumination should be 0.6 foot-candles on average.

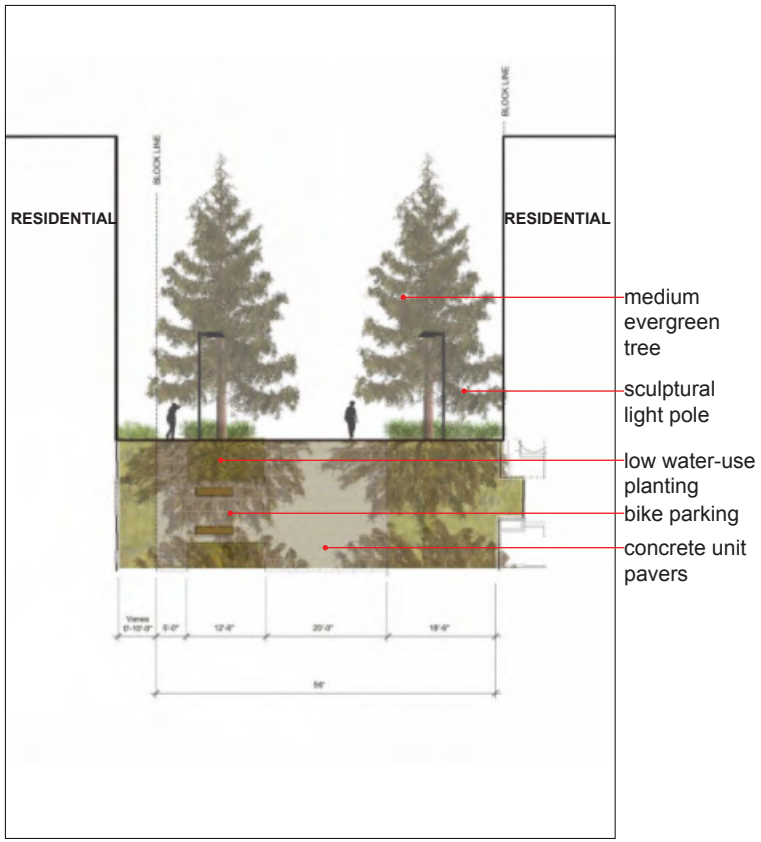


FIGURE 2.66 OS-7 Pedestrian Pathway (Section 8)

b. Intersections should be illuminated to one foot-candle on average.

Concar Drive at RE-2 (Street Section 9)

General Guidelines

- Maintain existing vehicular circulation and widen sidewalk to accommodate pedestrian and bike circulation.
- Provide wide planting buffer between retail stores and drive lane.
- Establish a more pedestrian friendly environment.

Parking

Parking is only be permitted towards the east end of RE-2.

Planting

a. Mid-sized trees shall be planted along Concar Drive.

b. Street trees should be placed at a regular interval of no more than 30 feet, except at driveways.



c. Trees shall be planted in a planting strip with a minimum width of five feet.

d. The minimum installation size shall be a 24-inch box.

e. Small shrubs and groundcover should be installed at the base of each tree.

f. Tree species Platanus acerifolia and Tristania conferta are encouraged.

Sidewalk

a. Sidewalks should be concrete colored with lampblack and sandblasted.

b. A 2-foot-wide concrete path should be provided to connect the sidewalk to parallel parking.

Lighting

a. The general level of illumination should be 0.6 foot-candles on average.

b. Intersections should be illuminated to one foot-candle on average.

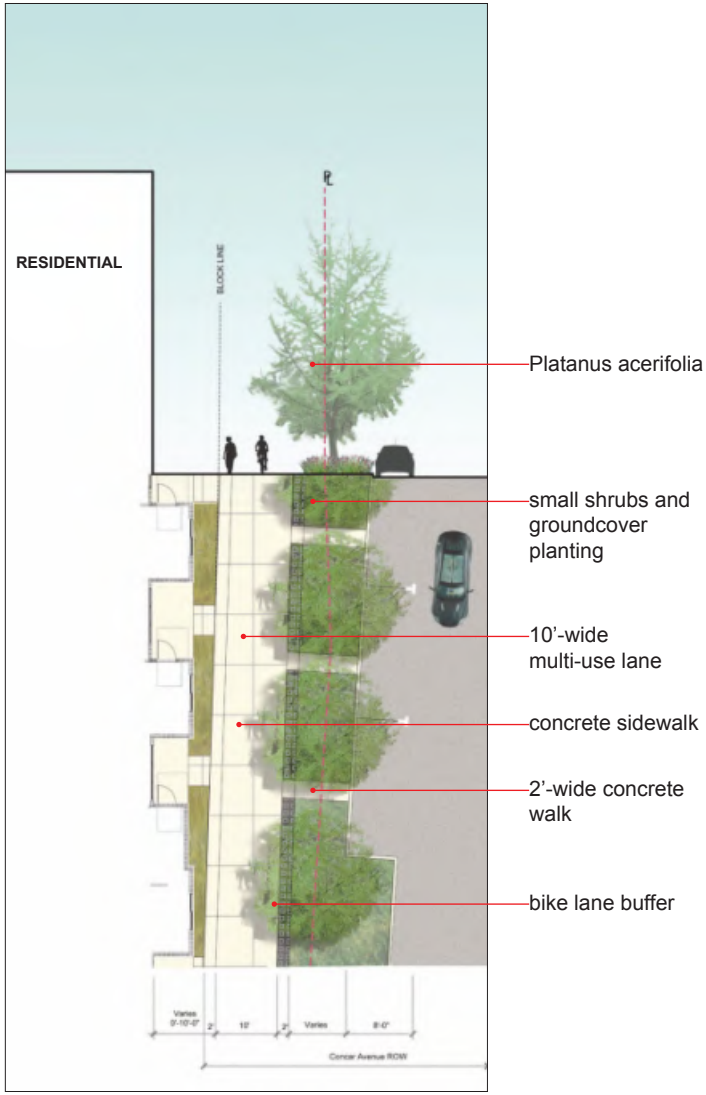


FIGURE 2.67 Concar Drive at RE-2 illustrative section and plan (Section 9)

Concar Drive MU-1 (Street Section 10)

General Guidelines

- Maintain existing vehicular circulation and widen sidewalk to accommodate pedestrian and bike circulation.
- Provide wide planting buffer between retail stores and drive lane.
- Establish a more pedestrian friendly environment.

Parking

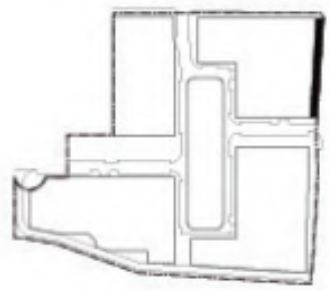
Parallel parking cannot be provided in front of MU-1.

Planting

a. Mid-sized trees shall be planted along Concar Drive.

b. Street trees should be placed at a regular interval of no more than 30 feet, except at driveways.

c. Trees shall be planted in a planting strip with a minimum width of five feet.



d. The minimum installation size shall be a 24-inch box.

e. Small shrubs and groundcover should be installed at the base of each tree.

f. Planting should occur between stoops wherever possible outside of bike lane buffer.

g. Tree species Platanus acerifolia and Tristania conferta are encouraged.

Sidewalk

a. Sidewalks should be concrete colored with lampblack and sandblasted.

b. A 2-foot-wide concrete path should be provided to connect the sidewalk to parallel parking.

Lighting

a. The general level of illumination should be 0.6 foot-candles on average.

b. Intersections should be illuminated to one foot-candle on average.

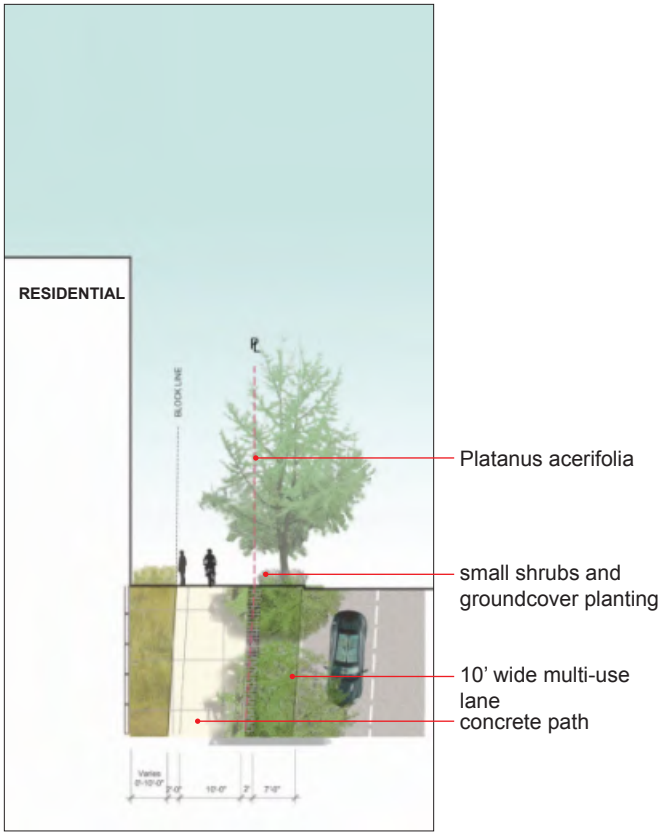


FIGURE 2.68 Concar Drive at MU-1 illustrative section and plan (Section 10)

South Delaware Street at MU-1 Retail (Street Section 11)

General Guidelines

- Draw in pedestrians from sidewalk into the Plan Area.
- Continue the Paseo onto South Delaware Street by using the same shrub planting, paving material, site furnishing, and lighting.
- Maintain existing vehicular circulation.
- Establish a more pedestrian-friendly environment.
- Provide lush planting buffer between retail stores and drive lane.

Parking

No parking shall be provided in front of Block MU-1.

Planting

a. Mid-sized trees shall be planted along South Delaware Street.



b. Street trees should be placed at a regular interval of no more than 30 feet, except at driveways.

c. Trees shall be planted in a planting strip with a minimum width of five feet, six inches.

d. The minimum installation size shall be a 24-inch box.

e. Small shrubs and groundcover should be installed at the base of each tree.

f. Tree species Ginkgo biloba is encouraged.

Sidewalk

Sidewalks should be concrete (colored with lampblack and sandblasted) or concrete unit paver.

Lighting

a. The general level of illumination should be 0.6 foot-candles on average.

b. Intersections should be illuminated to one foot-candle on average.

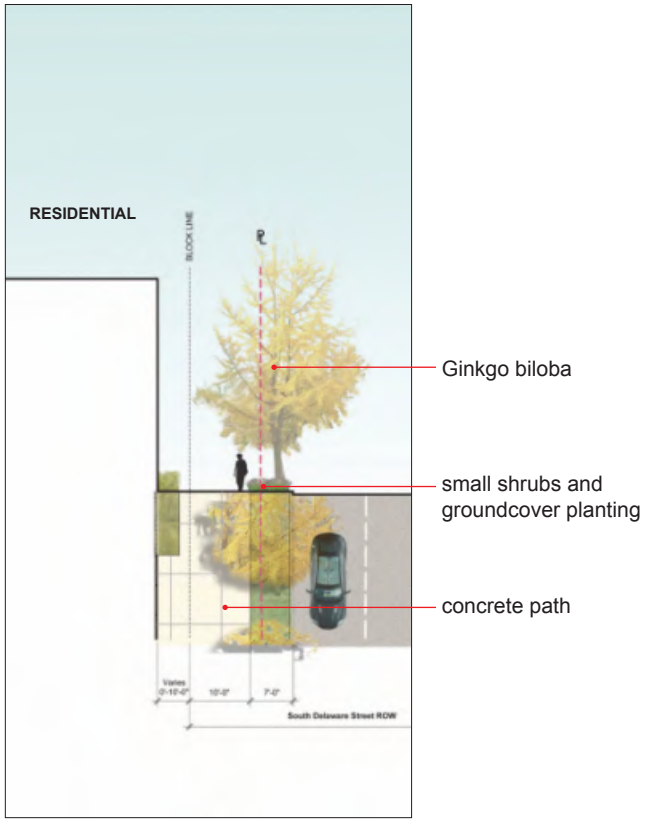


FIGURE 2.69 South Delaware Street at MU-1 Retail illustrative section and plan (Section 11)

South Delaware Street at MU-1 bus stop (Street Section 12)

General Guidelines

- Maintain existing vehicular circulation and bus stop operation.
- Provide wide planting buffer between residential units and drive lane.
- Establish a more pedestrian-friendly environment.

Parking

Parking is not permitted in front of MU1.

Planting

a. Mid-sized trees shall be planted along South Delaware Street.

b. Street trees should be placed at a regular interval of no more than 30-feet except at driveways.



c. Trees shall be planted in a minimum 5'-6" wide planting strip.

d. The minimum installation size shall be a 24-inch box.

e. Small shrub and groundcover should be installed at the base of each tree.

f. Tree species Ginkgo biloba is encouraged.

Sidewalk

Sidewalks should be concrete colored with lampblack and sandblasted.

Lighting

a. The general level of illumination should be 0.6 foot-candles on average.

b. Intersections should be illuminated to one foot-candles on average.

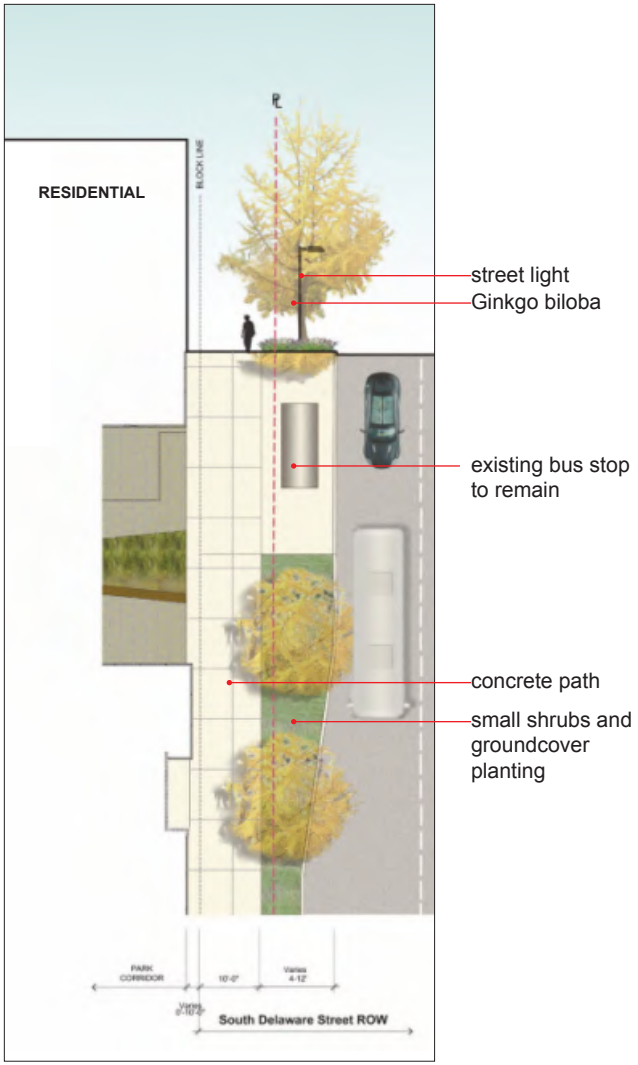


FIGURE 2.70 South Delaware Street at MU-1 Bus stop illustrative section and plan (Section 12)

South Delaware Street at RE-4 (Street Section 13)

General Guidelines

- Maintain existing vehicular circulation.
- Set building edge back to provide wider planting buffer between residential units and drive lane.
- Establish a more pedestrian-friendly environment.

Parking

No parking shall be provided in front of Block RE-4.

Planting

a. Mid-sized trees shall be planted along the west side of South Delaware Street.

b. Street trees should be placed at a regular interval of no more than 30 feet, except at driveways.



c. Trees shall be planted in a planting strip with a minimum width of five feet, six inches.

d. The minimum installation size shall be a 24-inch box.

e. Small shrubs and groundcover should be installed at the base of each tree.

f. Tree species Ginkgo Biloba is encouraged.

Sidewalk

Sidewalks should be concrete colored with lampblack and sandblasted.

Lighting

a. The general level of illumination should be 0.6 foot-candles on average.

b. Intersections should be illuminated to one foot-candle on average.

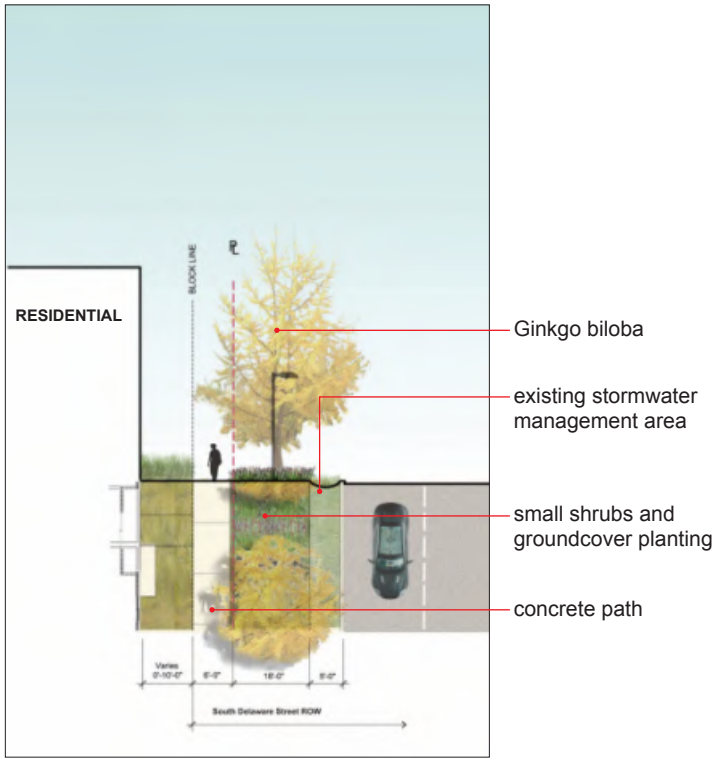


FIGURE 2.71 South Delaware Street at RE-4 illustrative section and plan (Section 13)

Landscape Guidelines

The following pages describe all landscape elements for the open spaces and streetscapes of the Plan Area, including trees, plantings, paving, lighting, furnishings, fencing, public art, signage, and accessibility.

Trees

Figure 2.74 diagrams tree selection within the Plan Area.

General Guidelines

- Reinforce the street hierarchy and block pattern of the Plan Area through the selection of trees of varying character, giving specific, function-related identity to streets, parks and open spaces.
- Provide a backbone of evergreen trees that will serve as a green framework in contrast to the changing character and transparency of deciduous trees which provide seasonal change, texture, flowers and fall color.
- Select trees for longevity, ease of management, and adaptability to salty soil conditions.
- Encouraged tree species are listed in Table 2.01.
- No invasive species shall be used.

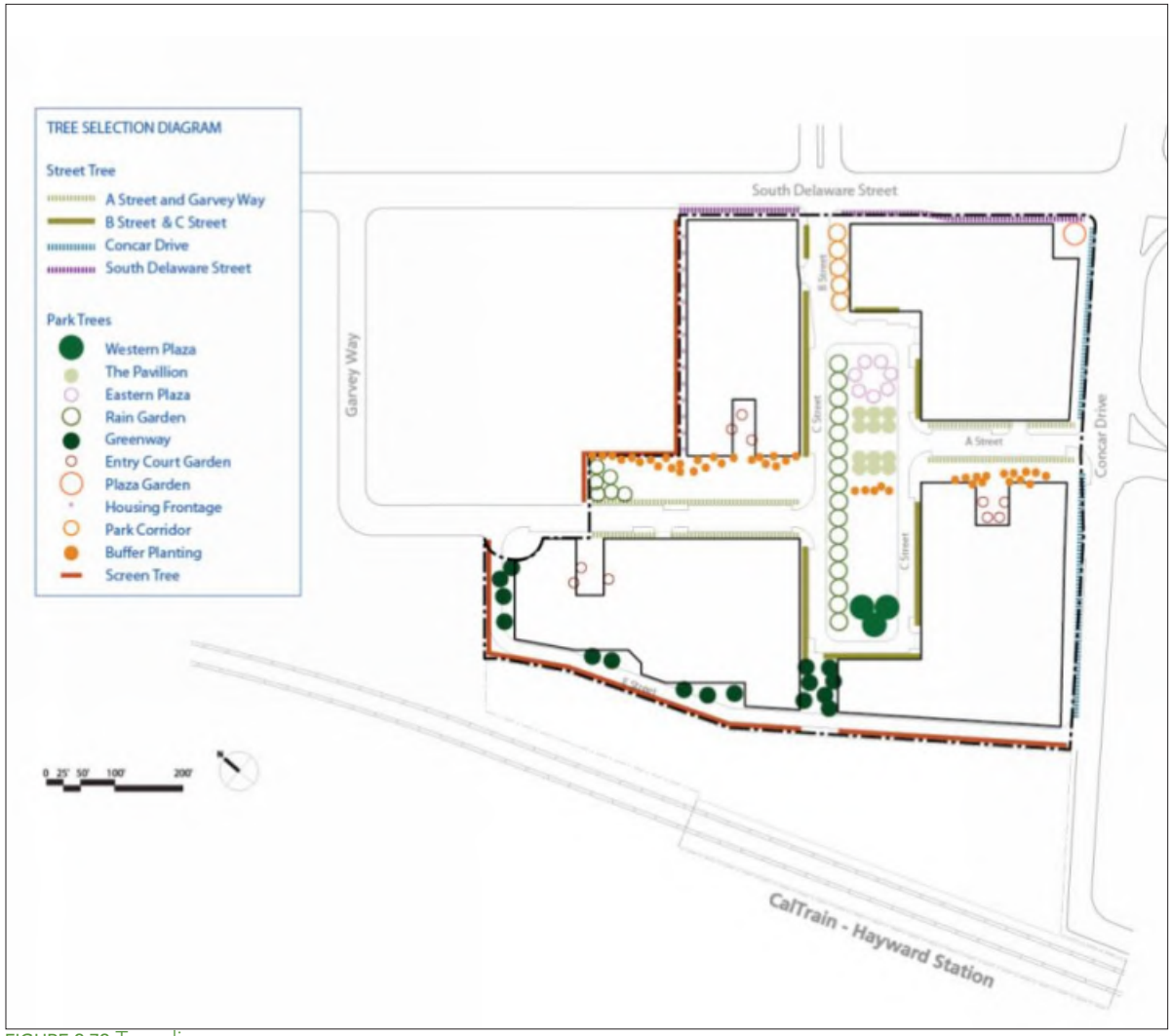
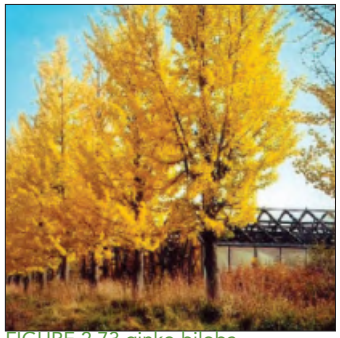


FIGURE 2.72 Tree diagram

Street	Encouraged Species	Tree Character	Encourage Size at Installation	Mature Size	Water Need When Established
"A" Street & Garvey Way Extension	*Ginko biloba 'Saratoga' / Maidenhair 'Saratoga'* *Platanus acerifolia 'Columbia' / Sycamore 'Columbia'*	Urban character with light shade	36" Box	Medium-large deciduous	Low
"B" Street (Building Side)	*Tristania conferta / Brisbane Box* *Ulmus parvifolia 'Drake' / Chinese Elm 'Drake'* *Eucalyptus nicholi / Peppermint Gum (for alkaline soil only)*	Fast-growing; strongly upright to rounded	36" Box	Medium evergreen	Moderate to Low
"C" Street	*Tristania conferta / Brisbane Box* *Ulmus parvifolia 'Drake' / Chinese Elm 'Drake'* *Eucalyptus nicholi / Peppermint Gum (for alkaline soil only)*	Fast-growing; strongly upright to rounded	36" Box	Medium evergreen	Moderate to Low
South Delware Street	*Tristania conferta / Brisbane Box* *Ginko biloba 'Saratoga' / Maidenhair 'Saratoga'*	Urban character with light shade; upright	36" Box	Medium evergreen or deciduous	Moderate to Low
Concar Drive	*Tristania conferta / Brisbane Box* *Platanus acerifolia 'Columbia' / Sycamore 'Columbia'*	Urban character with light shade; upright	36" Box	Medium evergreen or deciduous	Moderate to Low

TABLE 2.01 Encouraged Street Trees and Open Space Tree Species


FIGURE 2.73 ginko biloba

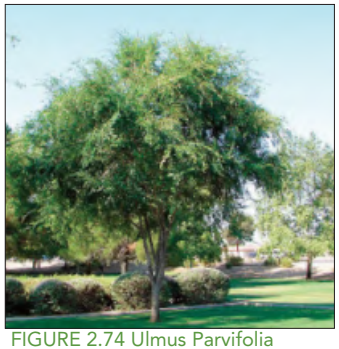

FIGURE 2.74 Ulmus Parvifolia


FIGURE 2.75 Fraxinus Uhdeii

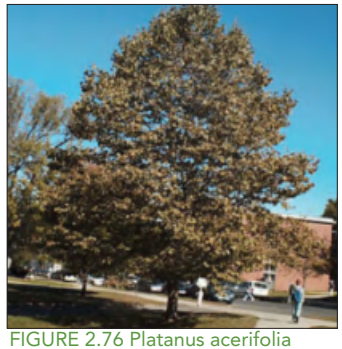

FIGURE 2.76 Platanus acerifolia


FIGURE 2.77 Zelkova serrata

The Park	Encouraged Species	Tree Character	Encourage Size at Installation	Mature Size	Water Need When Established
Eastern Plaza	*Quercus agrifolia / Coast Live Oak (alternating with)* *Magnolia soulangeana 'Rustica Rubra' / Saucer Magnolia* *Magnolia 'Galaxy' / Galaxy Magnolia*	Large evergreens interplanted with sculptural-accent trees with delicate branching	48" box	Large evergreen & small-medium deciduous	Moderate to Low
The Pavillion	*Olea europea 'Swan Hill' / Olive* *Arbutus 'Marina' / Arbutus 'Marina'*	Sculptural multi-trunk tree; Mediterranean character	48" box	Medium evergreen	Low
Western Plaza	*Cedrus deodora / Deodor Cedar* *Sequoia sempervirens 'Aptos Blue' / Coast Redwood*	Tall conifer with grand stature	8"-caliper trunk	Large evergreen	Low
Rain Garden	*Populus fremontii / Fremont's Cottonwood* *Fraxinus americana 'Empire' / Empire Ash*	Large, fast-growing tree with delicate foliage	48" box	Large deciduous	Moderate
Park Corridor	*Fraxinus americana 'Empire' / Empire Ash*	Large, fast-growing tree with delicate foliage	48" box	Large deciduous	Moderate

TABLE 2.01 Encouraged Street Trees and Open Space Tree Species, Continued



FIGURE 2.78 Magnolia soulangeana

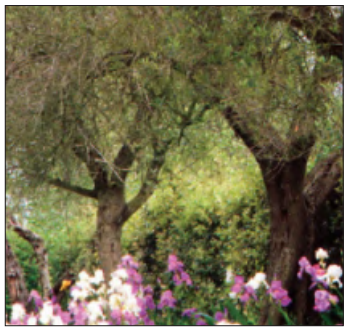


FIGURE 2.79 Olea europea



FIGURE 2.80 Cedrus deodora



FIGURE 2.81 Sequoia sempervirens



FIGURE 2.82 Populus fremontia

Gateway Park & Community Park	Encouraged Species	Tree Character	Encourage Size at Installation	Mature Size	Water Need When Established
Buffer Planting	*Eucalyptus nicholi / Peppermint Gum* *Lyonothamnus floribunda / Catalina Ironwood* *Melaleuca quinquenervia / Cajeput tree*	Tall and slender with fast growth rate	48” box	Medium evergreen	Low
Screen Tree	*Rhamnus alaternus / Italian Buckthorn* *Laurus nobilis / Grecian Laurel* *Myrica californica / Wax Myrtle* *Bambusa oldhamii / Timber Bamboo*	Attractive informal hedges and screens	24”	Small	Low
Rain Garden	*Populus fremontii / Fremont’s Cottonwood* *Fraxinus americana ‘Empire’ / Empire Ash*	Large, fast-growing tree with delicate foliage	48” box	Large deciduous	Moderate
Entry Court Garden	*Prunus yedoensis / Yoshino Flowering Cherry*	Flowering specimen trees	48” box	Medium/Small deciduous	Moderate
Greenway Pocket Parks, Station Corridor & Delaware/ Concar Plaza	*Cedrus deodora / Deodar Cedar* *Sequoia sempervirens ‘Aptos Blue’ / Redwood*	Tall, grand stature specimen trees	8”-caliper trunk	Large evergreen	Low
Residential Frontage	Cercis reniformis ‘Oklahoma’ / Oklahoma Redbud Arbutus unedo / Strawberry Trees	Ornamental	36”	Small	Low

TABLE 2.01 Encouraged Street Trees and Open Space Tree Species, Continued

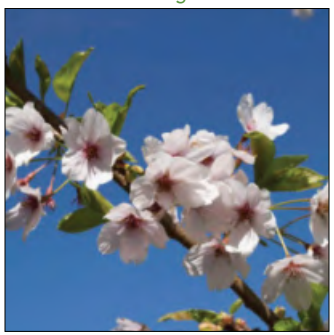


FIGURE 2.83 Populus fremontia



FIGURE 2.84 Cercis canadensis



FIGURE 2.85 Arbutus unedo



FIGURE 2.86 Eucalyptus nicholi



FIGURE 2.87 Quercus agrifolia

Plants

- Native and Mediterranean climate-adapted plantings, such as those from Southern Europe, Chile, South Africa, and Australia, are encouraged for their attractiveness, longevity, drought tolerance, ability to support regional habitat (including pollinators and birds), ease of maintenance, and adaptability to post-construction soil conditions.
- Plantings for the Rain Garden should be selected to withstand saturation and drought, supporting stormwater management strategies.

Encouraged plant species are given in Table 2.02; a selection is pictured at right.

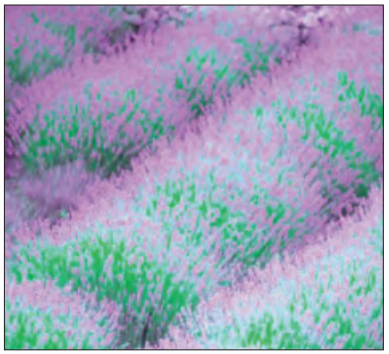

FIGURE 2.88 Lavandula


FIGURE 2.89 Garrya elliptica


FIGURE 2.90 Ribes sanguineum


FIGURE 2.91 Fremontadendron californicum


FIGURE 2.92 Ceanothus 'Ray Hartman'


FIGURE 2.93 Corylus cornuta


FIGURE 2.94 Cercis occidentalis


FIGURE 2.95 Romneya coulteri


FIGURE 2.96 Carex nudata

Native and Mediterranean Climate-Adapted Plants
Arctostaphylos/ Mazanita
Heteromeles arbutifolia/ Toyon
Rhamnus californica/ Coffeeberry
Myrica californica/ Pacific Wax Myrtle
Ribes sanguineum/ Red Flowering Current
Rosmarinus officianalis/ Rosemary
Ceanothus "Ray Hartman"/ Wild Lilac
Cercis occidentalis/ Western Redbud
Lavandula spp./ Lavender
Lonicera hispidula/ Native Honeysuckle
Mahonia aquifolium/ Oregon Grape
Pittosporum spp./ Pittosporum
Rhamnus californica/ California Coffeberry
Rosa spp./ California Wild Rose
Rubus parviflora/ Thimbleberry
Vaccinium ovatum/ California Huckleberry
Romneya coulteri/ Matilija Poppy
Fremontadendron californicum/ Common Flannel Bush
Garrya elliptica/ Silktassel
Myrtus communus/ Myrtle
Olea europaea 'Little Ollie'/ Dwarf Olive
Phormium tenax/ New Zealand Flax
Laurus nobilis/ Grecian Laurel

Rain Garden Plants
Aralia californica/ Elk Cover
Aristolochia californica/ Pipevine
Calycanthus occidentalis/ Western spicebush
Myrica californica/ Pacific wax myrtle
Carex nudata/ California black-flowering sedge
Corylus cornuta var. california/ Hazelnut
Darmera peltata/ Umbrella plant
Juncus patens/ California grey rush
Mimulus spp./ Monkeyflower
Physocarpus capitatus/ Ninebark
Polypodium californicum/ California polypody
Ribes sanguineium/ Red-flowering currant
Rubus spectabilis/ Salmonberry
Rudbeckia californica/ Coneflower
Vaccinium ovcatum/ California huckleberry
Carex tumulicola/ Berkeley Sedge
Chondrapetalum tectorum/ Cape Rush
Rubus parviflora/ Thimbleberry
Sambucus mexicana/ Elderberry

TABLE 2.02 Encouraged plant species

Lighting

The lighting for the Plan Area is diagrammed in Figure 2.97. "A" Street, "B" Street, "C" Street, and Garvey Way Extension are anticipated to have 16 to18-foot-high street lights. The Greenway/EVAE is anticipated to have 12-14-foot-high street lights. South Delaware Street and Concar Drive should have City of San Mateo standard street lights. The open spaces should provide a range of lighting types, including path-marking lights, "moonlights" in trees, diffuse in-ground lights, bollards, and accent lights on landscape features.

All outdoor luminaires shall be fully shielded such that they emit no direct uplight into the night sky. Some low-level accent and directional lighting in public spaces shall be allowed.



FIGURE 2.97 Lighting Diagram

Location	The Park , Park Corridor & Station Corridor	Gateway & Community Park	"B" & "C" Street	"A" Street & Garvey Way Extension	South Delaware Street & Concar Drive
Lighting Performance	Innovative and distinctive lighting should be used at the Eastern and Western plazas. Lighting should complement special planting area, define landscape rooms, and highlight architectural elements. Modern light fixtures are preferred. The general level of illumination should be 0.4 foot-candles on average. Paths of travel or high pedestrian activity should be illuminated during the hours of darkness to a level of one foot-candle on average	Unobtrusive lighting is preferred for intimate garden spaces and to avoid glare to the adjacent residential units. Lighting is encouraged to be incorporated into site furnishings. Simple and elegant light fixtures are encouraged. Paths of travel or high pedestrian activity should be illuminated during the hours of darkness to a level of one foot-candle on average	Lighting should be coordinated with The Park lighting design. Should provide minimum light for safe pedestrian and vehicular circulation. Light layout should integrate tree planting plans so mature trees will not block street light fixtures. The general level of illumination should be 0.6 foot-candles on average. All intersections should be illuminated to one foot-candle on average.	Should provide minimum lighting for safe pedestrian and vehicular circulation. Attention should be paid to preventing light obtrusion into the adjacent dwelling units. Light layout should incorporate tree planting plan so mature trees will not block street light fixtures. The general level of illumination should be 0.4 foot-candles on average. All intersections should be illuminated to one foot-candle on average.	Additional Street lighting should comply with City of San Mateo standard and match the adjacent neighborhood. The general level of illumination should be 0.6 -foot-candles on average. All intersections should be illuminated to one foot-candle on average.
Lighting Types	Pole-mounted, Cylindrical glass lighting Light sculptures In-ground uplights Light Emitting Diode (LED) is encouraged	Pole-mounted lights In-ground uplights Light markers Light Emitting Diode (LED) is encouraged in all types.	Street lights Use full cut-off luminaires wherever such equipment is available.	Street lights Use full-cut-off luminaires wherever such equipment is available.	City standard luminaires

TABLE 2.03 Lighting Performance and Types

General Guidelines

- Implement a hierarchy of lighting types with street lights providing ambient light and visual rhythm.
- Illuminate open spaces and streets to provide clear and comfortable visibility at night.
- Make streets and sidewalks inviting at night.
- Reduce nighttime accidents.
- Facilitate vehicular, bicycle, and pedestrian circulation.
- Promote business and use of public facilities at night.

Levels

Lighting should be provided at the lowest levels which are in accordance with the Illumination Engineering Society of North America (IESNA) lighting guidelines and applicable codes.

Open Space

There should be accent lighting at focal points, sculptures, or pavilions; mood lighting in high branches of mature trees; and path lights or markers such as LED displays.



FIGURE 2.98 Example of bollard pathway lighting

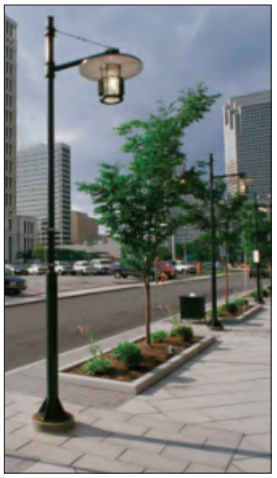


FIGURE 2.99 Example of street trees interspersed with lights

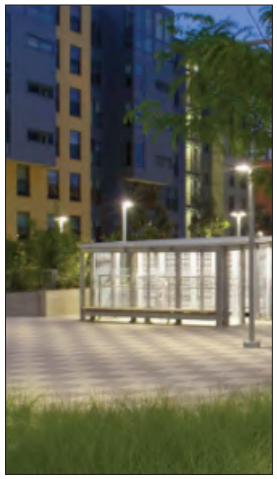


FIGURE 2.100 Example of a pavilion serving as a lantern at night



FIGURE 2.101 Example of a marker light



FIGURE 2.102 Example of lighting used to define landscape rooms



FIGURE 2.103 Example of a light sculpture

Paving

- Paving materials should have a variety of textures and finishes in order to reinforce design ideas.
- Unit pavers are encouraged to increase site permeability and signal areas of pedestrian priority.
- If used, concrete paving shall use lampblack color which has been sandblasted or washed to conceal stains and reduce reflectivity.
- Decomposed granite and cobblestones are encouraged at the base of trees where walking surfaces are not required.



FIGURE 2.104 Decomposed granite



FIGURE 2.105 Cobblestone



FIGURE 2.106 Flagstone

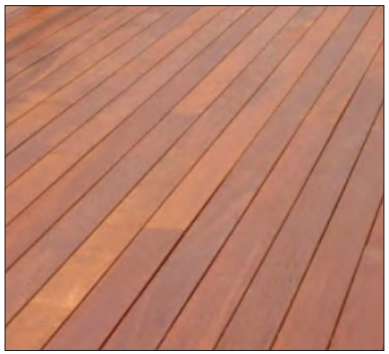


FIGURE 2.107 Wood decking



FIGURE 2.108 Concrete unit paver

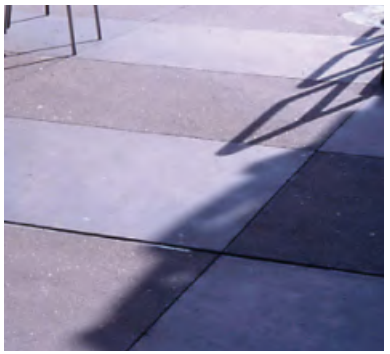


FIGURE 2.109 Concrete



FIGURE 2.110 Warning paver/truncated dome



FIGURE 2.111 Flag stone



FIGURE 2.112 Paving integrated with grass

Location	The Park, Park Corridor & Station Corridor	Gateway Park & Community Park	"B" & "C" Street	"A" Street & Garvey Way Extension	South Delaware Street & Concar Drive
Paving Performance	All paving materials should be permeable and have high-quality finishes that complement usage and enhance civic character.	All paving materials used should be permeable and refined to define use areas.	Vehicular unit pavers should be used on the driveway and sidewalk of these streets to the face of buildings. Vehicular warning pavers shall be used around The Park and their color should complement adjacent paving.	Asphalt is permitted on roadways. Concrete paving should be use on the sidewalk.	Additional paving on sidewalk should match adjacent existing condition. Asphalt is permitted on roadways.
Paving Type	Concrete unit pavers or decomposed granite Poured asphalt is not permitted.	Concrete unit pavers, Flagstones, Decomposed granite, Wood, or Crushed glass. Poured asphalt is not permitted.	Concrete unit pavers	Concrete paving, and Asphalt. Broom-finish concrete paving with lampblack and tooled joints are encouraged on sidewalks.	Concrete paving Asphalt

TABLE 2.04 Paving Performance and Types

Site Furnishings

- Furnishings built into retaining walls or site structures should reinforce the design concept.
- Where catalog furnishings are used they shall be a uniform family of elements throughout the open space network, with a combination of steel and wood that ties into colors, finishes, and materials of required site elements (such as light poles, utility enclosures and minor structures).
- Moveable furniture which is compatible with site materials, colors, and finishes is permitted.



FIGURE 2.113 Example of a planter



FIGURE 2.114 Example of permanent furnishing used to reinforce the larger design concept



FIGURE 2.115 Example of seating



FIGURE 2.116 Example of a fixed bench



FIGURE 2.117 Example of built-in seating

Fencing

- Fences shall have architectural-quality detailing and materials that enhance the overall Plan Area.
- Fences should be built with consideration for permanence, and are encouraged to include wood, masonry, metal or a combination of those materials.
- Fences in transition areas between residential and public spaces should be primarily transparent.
- Sound walls, chain link, security, plastic and lightweight tube steel fences are not permitted.



FIGURE 2.118 Example of masonry wall and metal fencing



FIGURE 2.119 Example of masonry wall with openings to increase transparency



FIGURE 2.120 Example of a fence



FIGURE 2.121 Paving Performance and Types



FIGURE 2.122 Example of a fence



FIGURE 2.123 Example of masonry post with wood fence

Public Art

- Public art is encouraged to be used to reinforce or upgrade required landscape design elements such as paving, steps, lighting, utility structures, or pavilions.
- Freestanding art should be placed to reinforce or strengthen existing axes, view corridors, and spaces.
- Temporary art installations are permitted.



FIGURE 2.125 Example of a temporary installation



FIGURE 2.124 Example of gateway sculpture

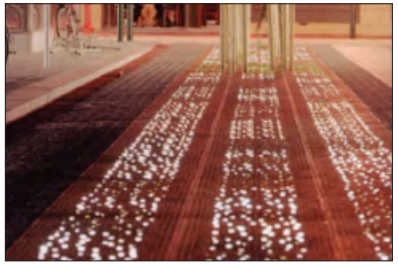


FIGURE 2.126 Example of lighting as art

Signage

- All text and signage should be designed to provide uniformity and coherence throughout the Plan Area.
- Signage shall be building-mounted or integrated into required landscape structures whenever possible.
- Independent, freestanding signs are discouraged, except where required for City requirements such as street or parking signs.
- If approved by the City, required signage is permitted to be customized to be integrated with wayfinding signage.
- Illuminated signage should be directed towards the pedestrian or intended audience, with no spill light or light pollution affecting adjacent and neighboring spaces.
- Billboards are prohibited.
- Animated, moving, flashing, blinking, reflecting, revolving or other similar signs, or signs that incorporate these elements, are prohibited.
- Pennants, wind, or inflated signs are prohibited.
- Signs cannot be placed at intersection or locations where they could obstruct the visibility of drivers.



FIGURE 2.128 Example of illuminated signage



FIGURE 2.127 Example of custom text providing identity



FIGURE 2.129 Example of signage mounted on landscape slope

Emergency Vehicle & Handicapped Accessibility

- Circulation requirements for safety and accessibility should be integrated into sidewalks, crosswalks, ramps, bike lanes, and curbless streets so that they are invisible except to the extent that they reinforce the overall design.
- Ramps, curbcuts, wheelguides, and painted pavements are required to meet standard Caltrans specifications; however, they are encouraged to be coordinated with the street furniture palette.
- Multi-directional ramps should be used at all corner intersections. These ramps are depressed from curb return to curb return. The design shall maintain a minimum 2% slope along the flow line and an accessible route. Truncated domes shall be provided along the depressed curb.



FIGURE 2.130 Example of pedestrian path and fire lane



FIGURE 2.131 Example of fire lane and pedestrian thoroughfare



FIGURE 2.132 Example of multi-directional ramp

Sustainability

- Best management practices such as biofilters, rain gardens, and permeable pavings should be integrated into the parks and sidewalks for the treatment of surface runoff and roof water.
- Besides stormwater management, electrical energy generation for low light-level fixtures and fountains is encouraged.

Please refer to Chapter 5: Sustainability for more details.



FIGURE 2.133 Example of curb cut to allow stormwater to drain into stormwater planter



FIGURE 2.134 Example of stormwater planter



FIGURE 2.135 Example of stormwater treated in soil-filled, planted concrete catch basin



FIGURE 2.136 Example of rain garden

This page intentionally left blank.

This page intentionally left blank.



Chapter 3



Station Park Green is designed as a transit-oriented neighborhood. The general urban design guidelines in this chapter incorporate the objectives and policies of the Corridor Plan to fit Station Park Green into the Hayward Park TOD Zone, as well as the larger City context.



Chapter 3

General Urban Design

Introduction [**83**]
Form [**84**]
Building Placement and Edges [**88**]
Primary Ground-Floor Uses [**90**]
Solar Orientation [**92**]
Modulation of Built Form [**93**]
Residential Scale Modulation [**102**]
Housing Diversity [**105**]
Parking and Loading [**105**]

Station Park Green is designed as a transit-oriented neighborhood. The general urban design guidelines in this chapter elaborate upon the objectives and policies of the Corridor Plan to fit Station Park Green into the Hayward Park TOD Zone, as well as the larger City context.

Form

The Plan Area has five main form areas: Concar Drive, The Park Frontages, Delaware Street (MU-1), Delaware Street (RE-4), and Hayward Park Station Edge. For block-specific form guidelines, refer to Chapter 4: Blocks and Building Elements.

Building form within the Plan Area should address the internal and external contexts of Station Park Green. Within the form areas, building heights should be modulated as contextually appropriate, to break up building mass, create variety and visual interest, and allow for penetration of sunlight and air. Figure 3.01 shows each form area. The approach to form is shown in a three-dimensional perspective view in figure 3.02, with basic buildable envelopes.

Form Areas

Concar Drive

Concar Drive frontages of Blocks MU-1 and RE-2

- Buildings should be of appropriate height and mass to screen interior streets and The Park from SR-92 conditions and to achieve desired density.
- Building articulation should provide variety, visual interest, and points of reference along Concar Drive.
- Buildings may share courtyards and transition areas with adjacent form areas.
- Open space at grade should further modulate building mass.

The Park Frontages

Frontages to larger open spaces

- Buildings should be minimum height of 35' (as specified in the block diagrams in Chapter 4) and of sufficient mass to clearly define a built frame around The Park. This frame should create a coordinated and identifiable "room" around The Park.
- Buildings should provide a transition from South Delaware Street and Concar Drive into the heart of the plan area with appropriate modulation.
- Buildings may share courtyards, open space, and transition massing with adjacent form areas.
- Open spaces at grade should further modulate building mass.
- Upper stories should be modulated to create visual rhythm along roof lines, provide usable open space, include architectural and landscape elements, and increase sunlight in The Park.
- Building entrances and setbacks should create appropriate transitions for residential units from the street, while supporting an active relationship with the street.
- Building mass should create an architectural feature at both ends of The Park.
- Spaces and structures should be aligned to create direct physical or visual connections across streets and The Park.
- Building lobbies should be located to activate the street frontage and complement the composition of building forms

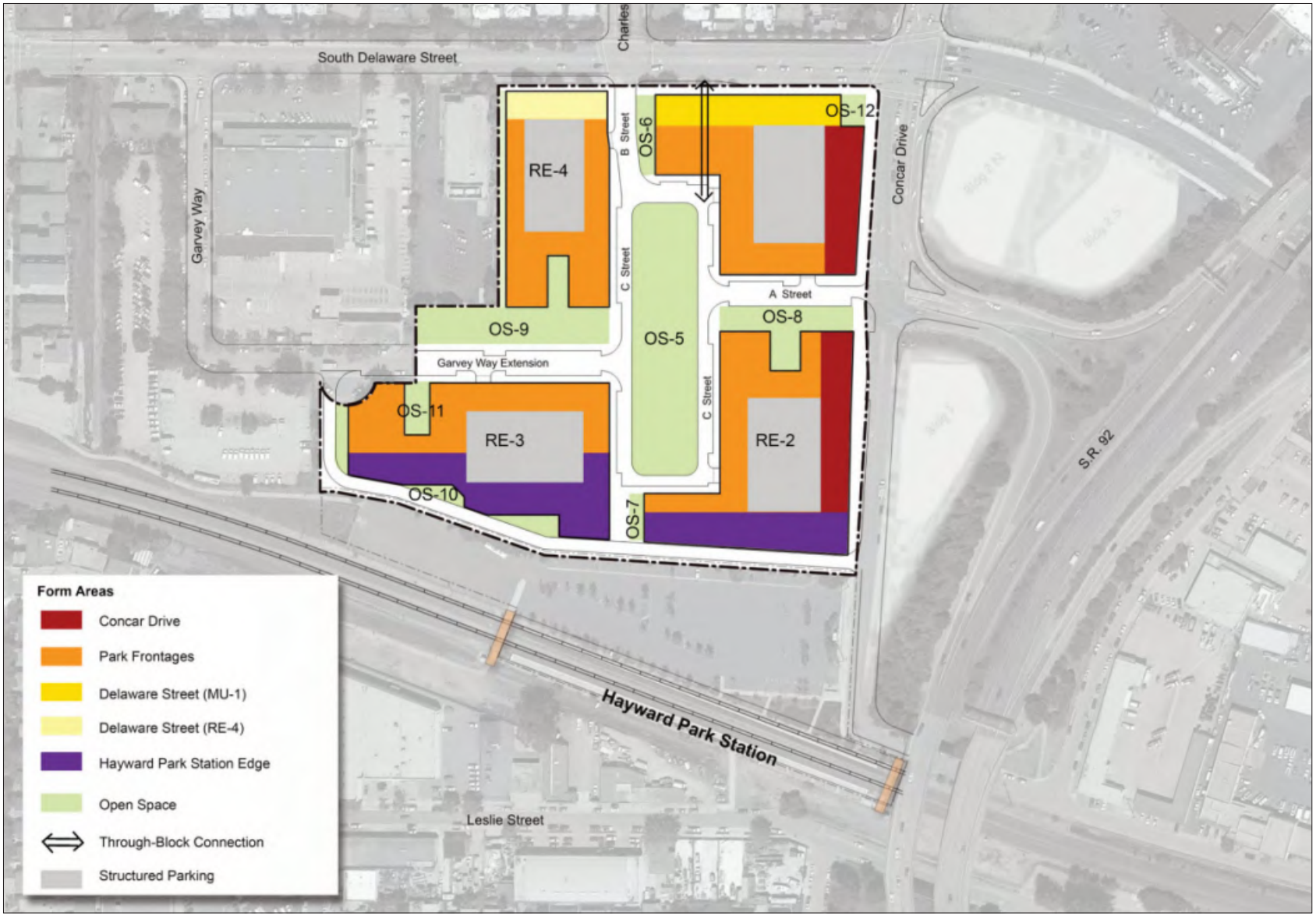


FIGURE 3.01 Form areas and subareas

Delaware Street (MU-1)

South Delaware Street frontage of Block MU-1

- Smaller massing should respond to the existing neighborhood across South Delaware Street.
- Architectural massing should hold the corner of "B" Street and the intersection of South Delaware Street and Concar Drive, creating an identifying feature for Station Park Green and transitioning the block from the 35' height limit to 55' height limit.
- Ground-floor articulation should respond to pedestrian and automobile activity, encouraging building/street interaction and highlighting the mixed use elements of the block.

Delaware Street (RE-4)

South Delaware Street frontage of Block RE-4

- Ground-level stoops and landscape setbacks should create appropriate transitions for residential units from the street, while supporting an active relationship with the street.
- Building form should incorporate the residential scale with fine-grained rhythms and articulation. Smaller-scale massing should provide a transition to the existing neighborhood.

Hayward Park Station Edge

West edge of the site that fronts Hayward Park Station

- Building volumes should create focal points to highlight the project's identity to the Caltrain line that runs along this form area.
- Buildings should be of sufficient mass and height to frame the site at the transit edge.
- Massing and articulation should emphasize the physical and visual connection into The Park.
- The buildings should address the Joint Powers Board property as primary frontages.
- Varied building and landscape depths should create additional diversity along the length of this form.





FIGURE 3.02 Form areas perspective view

Building Placement and Edges

Edge types and building placement guidelines create a hierarchy of streetwalls in the Plan Area. There are three major edge types: Build-to Block Lines, Limited Landscape, and Setback.

- Building placement and edge character should ensure clear block patterns, active sidewalks, and buffers for residential areas.
- Edge types should consider land uses and the surrounding context.

Build-to Block Lines

Block MU-1 frontages

- Buildings at Block MU-1 should clearly define the edge to activate and engage frontage for retail uses and building entries.
- Building edges should follow the block lines wherever possible, creating an urban street edge with frequent pedestrian entrances and hardscape.

Limited Landscape

Landscape buffers of zero to ten feet from the block line are permitted for blocks RE-2, RE-3, and RE-4 to buffer from pedestrian and vehicular traffic or other uses as detailed in Chapter 4: Blocks and Building Elements. Parking and loading areas should be screened.

- Buildings fronting on The Park should allow for a landscaped transition at the building edge while still framing The Park and activating the ground level.
- Landscaped buffers should provide additional space for residential stoops at street level.
- Buildings fronting The Park, Delaware Street, and Concar Drive should have a continuous and articulated streetwall to define the blocks.
- Buildings at the corners of intersecting streets should hold the corner, avoiding excessive setback from the block lines.
- Reducing the Limited Landscape zone (up to zero feet) may be utilized at lobby locations, residential amenities, and when architectural articulation requires increased variation in depth. Reduced landscaping should be minimized, used primarily as a means of the building reaching out to engage with the sidewalk, highlighting special spaces.
- The building edge must remain within ten feet of the block line, ensuring engagement with the street and creating a more urban condition throughout Station Park Green.

Setback

Setback conditions should be used for additional landscaping next to ground-floor units, and to allow for increased building articulation as the building mass steps in and out. Setback depth varies from each condition and reacts to the blocks contextual edge.

- Setbacks should create a transition space along the EVAE and the Plan Area's north edge to allow for stoops, pedestrian walkways, and landscaping to foster and appropriate residential character.
- Setbacks should create appropriate transitions at site edges.



FIGURE 3.03 Example of a build-to block line



FIGURE 3.04 Example of residential setback edge

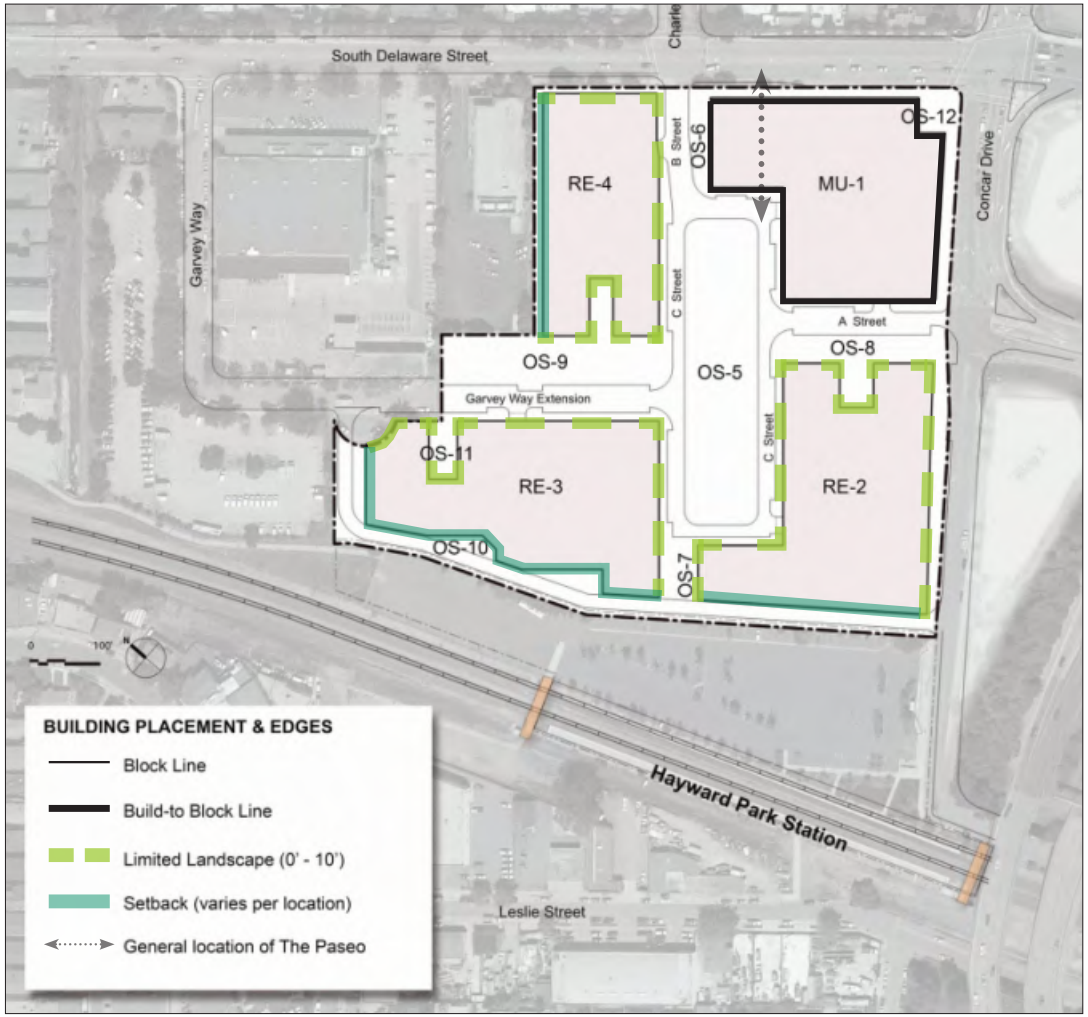


FIGURE 3.05 Building placement and edges
Note: Assumes EVAE along boundary with the JPB property.

Primary Ground-Floor Uses

There are two basic ground-floor uses in the plan area: one is mixed-use and one is primarily residential, as shown in Figure 3.10. Refer to Chapter 4: Blocks and Building Elements for additional guidelines for ground-floor design.

Mixed-Use: Retail/Office

Frontages of Block MU-1

- Retail/Services/Restaurant and Office uses shall be the primary ground-floor uses.
- Residential uses should include residential lobbies and entries.
- Uses along The Park should prioritize restaurants, cafés, and outdoor sidewalk dining.

Residential

Frontages of Blocks RE-2, RE-3, and RE-4

- Residential uses should be the primary ground-floor use in Blocks RE-2, RE-3, and RE-4
- Residential uses should include lobbies, residential entries, and amenities.



FIGURE 3.06 Example of mixed-use on The Park frontage



FIGURE 3.07 Example of residential unit entries (stoops)



FIGURE 3.08 Residential-scale unit entryway example



FIGURE 3.09 Example of mixed-use typology for Concar Drive

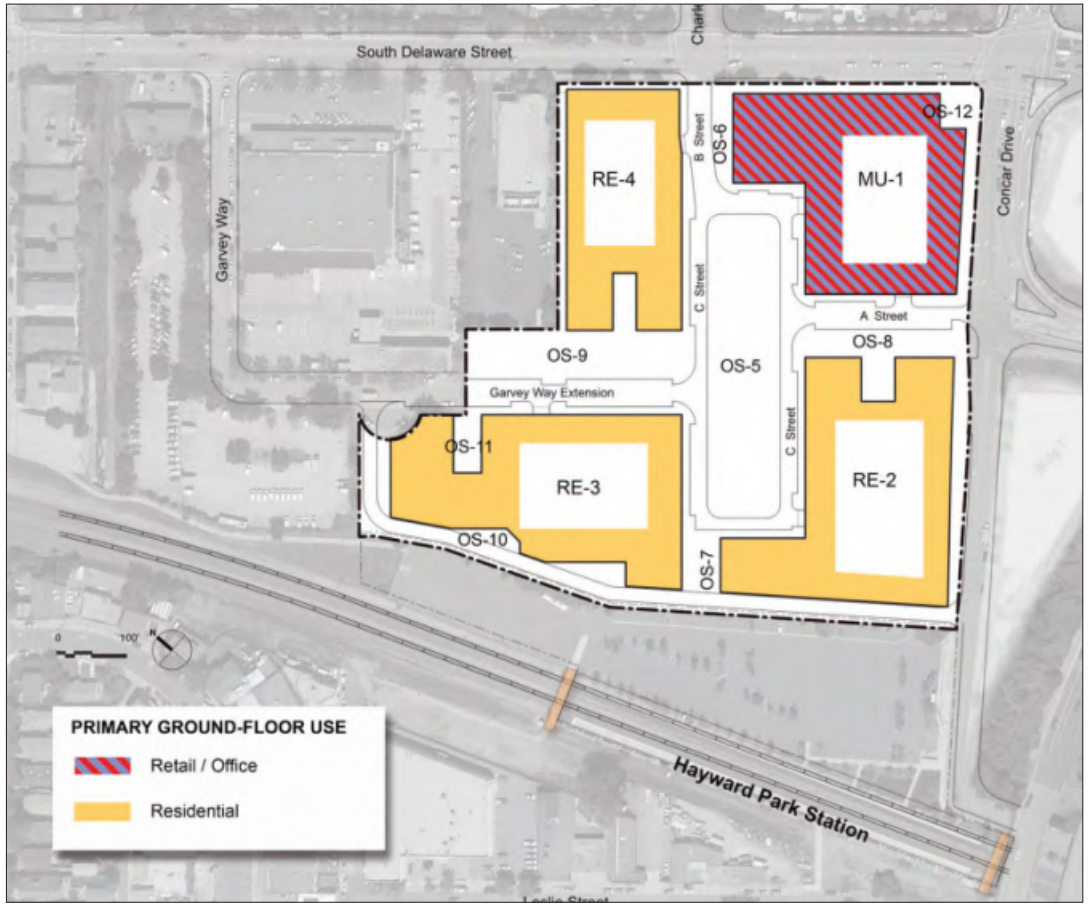


FIGURE 3.10 Primary ground-floor uses plan

Solar Orientation

The exposure of building façades to the sun is illustrated in Figure 3.11. Façades facing south and west have the most solar exposure, while northern and eastern façades will receive limited sunlight.

- Buildings should be designed with an understanding of their relationship to solar orientation.
- Buildings with significant exposure to the sun should incorporate façade treatments that address solar exposure; such treatments can reduce energy expenditures and create more comfortable indoor environments for working and living.
- Buildings with significant exposure to the sun should consider incorporating devices to harvest passive energy.
- Southern and western façades should incorporate elements such as brise-soleil, balconies, or loggias to shade against the sun.

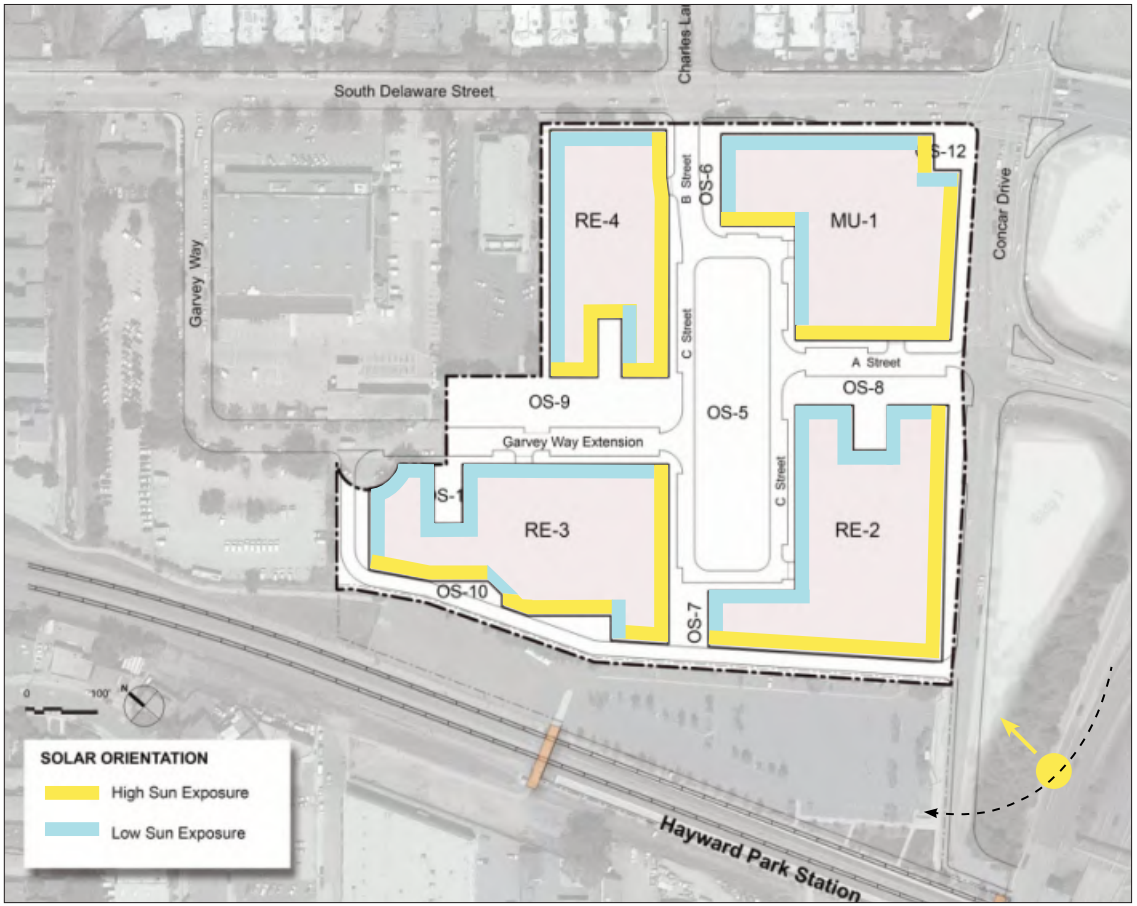


FIGURE 3.11 Solar orientation

Modulation of Built Form

Within Station Park Green, diversity of modulation creates a more successful street character and vibrant streetscape. Through conscious variation, the Plan Area becomes a village of diverse architectural styles. Three particular forms are emphasized in the buildings' massing: Vertical Expression, Horizontal Expression, and Residential-Scale Expression. (Figure 3.12)

- Integrating vertical and horizontal forms along The Park edge will create visual interest and varied ground-plane interaction.
- Each form should address ground-floor uses, access points, street character, and solar orientation into its design.
- The building facades within the Plan Area should be broken into segments through the variation in horizontal and vertical articulation.
- Utilizing vertical and horizontal articulation for architectural focal points will create a variety of iconic forms as reference points throughout the Plan Area. Heightened forms will allow for vertical expression (such as lobby and leasing locations) with horizontal masses anchoring both ends of The Park.
- Materials and openings should differentiate facade planes.
- Facade step backs, recesses, and projections should continue above the ground floor to create visual interest and rhythm.

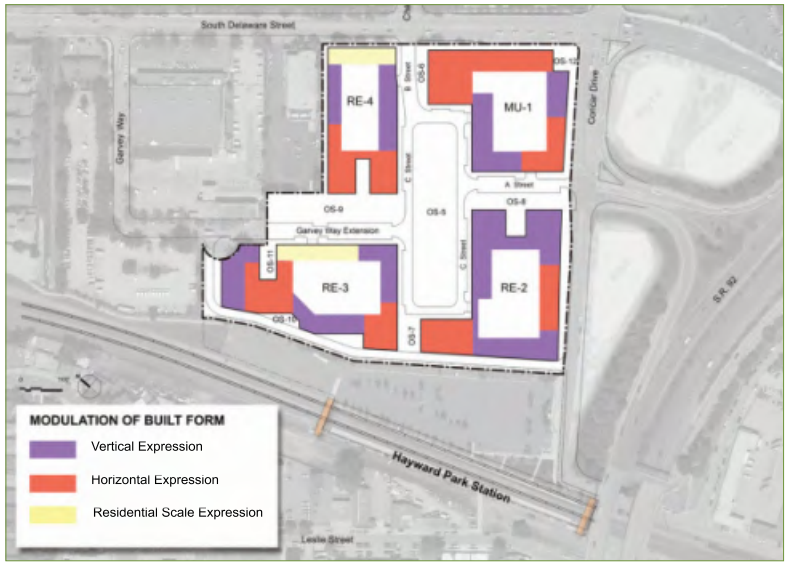


FIGURE 3.12 Modulation of Built Form



FIGURE 3.14 Vertical Expression

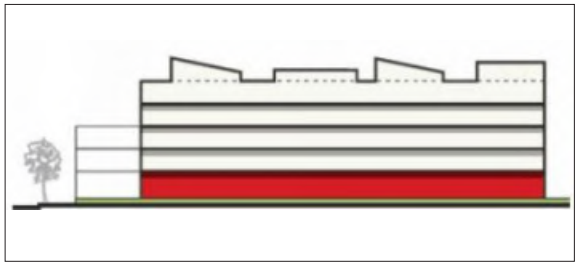


FIGURE 3.15 Horizontal Expression



FIGURE 3.16 Residential-Scale Expression

Vertical Expression

The use of Vertical Expression is one means of providing architectural diversity throughout the Plan Area. Creating a series of planes at the ground floor provides opportunities for landscaping, pedestrian niches, and defined entries. Carrying these jogs in the building plane up to the parapet creates roof form variation that articulates the overall massing of the facade. Recesses used to define vertical building forms also create voids ideal for defining unit decks within the built mass. In mixed-use conditions, continuing vertical lines from the upper residential expression through to the ground floor can inform glazing openings, pedestrian access points, and breaks in plane while incorporating horizontal articulation to create a strong ground floor-base.

1. Facade modulation: Facades should establish a vertical expression (see Figure 3.18).

- Vertical modulation will create diverse facade depth as well as variety at the street level as the building wall meets the ground plane.
- Vertical expression should relate to ground-floor facades to engage street-level activity.
- Individual planes within the facade above the ground-floor should have proportions that use the width of a residential unit or room to create a vertical rhythm.
- Irregularity of the vertical rhythm is encourage to achieve greater diversity and further integrate with the overall design strategy.
- The depth of step backs and recesses should vary from one to ten feet.

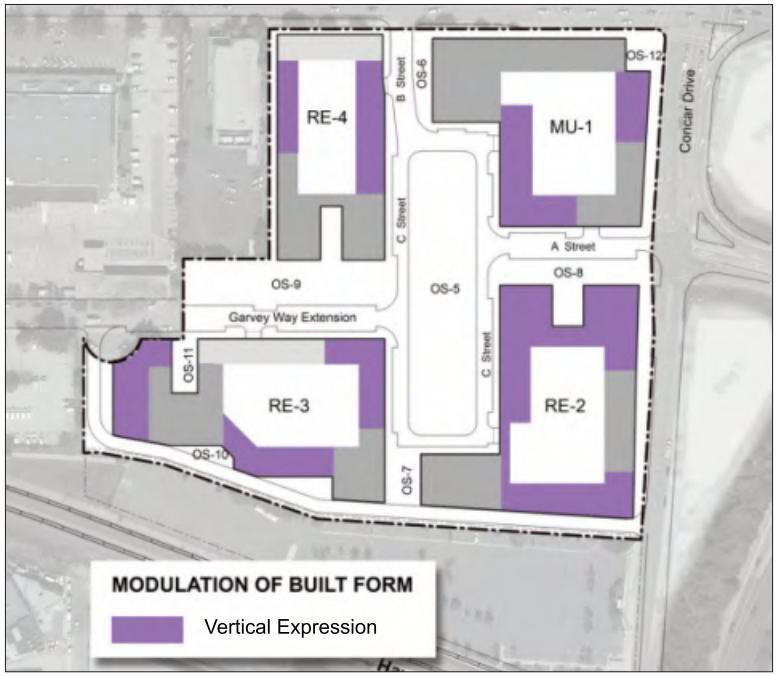


FIGURE 3.17 Modulation of Built Form

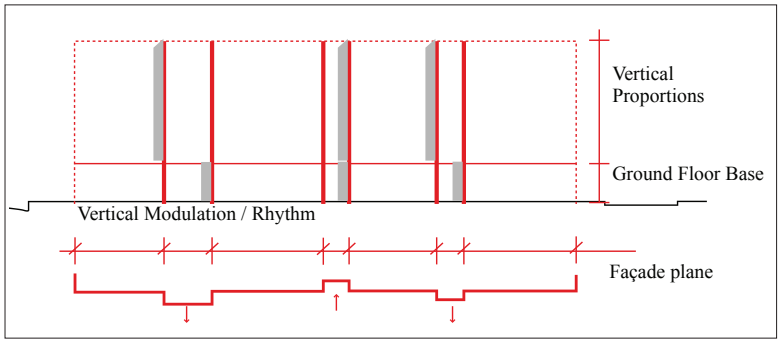


FIGURE 3.18 Primary Vertical Expression

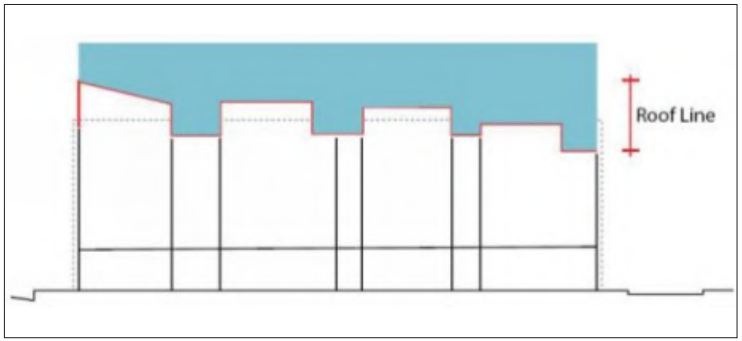


FIGURE 3.19 Roof Modulation

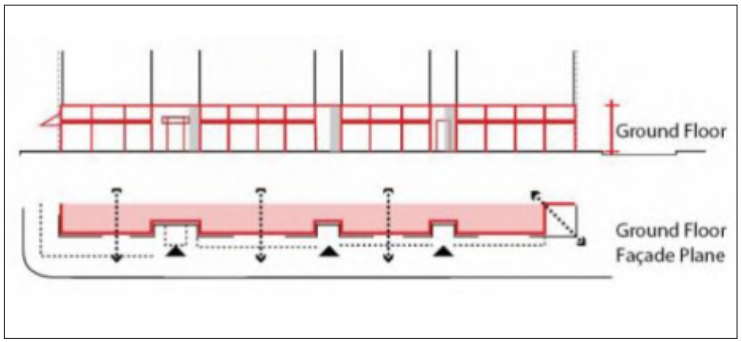


FIGURE 3.20 Block MU-1 Concar Frontage

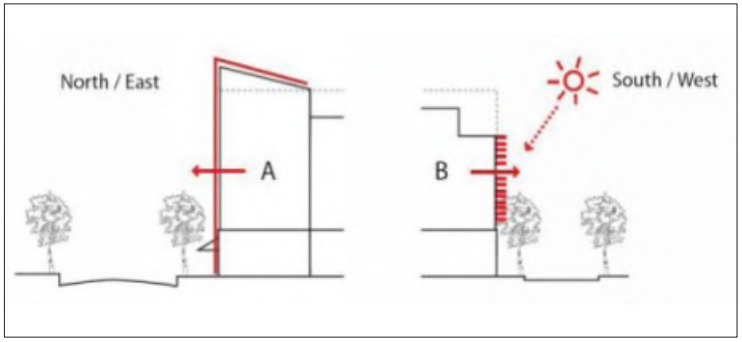


FIGURE 3.21 Vertical Corner Massing

2. Roof Modulation: Roof modulation should create attractive and varied rooflines (see Figure 3.19).

- Buildings should vary massing within the height limits.
- Modulated roof forms, integrated with mechanical equipment, are permitted.
- Roof shapes and treatment should contribute to the overall roofline appeal.

3. Ground-Floor Interface: Ground-floor treatment should create a vibrant interface between the building and the sidewalk (see Figure 3.20).

- Buildings should foster interaction between the inside and outside by using multiple entrances and transparent façades.
- Architectural details such as retail entrances, residential or office lobbies, other active uses, awnings, paving, or signage should be used to create visual appeal and interest at the pedestrian level.
- Minor setbacks of ground-floor façades are permitted to create variety and additional spatial interest. Please refer to Chapter 4: Blocks and Building Elements for further guidelines on ground-floor design.

4. Corners: The massing of corners should create distinctive façades (see Figure 3.21).

- Corners should address the character and scale of adjacent streets.
- Façade treatment and materials should optimize orientation to sunlight.

5. Distinctive Corners: Massing should create distinctive landmarks at important corners.

- Block MU-1, at the corner of "C" street and "A" Street, should address The Park and highlight ground-floor uses.
- Block MU-1, at the corner of South Delaware Street and Concar Drive, should announce Station Park Green, anchoring the retail edge and the Delaware/Concar Plaza.
- Lobby entrance at RE-3 fronting Hayward Park Station should create a visual landmark for the pedestrian access point and break up the longest block frontage.



FIGURE 3.22 Primary Vertical Expression example #1



FIGURE 3.23 Primary Vertical Expression example #1 with secondary Horizontal Expression

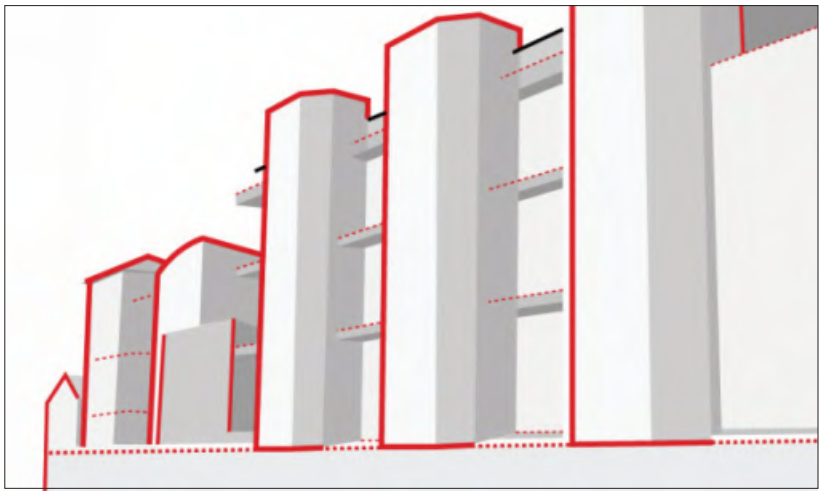


FIGURE 3.24 Primary Vertical Expression example #1 showing building envelope



FIGURE 3.25 Vertical Expression example #2



FIGURE 3.26 Vertical Expression example #2 showing irregular façade planes and stepbacks

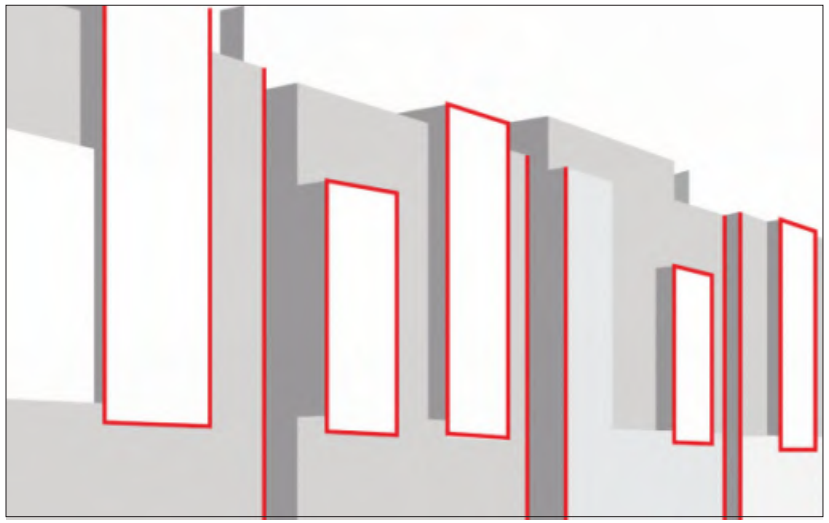


FIGURE 3.27 Vertical Expression example #2 showing building envelope

Horizontal Expression

Horizontal expression creates a strong base at the ground level, which lends itself to retail uses. This approach is used on Block MU-1 along South Delaware Street to highlight the mixed-use component of Station Park Green. Horizontal expression establishes an important visual line directing visitors in at the corner of "A" Street and Concar Drive. Similar forms used along the north side of "C" street visually reinforce the connection with the transit station. Additionally, using horizontal articulation in high sun exposure areas creates useful shade.

1. Primary Horizontal Expression: Façades should establish a primary Horizontal Expression (see Figure 3.29).

- The Horizontal Expression shall be related to the components of base, middle, and capital/cornice, and framed by corner end-pieces.
- Horizontal expression should be paired with landscaping and stoops at the ground level to provide variety where the building wall meets the ground plane.
- In particular for larger blocks, corner end-pieces should be considered to frame the façade and to address the character of adjacent streets.
- Ground floors should be designed as a base for the primary Horizontal Expression of buildings.
- Buildings should comply with block edges established in Figure 3.05.
- Southerly facades should incorporate shading devices such as brise-soleil, balconies or loggias that support the horizontal rhythm.

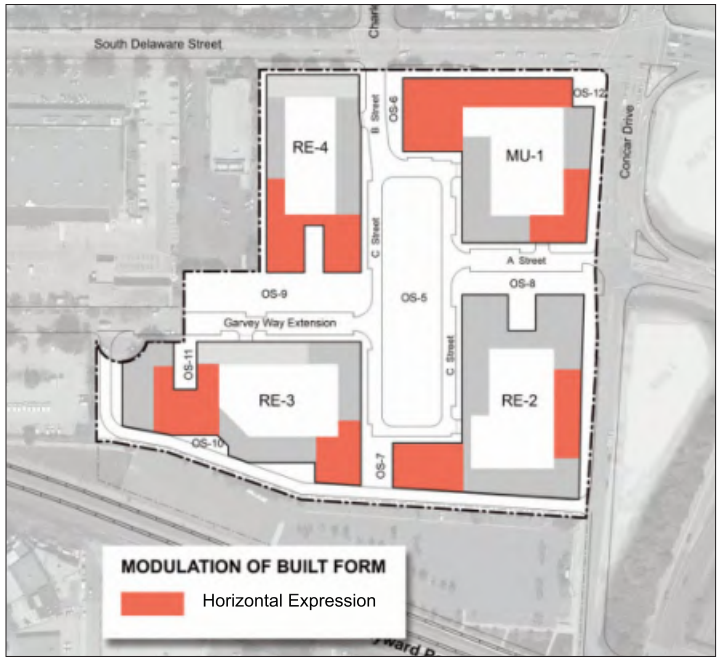


FIGURE 3.28 Modulation of Built Form

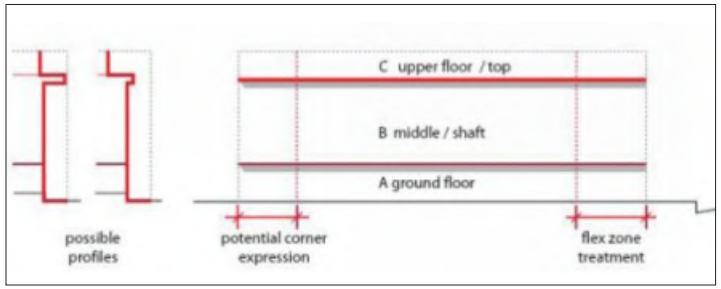


FIGURE 3.29 Horizontal Expression framed by corner end-pieces

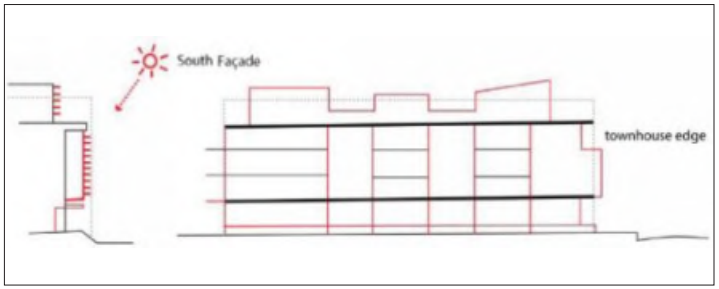


FIGURE 3.30 Secondary Vertical or Horizontal Expression

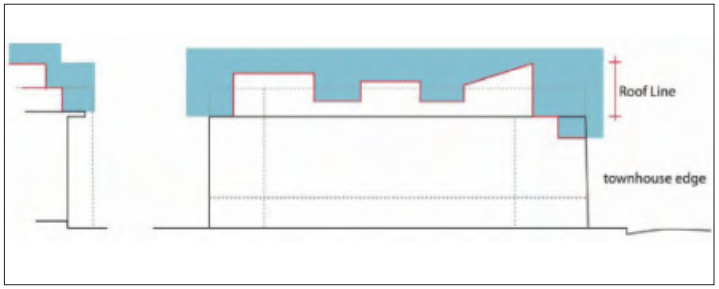


FIGURE 3.31 Roof Expression

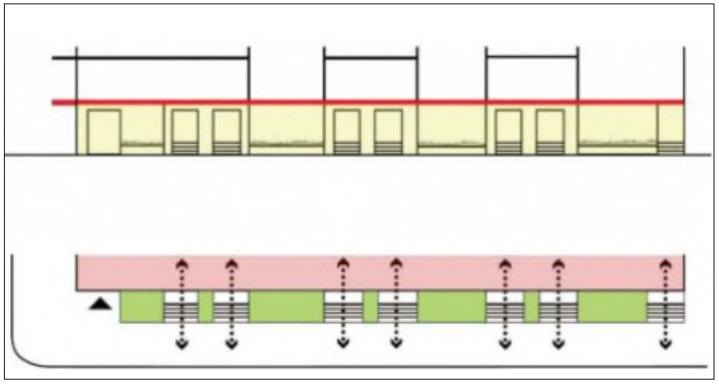


FIGURE 3.32 Horizontal Articulation ground-floor interface

2. Secondary Expression: Secondary façades should create variety and rhythm within the primary Horizontal Expression (See Figure 3.30).

- Projections within required setbacks and stepbacks should be used to create secondary modulation and façade interest.
- The secondary modulation may be horizontal and/or vertical. A secondary Vertical or Horizontal Expression is permitted to relate to or engage roof treatments so that horizontal and vertical lines interplay dynamically, provided that reading of horizontality remains dominant.
- Corner end-pieces or side façades should address the immediate street and open space context and orientation, as well as the height and character of buildings on the facing block.

3. Roof Modulation: Roof modulation should create attractive and varied rooflines (See Figure 3.31).

- Buildings should vary massing within the height limits.
- Modulated roof forms, integrated with mechanical equipment, are permitted.
- Roof shapes and treatment should contribute to the overall roofline appeal.
- Roof shapes and treatment should also consider their southern orientation to create additional shade for façades or private open space.

4. Ground-Floor Interface: Ground-floor treatments should create an attractive transition between the street and residential units (See Figure 3.32).

- Ground-floor units should be raised above street level while ensuring ADA accessibility. Please refer to guidelines for ground-floor design in Chapter 4: Blocks and Building Elements.
- Setback areas should be supplemented with treatments that create visual interest for pedestrians, such as stoops, awnings, paving, and landscape.
- The ground floor should be activated with building entrances, secondary unit entrances, or other active uses that support residential use.



FIGURE 3.33 Primary Horizontal Expression example #1



FIGURE 3.34 Primary Horizontal Expression example #1 with secondary (vertical) articulation

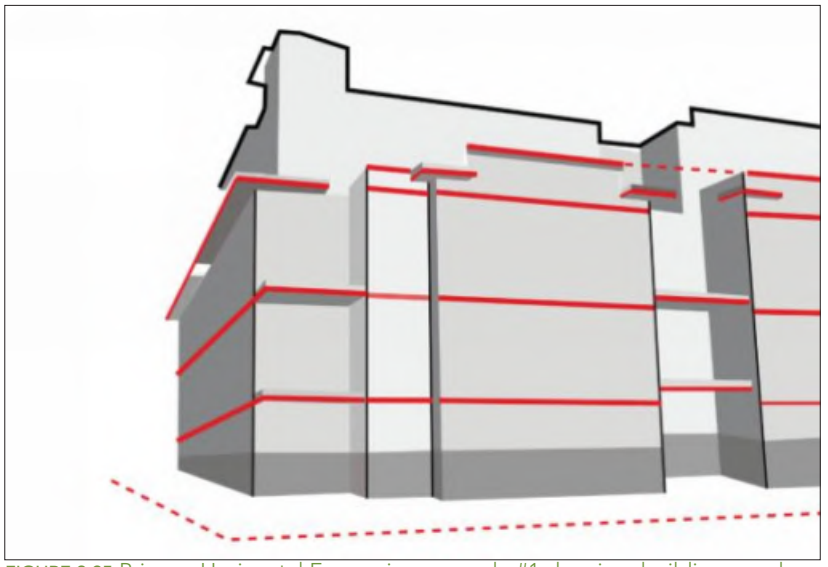


FIGURE 3.35 Primary Horizontal Expression example #1 showing building envelope



FIGURE 3.36 Primary Horizontal Expression example #2



FIGURE 3.37 Primary Horizontal Expression example #2 with secondary (vertical) articulation

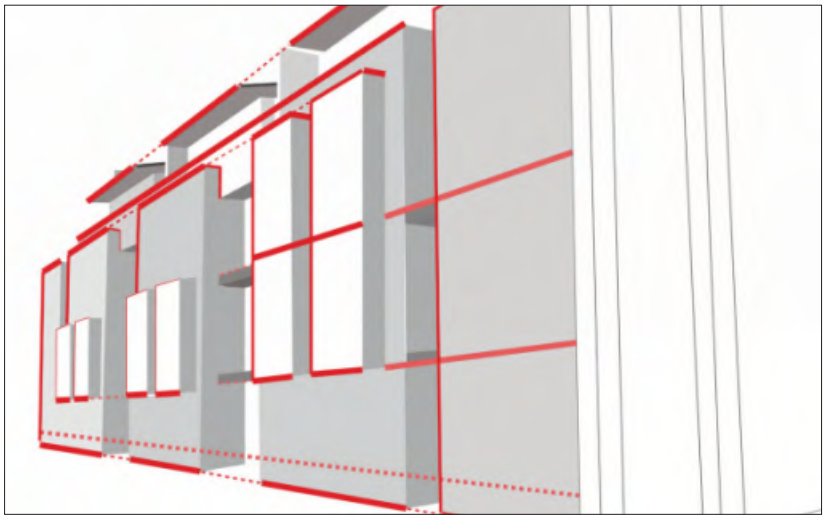


FIGURE 3.38 Primary Horizontal Expression example showing building envelope

Residential-Scale Expression

Residential-Scale Expression should reflect a fine-grained, reduced mass and vertical articulation. This modulation should be accomplished with patterns of projections or recesses, and changes in roof forms expressed at each residential-scale unit, as shown in Figures 3.43-3.52. Block RE-4 along Delaware Street and Block RE-3 South along Garvey Way Extension will feature units with Residential-Scale Expression.



FIGURE 3.39 Residential-Scale Expression

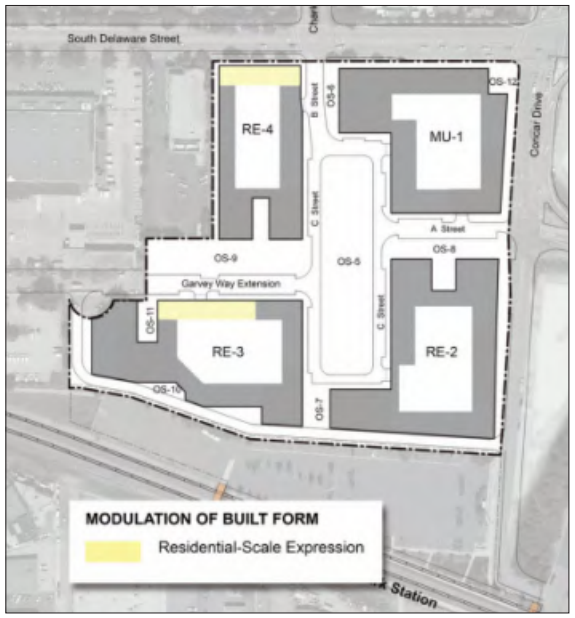


FIGURE 3.40 Location of Residential-Scale Expression (highlighted area)



FIGURE 3.41 Residential-Scale Expression example #1



FIGURE 3.42 Residential-Scale Expression example #2



FIGURE 3.43 Residential-Scale Expression elements example #1



FIGURE 3.48 Residential-Scale Expression elements example #2

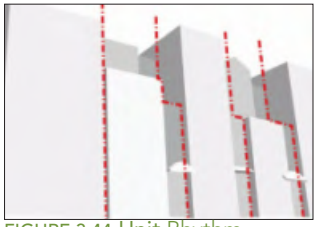


FIGURE 3.44 Unit Rhythm example #1

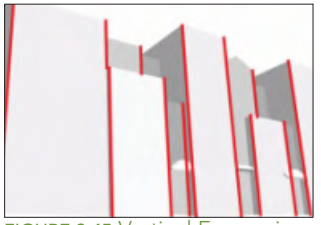


FIGURE 3.45 Vertical Expression example #1

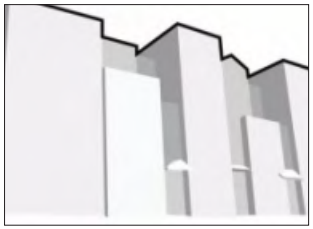


FIGURE 3.46 Roofline example #1

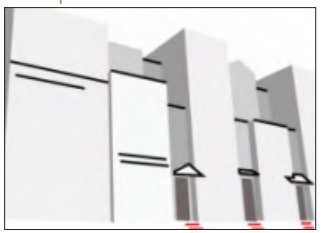


FIGURE 3.47 Secondary Expression example #1

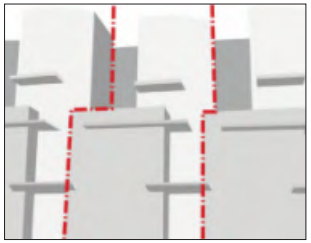


FIGURE 3.49 Unit Rhythm example #2

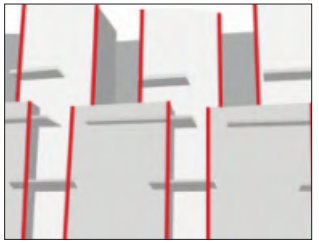


FIGURE 3.50 Vertical Expression example #2

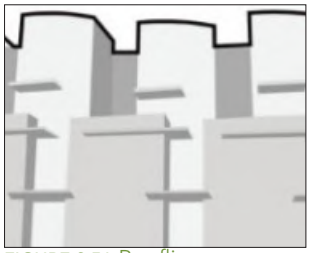


FIGURE 3.51 Roofline example #2



FIGURE 3.52 Secondary Expression example #2



FIGURE 3.53 Illustrative rendering of the Park Corridor as seen from across South Delaware Street in the Nineteenth Avenue Park neighborhood
Note: Buildings shown only for context.

Housing Diversity

Unit Types and Sizes

- Station Park Green should have multiple unit types, such as studio, 1-bedroom, 2-bedroom, and 3-bedroom.
- Units should range in size among different unit types.

Affordable Housing

- Pursuant to Municipal Code Section 27.16.050 and City Council Resolution 121 (2008), the Project shall provide BMR units in conformance with a BMR Agreement(s) between the building permit applicant and the City.

Parking and Loading

Motor Vehicle Parking Facilities

Off-street motor vehicle parking facilities shall be provided for each use in the amounts required under the Specific Plan, and using the following guidelines:

- All off-street parking facilities shall be designed and maintained in compliance with Section 27.64.140 of the San Mateo Municipal Code.
- Off-street parking facilities accessory to residential uses should be separated from parking dedicated to other uses.
- During SPAR, the Planning Commission (and City Council) may consider allowing required off-street parking stalls to be space-efficient and loading facilities to be located on-street, without the need for a variance.
- Except as to space-efficient stalls, the stalls, aisles, turning radii, and turn-arounds for off-street parking facilities shall comply with Sections 27.64.120 through 27.64.130 of the San Mateo Municipal Code.
- The Plan Area must include at least one car-sharing stall for every 230 required off-street motor vehicle parking stalls. "Car-sharing" means a service that provides an integrated network of neighborhood-based automobiles available only to members by reservation for periods as short as one hour.
- Off-street motor vehicle facilities are encouraged to include charging stations for electric vehicles.

Bicycle Parking Facilities

The Plan focuses on pedestrians and bicyclists and provides non-motorized access to all parts of the Plan Area. To support this focus on bicyclists, bicycle parking facilities shall be provided in an amount equal to at least five percent (5%) of the required number of off-street motor vehicle parking stalls, and using the following guidelines:

- Bicycle parking is permitted on streets and should be protected from encroachment by motor vehicles.
- Off-street bicycle parking should be in prominent locations near entrances to buildings, but shall not obstruct pedestrian access.
- Each bicycle shall be provided a minimum of eighteen (18) inch side clearance from the centerline of adjacent bicycles and ten (10) inch clearance both front and rear.
- Secured bicycle parking for each residential unit is encouraged.

Loading

Loading shall be provided for each use in the amounts required under the Specific Plan.

This page intentionally left blank.



Chapter 4

The block guidelines address uses, edges, access, form, heights, and building expression on the block level. The building elements guidelines address the design intent and character of and the relationships between buildings within each block, including their facades, roofs, ground floors and residential usable open spaces.





Chapter 4

Blocks and Building Elements

Introduction [**109**]
Blocks and Open Spaces [**110**]
Block MU-1 [**112**]
Block RE-2 [**118**]
Block RE-3 [**124**]
Block RE-4 [**130**]
Building Elements [**136**]

This chapter includes guidelines specific to each block in the Plan Area as well as guidelines about the placement and character of building elements. The block guidelines address uses, edges, access, form, heights, and building expression on the block level. The building elements guidelines address the design intent, character of, and relationships between buildings within each block, including their façades, roofs, ground floors, and residential usable open spaces. Diagrams and sample images shown in this chapter further illustrate particular design characteristics, but are not intended to prescribe architectural style. Guidelines for the Plan's open space blocks are provided in Chapter 2: Open Space.

This chapter should be read in concert with Chapter 3: General Urban Design.

Blocks and Open Space

One block will have a mixed-use building, and three will be residential. The other eight (8) areas of the Plan Area comprise publicly accessible open space. All 12 areas have been labeled based upon their predominant use: "MU" for mixed-use, "RE" for residential, and "OS" for open space:

MU-1 Mixed-Use Block **1**
RE-2 Residential Block **2**
RE-3 Residential Block **3**
RE-4 Residential Block **4**
OS-5 The Park
OS-6 Park Corridor
OS-7 Station Corridor
OS-8 Gateway Park
OS-9 Community Park
OS-10 Greenway Pocket Parks
OS-11 RE-3 Courtyard
OS-12 Delaware/Concar Plaza

This chapter contains guidelines for all of the mixed-use and residential blocks. Guidelines for OS-5, OS-6, OS-7, OS-8, OS-9, OS-10, OS-11, and OS-12 are in Chapter 2: Open Space.

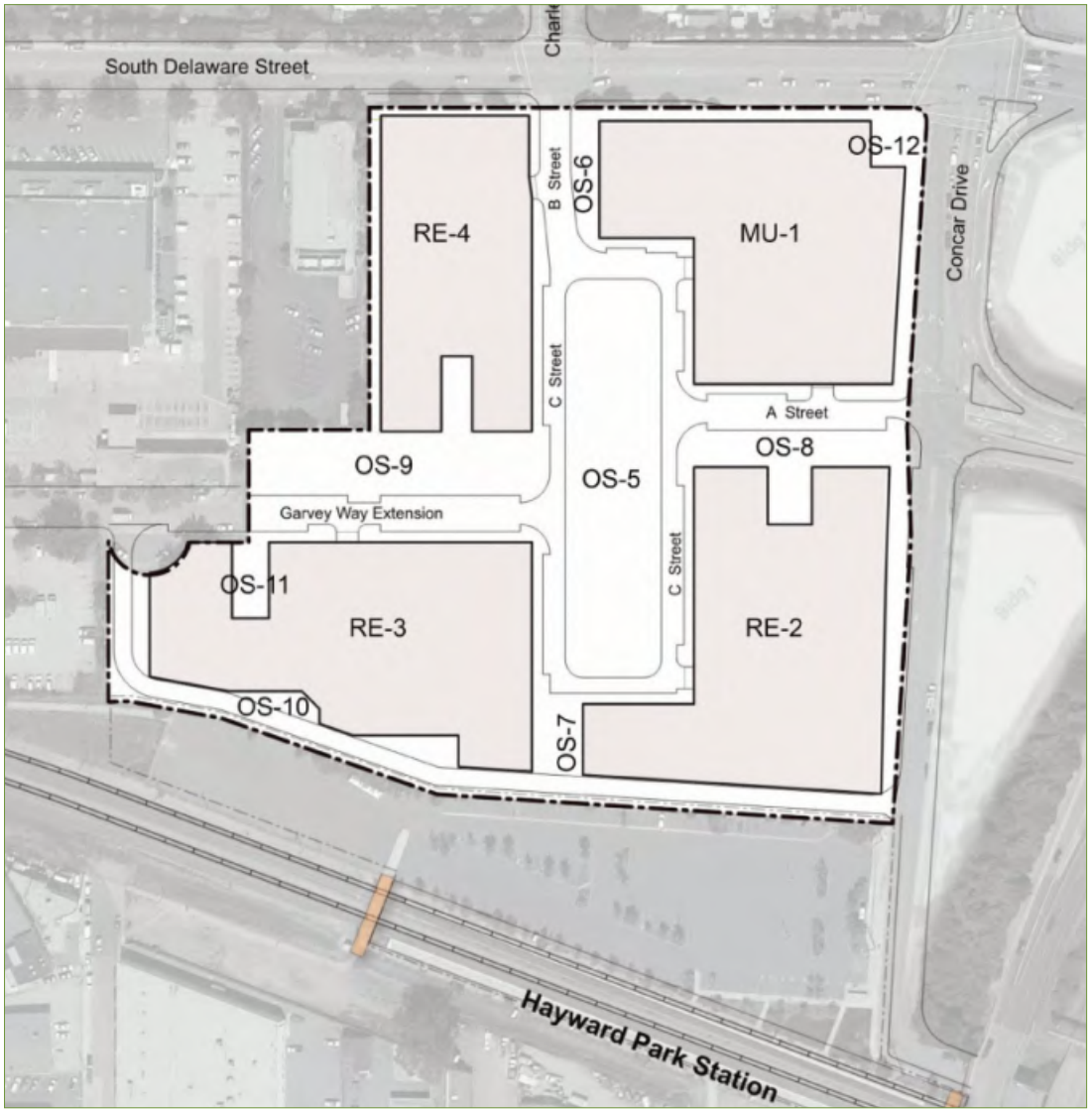


FIGURE 4.01 Plan Area Block and Open Space Plan



FIGURE 4.02 Illustrative site plan

Block MU-1

Design Intent

- Provide a transition between the Plan Area and the Nineteenth Avenue Park neighborhood through lower massing and fine-grained articulation along South Delaware Street.
- Include a mix of uses.
- Create gateways to the Plan Area from South Delaware Street and from Concar Drive.
- Frame and activate the eastern side of The Park and "C" Street.
- Define the Concar Drive and South Delaware Street intersection.
- Provide a through-block pedestrian pathway ("The Paseo").



FIGURE 4.03 Block MU-1 illustrative plan



FIGURE 4.04 The Park frontage example



4.05 Concar Drive frontage example



FIGURE 4.06 The Park frontage example





FIGURE 4.07The Paseo Example



FIGURE 4.08 Example of corner treatment at intersection of Concar Drive and South Delaware Street

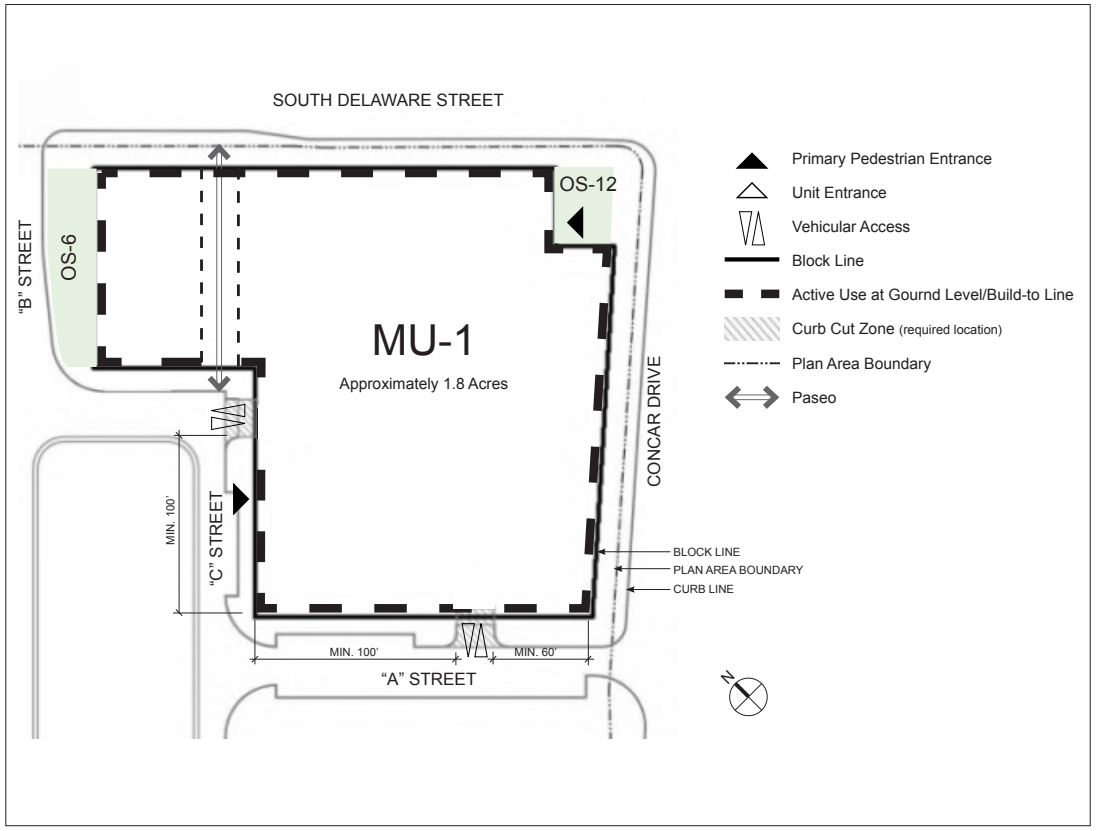


FIGURE 4.09 Block MU-1 Placement guidelines

BLOCK MU-1

Land Use (approximately 1.8 acres)

South Delaware Street	
Ground Floor	Retail/Services/Restaurants or other active uses are required on the frontage.
Upper Floors	Residential or Office uses are encouraged.
Concar Drive	
Ground Floor	Retail/Services/Restaurants or other active uses are required.
Upper Floors	Residential or Office uses are encouraged.
The Park Frontage	
Ground Floor	Retail/Services/Restaurants or other active uses are required. Priority retail locations are at the corners of "B" and "C" Streets and "A" and "C" Streets.
Upper Floors	Residential or Office uses are encouraged.
Block Interior	
Ground Floor	Parking should be enclosed. The Paseo is required (see page 117).
Upper Floor	Parking should be enclosed. The Paseo is required (see page 117).

TABLE 4.01 Block MU-1 guidelines

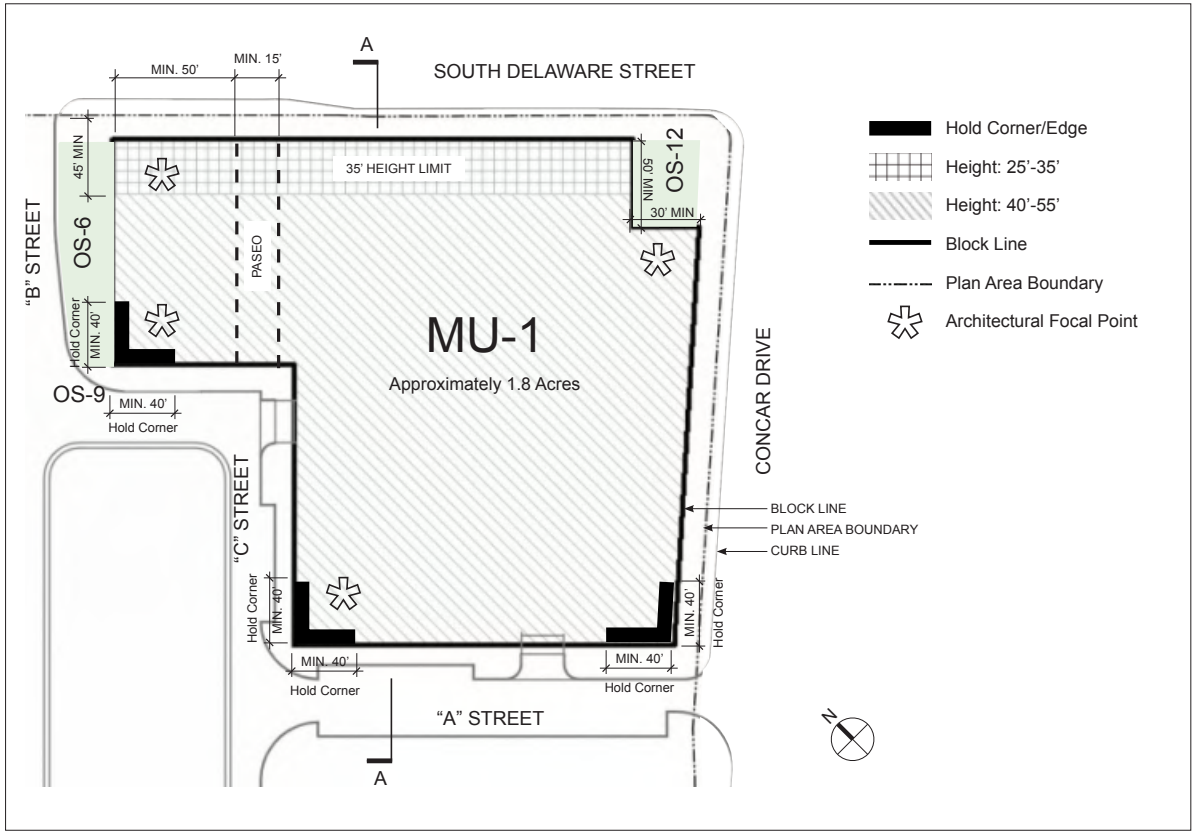


FIGURE 4.10 Block MU-1 massing guidelines

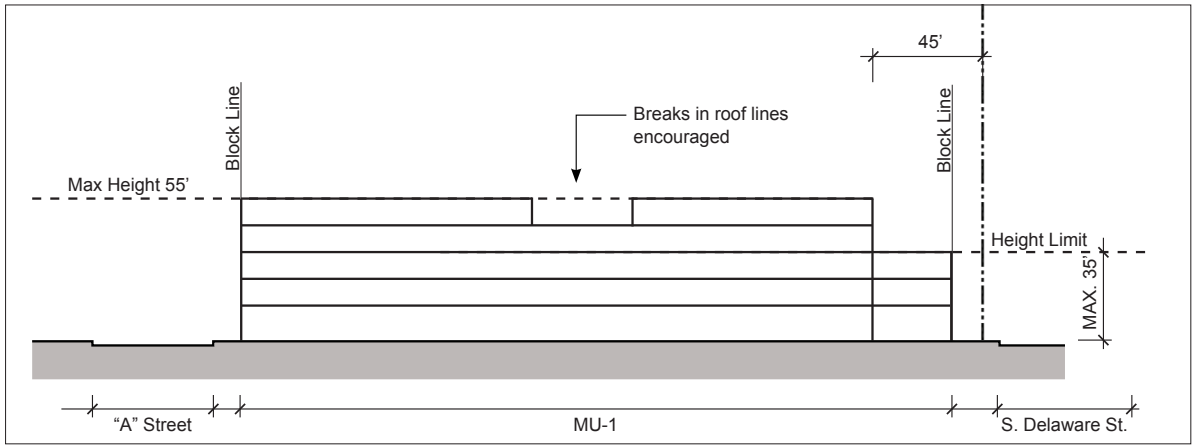


FIGURE 4.11 Block MU-1 Section A-A

Building Envelope

Form	Please refer to the "Building Elements" section in this chapter for additional guidelines.
General	Primary massing shall be along Concar Drive, "A" Street, and "C" Street/The Park, and secondary massing along South Delaware Street. Please refer to the "Form" section of Chapter 3: General Urban Design.
Massing Articulation	Built mass should be broken into varying styles through perceptible changes in façade treatment and articulation, height, materials, etc.
Holding Corners	Buildings shall be built to the primary streetwall for a distance of at least 40 feet along each frontage at the corners of: Concar Drive/"A" Street; "A" Street/"C" Street; and "C" Street/"B" Street.
Stepbacks	Permitted above the ground floor, up to six-feet in depth beyond the primary streetwall, except within hold corner zone. Greater stepbacks are permitted for top floors.
Streetwall and Setback	Please refer to the "Building Elements" section in this chapter for additional guidelines.
Primary Streetwall	Primary streetwall shall be zero feet to ten feet from the block line. Additional setbacks, projections, stepbacks, modulation of built mass, and articulation of the façade shall be defined relative to the primary streetwall. Buildings shall occupy at least 70% of the primary streetwall on Concar Drive and "A" Street, and 60% of the primary streetwall on "C" Street along The Park.
Concar Drive Frontage	Build to primary streetwall.
South Delaware Street and Concar Drive Corner	Building entry should be recessed to create a pedestrian plaza.
South Delaware Street: Mixed-Use Frontage	Build to primary streetwall. Five-foot setback is permitted on South Delaware Street.
"A" Street Frontage	Build to primary streetwall. Setback of no more than five feet is permitted for providing building articulation, screening of ground-floor surface parking, utilities, and garage entrance.
The Park/"C" Street Frontage	Setback up to five feet is permitted at the entrance to the The Paseo.
"B" Street Frontage	Alternate alignments along "B" Street are permitted to open views of The Park from South Delaware Street.
Height*	Excludes rooftop structures.
General	Except as noted below, building heights shall be no less than 40 feet and no more than 55 feet.
South Delaware Street	Building heights shall be no more than 35 feet to a depth of 45 feet from South Delaware Street.

TABLE 4.01 Block MU-1 guidelines, continued

* Measured as described in the Appendix under Building Heights

Circulation and Access

Element

Garage Entrance	Residential garage access shall be from "A" Street. Maximum width of curb cut shall be 35 feet. Retail garage access shall be from "C" Street. Maximum width of curb cut shall be 35 feet. Garage entrances shall be designed to minimize disruption of the pedestrian realm. Portions of the garage visible from the public realm should reflect the same architectural character employed throughout the rest of the building. Building service areas, including loading areas, trash and recycle dumpsters, and garage access locations, should be located where they will not negatively impact the pedestrian environment.
Parking	Parking should be enclosed. Secured parking for residential units is encouraged.
The Paseo	An at-grade pedestrian pathway with at least 12 feet in vertical clearance shall be provided through the block, connecting South Delaware Street to The Park. The width of The Paseo, no less than 15 feet, shall be determined during SPAR with reference to safety, privacy, desirability of living spaces, and other relevant factors. The Paseo is encouraged to be open to sky or partially covered for no more than 50% of its length. It should include pedestrian amenities, including street furniture, and lighting. Building frontages shall be designed to address security and to activate The Paseo. Active uses, building entrances, window openings and balconies are encouraged where possible to enliven The Paseo. Landscaped transition should be used for non-active uses. Signs shall be placed at the corner of South Delaware Street and Concar Drive to indicate the location of The Paseo. The Paseo planting, paving, site furnishing, and lighting should match the adjacent sidewalk treatment along South Delaware Street.
OS-10	Block OS-10 is The Park Corridor, a landscaped pedestrian connection providing clear and direct access from South Delaware Street to The Park. Please refer to Chapter 2: Open Space and Streetscapes.

Building Entrances

Park Frontage	At least two building entrances other than residential lobbies, and at least one residential lobby, should be provided on The Park frontage.
Concar Drive	At least two building entrances other than residential lobbies should be provided on Concar Drive. Additional building entrances are encouraged and should be located along frontages with active uses, particularly along Concar Drive and The Park.
South Delaware Street	At least two building entrances other than residential lobbies should be provided on South Delaware Street.

Building Expression

Articulation and Modulation

Mixed-Use Buildings	Please refer to the Building Elements section in this chapter for additional guidelines. The Park frontage is subject to The Park Frontages form area per Chapter 3: General Urban Design. Architectural expression along South Delaware Street is encouraged to distinguish active ground-floor uses.

Architectural Feature

	A distinctive architectural feature or treatment shall address the corner of South Delaware Street and Concar Drive. To hold the west end of The Park, an architectural focal point should be located east of "C" Street.

TABLE 4.01 Block MU-1 guidelines, continued

Block RE-2

Design Intent

- Include a mix of unit types (studio, 1 bedroom, and 2 bedroom).
- Achieve medium to high intensity to support Retail/ Services/Restaurant uses at Block MU-1, transit, and amenities.
- Provide a defined streetwall along Concar Drive.
- Frame and activate The Park.
- Provide architectural focal points to identify the Station Corridor.



FIGURE 4.13 Block RE-2 illustrative plan



FIGURE 4.14 The Park frontage example

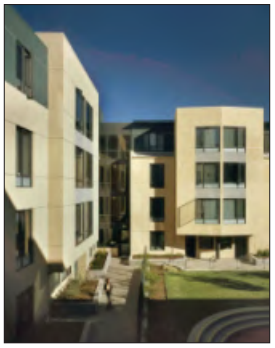
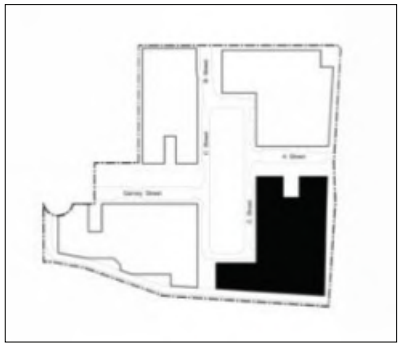


FIGURE 4.15 Common usable open space example



FIGURE 4.16 Concar Drive frontage example



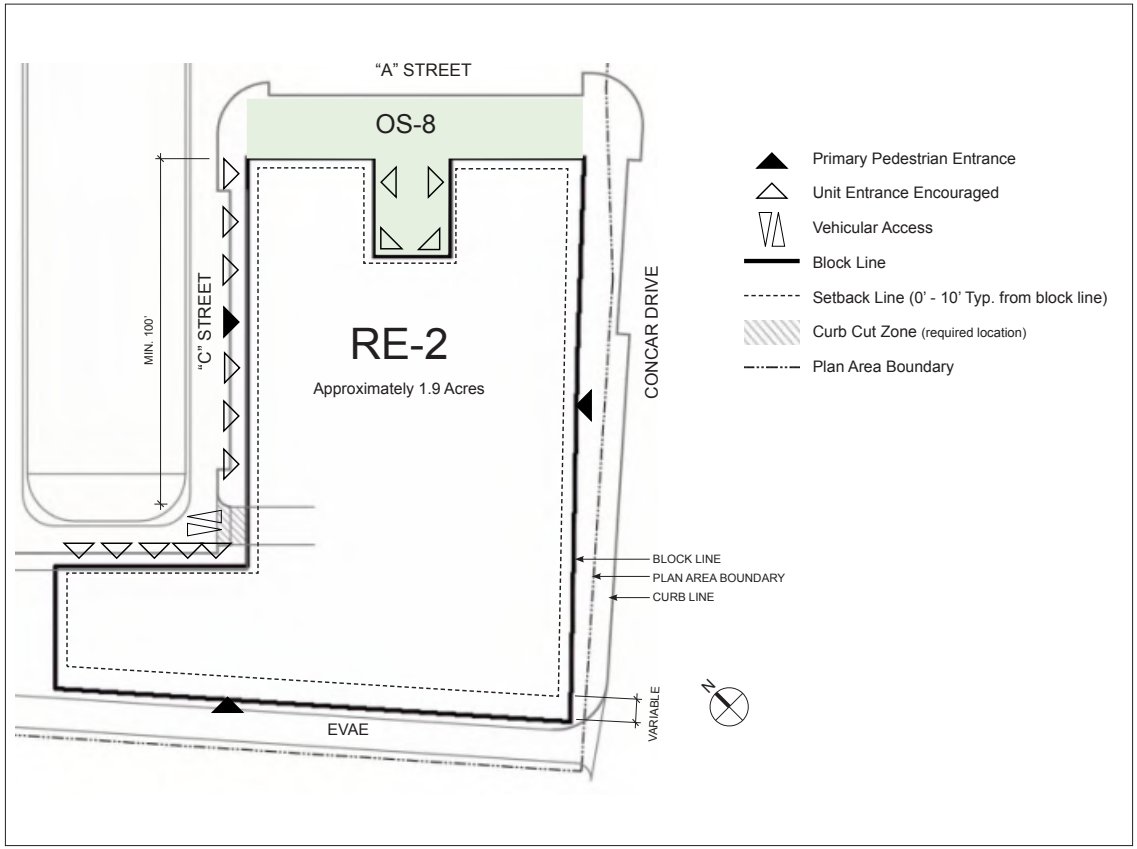


FIGURE 4.17 Block RE-2 Placement guidelines



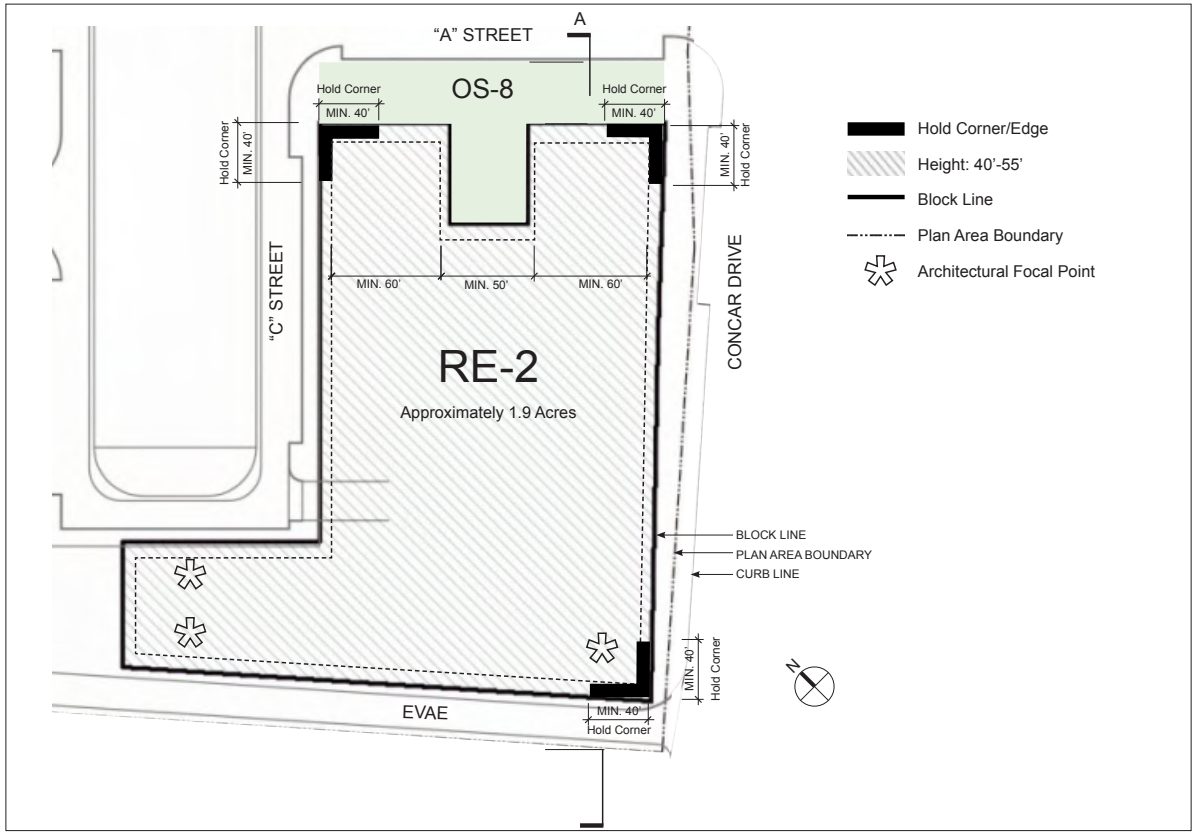
FIGURE 4.18 "A" Street Frontage

BLOCK RE-2

Land Use (approximately 1.9 acres)

"A" Street	
Ground Floor	Residential use is encouraged.
Upper Floors	Residential use is encouraged.
Concar Drive	
Ground Floor/Mezzanine	Residential use is encouraged.
Upper Floors	Residential use is encouraged.
The Park Frontage	
Ground Floor	Residential use is encouraged.
Upper Floors	Residential use is encouraged.
The EVAE	
Ground Floor	Residential use is encouraged.
Upper Floors	Residential use is encouraged.

TABLE 4.02 Block RE-2 guidelines



4.20 Block RE-2 massing guidelines

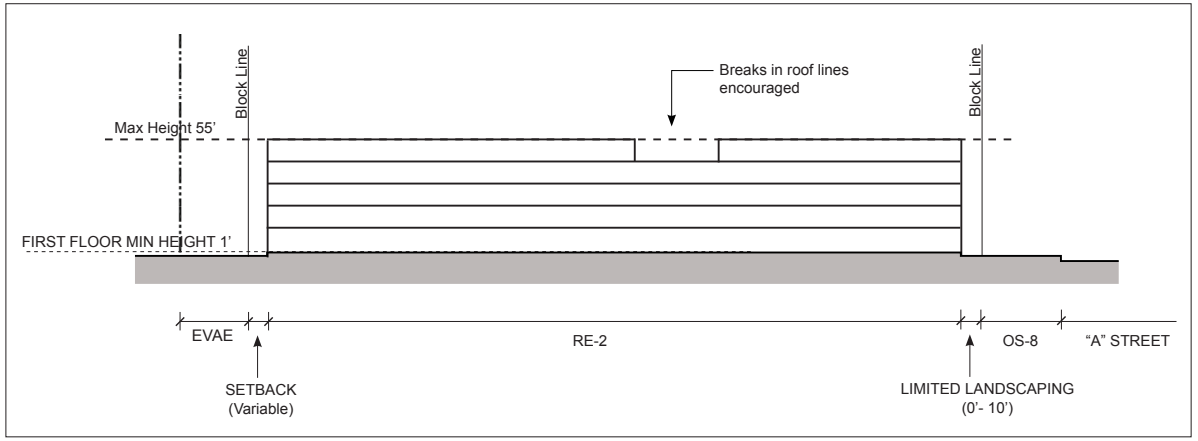


FIGURE 4.21 Block RE-2 Section A-A

Building Envelope

Form	Please refer to the Building Elements section in this chapter for additional guidelines.
General	Massing should help to frame The Park along "C" Street and hold the street edge on Concar Drive. Strong massing on the Hayward Park Station frontage should announce Station Park Green from the Caltrain line. Please refer to the "Form" section of Chapter 3: General Urban Design.
Massing Articulation	Built mass should be broken into varying styles through perceptible changes in façade treatment and articulation, height, materials, etc.
Holding Corners	Buildings shall be built to primary streetwall for a distance of at least 40 feet along each frontage at the corners of: Concar Drive/"A" Street; "A" Street/"C" Street; and Concar Drive/EVAE.
Stepbacks	Permitted above the ground floor, up to six feet in depth beyond the primary streetwall, except within hold corner zone. Greater stepbacks are permitted for top floor.
Streetwall and Setback	Please refer to the "Building Elements" section in this chapter for additional guidelines.
Primary Streetwall	Primary streetwall shall be within zero to ten feet of the block line. Additional setbacks, projections, stepbacks, modulation of built mass, and articulation of the façade shall be defined relative to the primary streetwall. Buildings shall occupy at least 70% of the primary streetwall on Concar Drive and "A" Street, and 60% of the primary streetwall on "C" Street along The Park.
Concar Drive Frontage	Setback up to ten feet from the block line is permitted for landscape screening of ground-floor residential units, except at the "A" Street and EVAE hold corner zones.
"A" Street Frontage	Setback up to ten feet from the block line is permitted for landscape screening of ground-floor residential units, except at the "C" Street and Concar Drive hold corner zones.
The Park/"C" Street Frontage	Build to the primary streetwall along "C" Street, except as permitted in the "Building Elements" section in this chapter.
OS-7 Frontage	Setback of zero to ten feet is permitted. At-grade open space should be designed to reinforce both visual and physical connection, where possible.
Height*	Excluding rooftop structures.
General	Except as noted below, building heights shall be no less than 40 feet and no more than 55 feet.

TABLE 4.02 Block RE-2 guidelines, continued

* Measured as described in the Appendix under Building Heights

Circulation and Access

Element	
Garage Entrance	Maximum width of curb cut shall be 35 feet. Garage access shall be on "C" Street, located a minimum of 100 feet from "A" Street. Garage entrance shall be designed to minimize disruption of the pedestrian realm. Garage and service entries should include translucent garage door panels. Portions of the garage visible from the public realm should reflect the same architectural character as the rest of the building. Building service areas, including loading areas, trash and recycle dumpsters, and garage access locations, should be located where they will not negatively impact the pedestrian environment.
Parking	Parking should be enclosed.

Building Entrances

Park Frontage	At least one residential lobby should be provided on The Park frontage. Private residential unit entries (stoops) are encouraged along all park frontages.
Concar Drive/"A" Street	At least one residential lobby should be provided on Concar Drive.
Hayward Park Station Frontage	At least one residential lobby should be provided on Concar Drive.

Building Expression

Articulation and Modulation

Please refer to the "Building Elements" section in this chapter for additional guidelines.

Residential Building	The Park frontage and OS-8 frontages are subject to The Park Frontage form area per Chapter 3: General Urban Design. Concar Drive frontage is subject to Concar Drive form area per Chapter 3: General Urban Design. Hayward Park Station Frontage is subject to Hayward Station Edge form area per Chapter 3: General Urban Design

Architectural Feature

	A distinctive architectural feature or treatment shall address the corners of: Concar Drive/Hayward Park Station edge, OS-7/Hayward Park Station edge, and OS-7/"C" Street.

TABLE 4.02 Block RE-2 guidelines, continued

Block RE-3

Design Intent

- Include a mix of unit types (Studio, 1 bedroom, 2 bedroom, and 3 bedroom).
- Achieve medium to high intensity to support Retail/ Restaurant/Services uses at Block MU-1, transit, and amenities.
- Frame and activate The Park along "C" Street.
- Provide an architectural focal point at the north edge of the site on Garvey Way Extension.
- Enhance the Plan Area's visual identity from the Hayward Park Station and vary its appearance through pockets of landscaping, a variety of building forms, and dramatic variations in setback depth.



FIGURE 4.23 Block RE-3 illustrative plan Note: Assumes EVAE along boundary with JPB property.





FIGURE 4.24 The Park frontage example



FIGURE 4.25 EVAE frontage example



FIGURE 4.28 Garvey Way Extension frontage example



FIGURE 4.29 Example of frontage on The Park

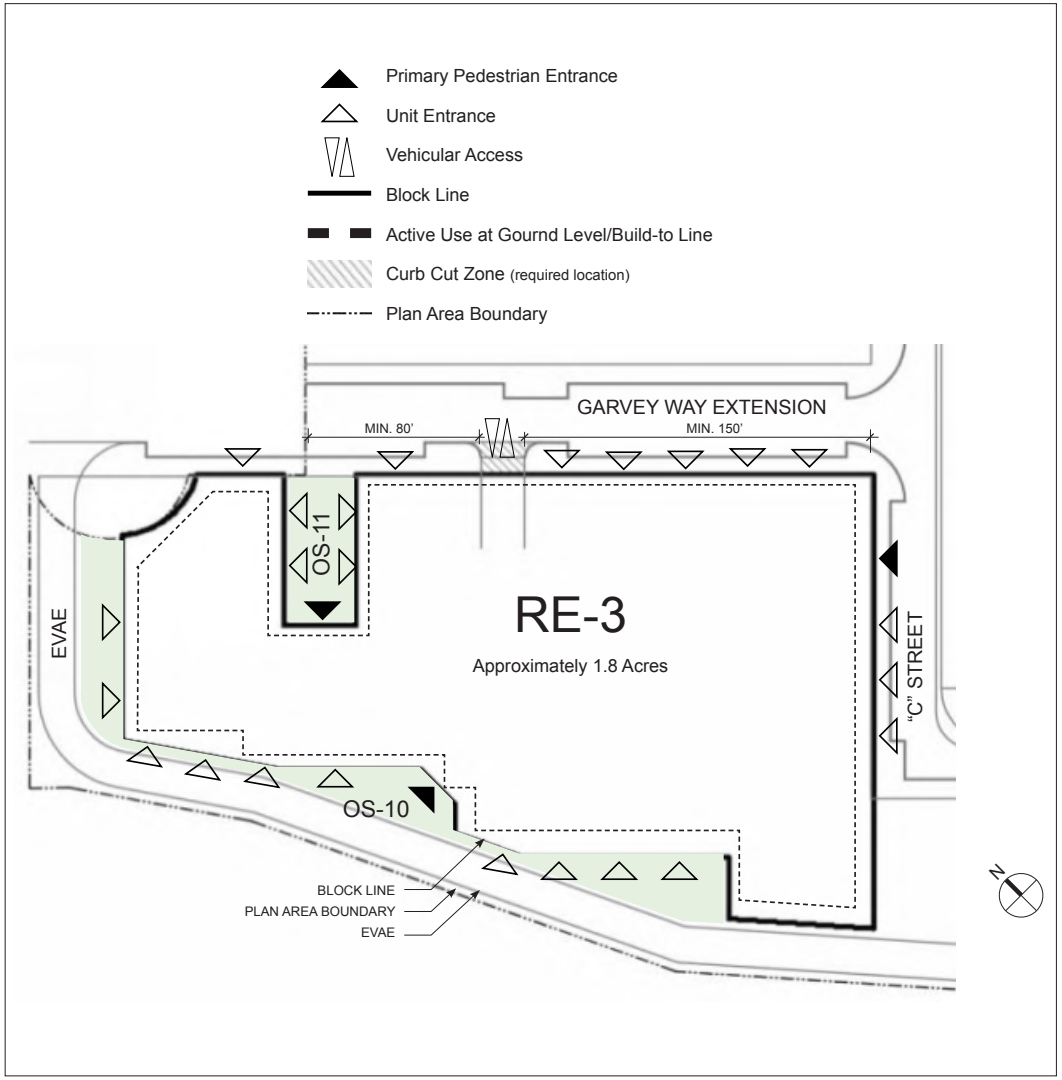


FIGURE 4.26 Block RE-3 placement guidelines
Note: Assumes EVAE along boundary with the JPB property

BLOCK RE-3

Land Use (approximately 1.8 acres)

Garvey Street Extension

Ground Floor	Residential use is encouraged.
Upper Floors	Residential use is encouraged.

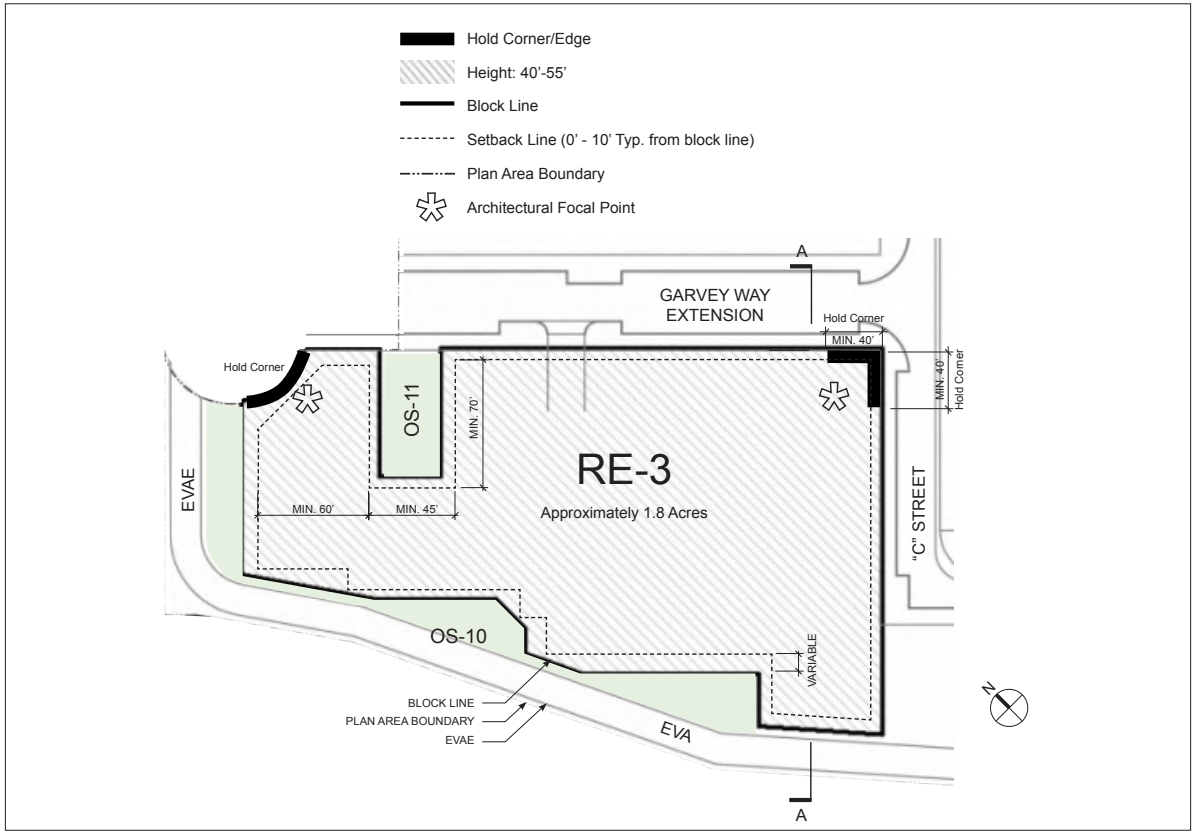
"C" Street/The Park Frontage

Ground Floor	Residential use is encouraged.
Upper Floors	Residential use is encouraged.

EVAE

Ground Floor	Residential use is encouraged.
Upper Floors	Residential use is encouraged.

TABLE 4.03 Block RE-3 guidelines



4.30 Block RE-3 massing guidelines
Note: Assumes EVAE along boundary with the JPB property.

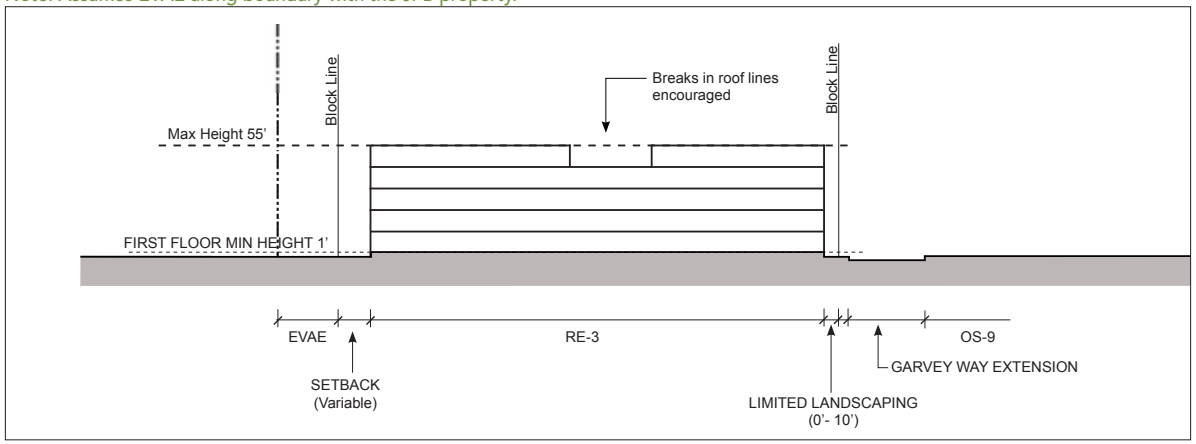


FIGURE 4.31 Block RE-3 Section A-A

Building Envelope

Form	Please refer to the "Building Elements" section in this chapter for additional guidelines.
General	Primary massing shall be along "C" Street, Emergency Vehicle Access Easement ("EVAE"), OS-10 and Garvey Way Extension. Please refer to the "Form" section of Chapter 3: General Urban Design.
Massing Articulation	Built mass should be broken into varying styles through perceptible changes in façade treatment and articulation, height, materials, etc.
Hold Corner Zone	Buildings shall be built to the primary streetwall for a distance of at least 40 feet at the corners of: Garvey Way/"C" street and EVAE/Garvey Way Extension
Stepbacks	Permitted above the ground floor, up to six feet in depth beyond the primary streetwall, except within hold corner zone. Greater stepbacks are permitted for the top floor.
EVAE	A 20-foot wide EVAE may be provided along the western property line as a contingency if access cannot be provided using the adjacent JPB property. The EVAE shall be composed of varied surface materials and landscaped to accommodate a walking/bike trail.

Streetwall and Setback	Please refer to the "Building Elements" section in this chapter for additional guidelines.
Primary Streetwall	Primary streetwall shall be within zero to ten feet of the block line. Additional setbacks, projections, stepbacks, modulation of built mass, and articulation of the façade shall be defined relative to the primary streetwall. Buildings shall occupy at least 70% of the primary streetwall on "C Street along The Park, and 60% of the primary streetwall on Garvey Way Extension.
Garvey Way Extension Frontage	Setback of at least five feet is encouraged for landscaped stoop zone except at hold corner zone on "C" Street. On-grade open space should be designed to reinforce both visual and physical connections, where possible.
The Park/"C" Street Frontage	Build to the primary streetwall along "C" Street, except as permitted in the "Building Elements" section in this chapter.
EVAE Frontage	Build zero to ten feet within the Block Line, to allow for OS-10: Greenway Pocket Parks.

Height*	Excludes rooftop structures
General	Except as noted below, building heights shall be no less than 40 feet and no more than 55 feet.

TABLE 4.03 Block RE-3 guidelines, continued

* Measured as described in the Appendix under Building Height

Circulation and Access

Element	
Garage Entrance	Maximum width of curb cut shall be 35 feet. Garage access should be from Garvey Way Extension, a minimum of 150 feet from "C" Street and a minimum of 60' from the Plan Area boundary. Garage entrance shall be designed to minimize disruption of the pedestrian realm. Portions of the garage visible from the public realm should reflect the same architectural character employed throughout the rest of the building. Building service areas, including loading areas, trash and recycle dumpsters, and garage access locations, should be located where they will not negatively impact the pedestrian environment.
Parking	Parking should be enclosed.

Building Entrances

The Park Frontage	At least one residential lobby is encouraged on The Park frontage along "C" Street.
Garvey Way Extension Frontage	At least one residential lobby is encouraged on Concar Drive.
EVAE Frontage	At least one residential lobby is encouraged on the EVAE Frontage. Private residential unit entries (stoops) are encouraged along all block edges.

Building Expression

Articulation and Modulation	Please refer to the "Building Elements" section in this chapter for additional guidelines.
Residential Building	The Park frontage is subject to the Park Frontages form area per Chapter 3: General Urban Design. The EVAE Frontage is subject to the Hayward Park Station Edge form area per Chapter 3: General Urban Design.
Architectural Feature	
	A distinctive architectural feature or treatment should be located at the corners of: Garvey Way Extension/"C" Street, and EVAE/Garvey Way Extension.

TABLE 4.03 Block RE-3 guidelines, continued

Block RE-4

Design Intent

- Achieve medium to high intensity to support Retail/ Services/Restaurant uses (at Block MU-1), transit, and amenities.
- Create a transition along South Delaware Street to lower Residential-Scale Expression.
- Support connections to South Delaware Street through OS-9.
- Frame and activate The Park's northern edge.



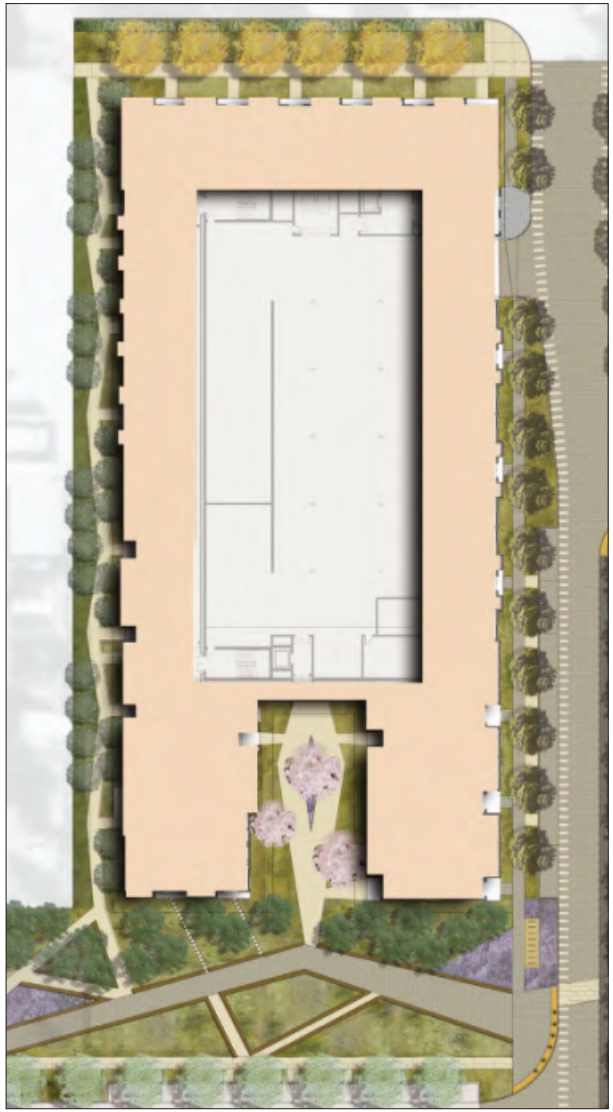


FIGURE 4.33 Block RE-4 Illustrative plan



FIGURE 4.34 The Park frontage example

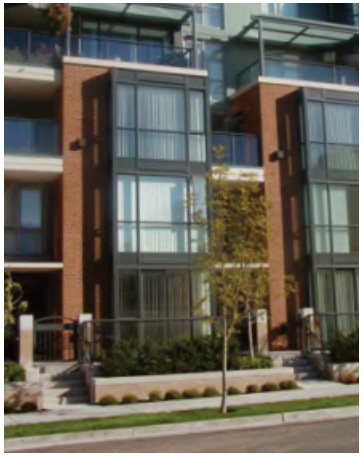


FIGURE 4.35 South Delaware Street frontage example



FIGURE 4.36 South Delaware Street frontage example

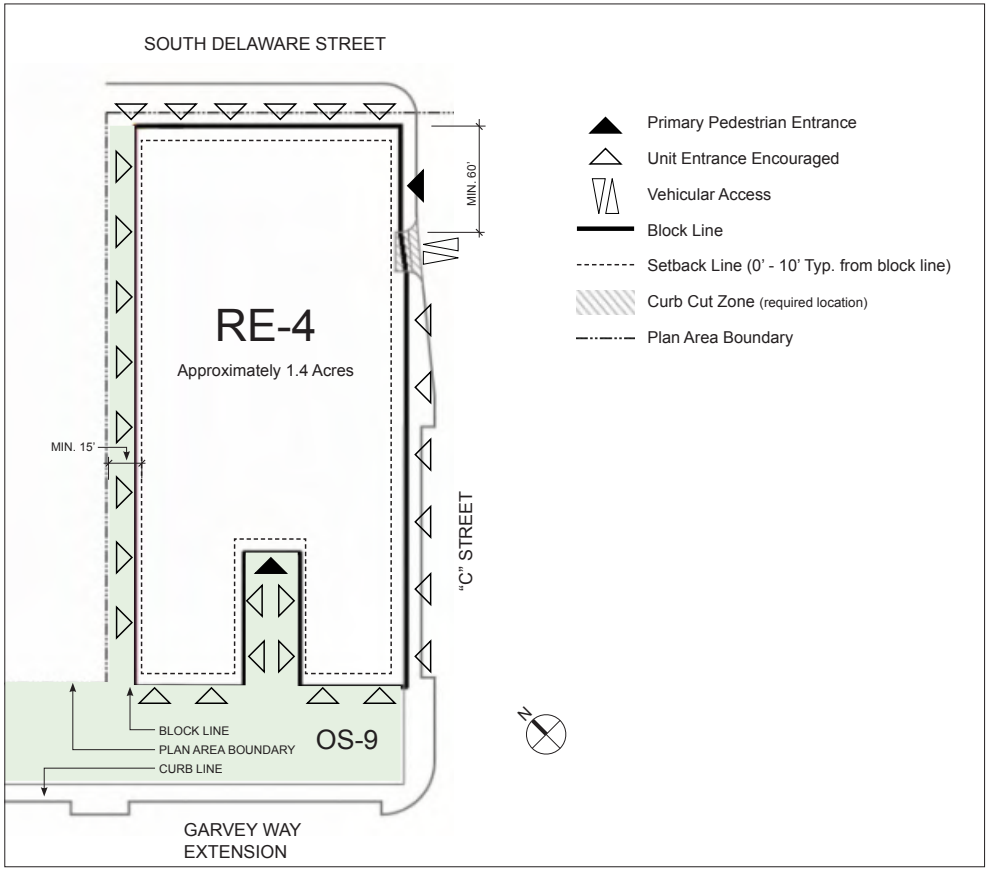


FIGURE 4.37 Block RE-4 placement guidelines

BLOCK RE-4

Land Use (approximately 1.4 acres)

Garvey Street Extension

Ground Floor	Residential use is encouraged.
Upper Floors	Residential use is encouraged.

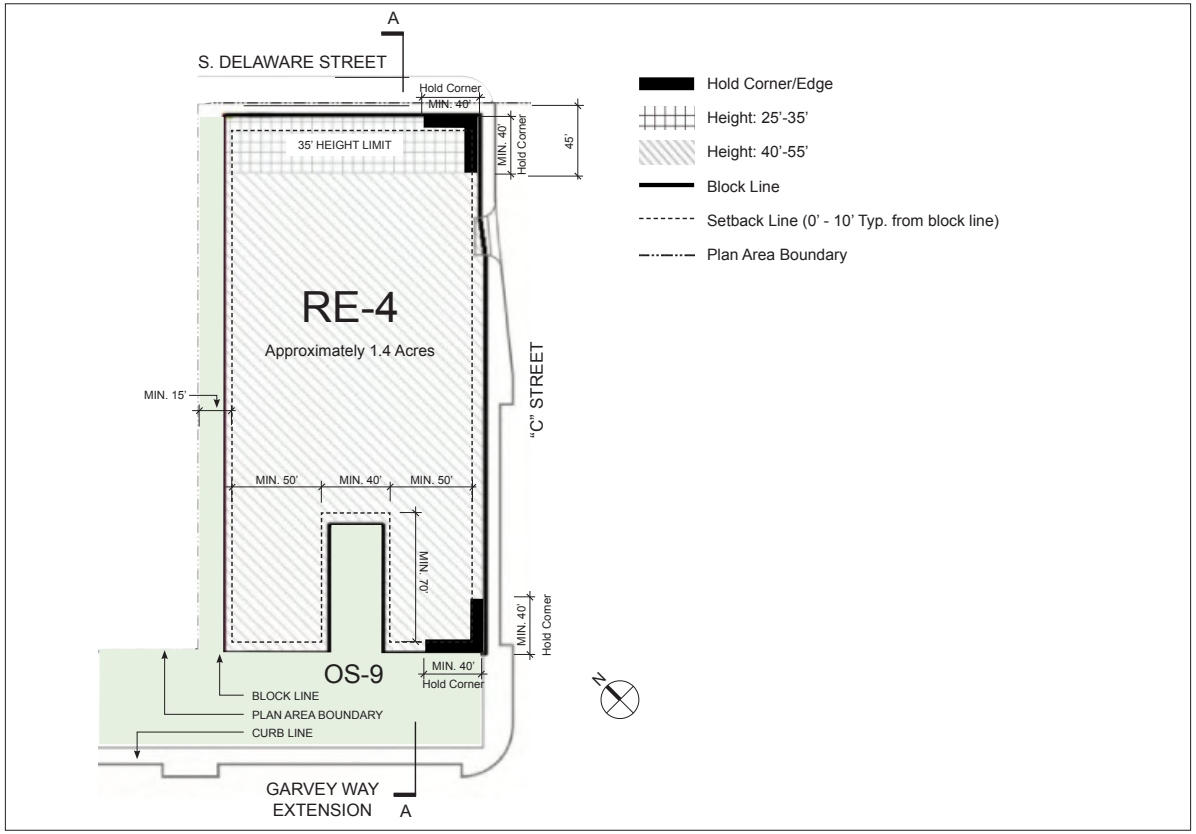
"C" Street/The Park Frontage

Ground Floor	Residential use is encouraged.
Upper Floors	Residential use is encouraged.

South Delaware Street

Ground Floor	Residential use is encouraged.
Upper Floors	Residential use is encouraged.

TABLE 4.04 Block RE-4 Guidelines



4.38 Block RE-4 massing guidelines

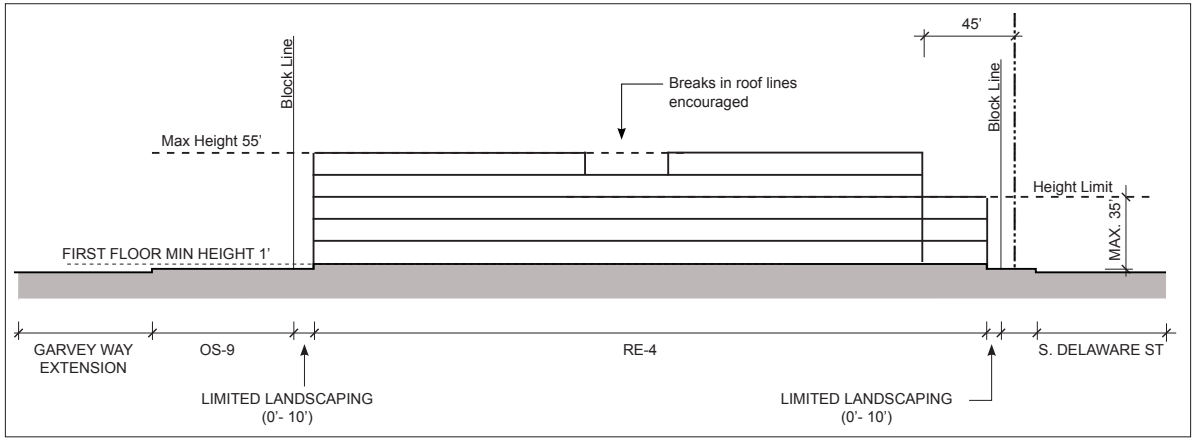


FIGURE 4.39 Block RE-4 Section A-A

Building Envelope

Form	Please refer to the "Building Elements" section in this chapter for additional guidelines.
General	Primary massing shall be along "C" Street, OS-9 and Garvey Way Extension. Please refer to the "Form" section of Chapter 3: General Urban Design.
Massing Articulation	Built mass should be broken into varying styles through perceptible changes in façade treatment and articulation, height, materials, etc.
Hold Corner Zone	Buildings shall be built to the primary streetwall for a distance of at least 40 feet along each frontage at the corners of: South Delaware Street/"C" Street and OS-9/"C" Street.
Stepbacks	Permitted above the ground floor, up to six feet in depth beyond the primary streetwall, except within hold corner zone. Greater stepbacks are permitted for the top floor.
Streetwall and Setback	Please refer to the "Building Elements" section in this chapter for additional guidelines.
Primary Streetwall	Primary streetwall shall be within zero to ten feet of the block line. Additional setbacks, projections, stepbacks, modulation of built mass, and articulation of the façade shall be defined relative to the primary streetwall. Buildings shall occupy at least 70% of the primary streetwall on "C" Street and 60% of the primary streetwall on South Delaware Street.
South Delaware Street Frontage	Setbacks of at least five feet from the block line is encouraged for landscaped stoop zone.
The Park/"C" Street Frontage	Build to the primary streetwall along "C" Street.
Garvey Way Extension Frontage	Build to the primary streetwall along the OS-9 boundary (block line). Open space should be designed to reinforce both visual and physical connections, where possible.
OS-9 Frontage	A setback of at least 15 feet from the Plan Area boundary is required for landscaped walking path (OS-9). A 20' setback is encouraged for 50% of the building wall.
Height*	Excludes rooftop structures.
General	Except within 45 feet of South Delaware Street, building heights shall be no less than 40 feet and no more than 55 feet.

TABLE 4.04 Block RE-4 guidelines, continued

* Measured as described in the Appendix under Building Height

Circulation and Access

Element	
Garage Entrance	Maximum width of curb cut shall be 35 feet. Garage entrance shall be designed to minimize disruption of the pedestrian realm. Garage access shall be located on "C" Street at least 60 feet from the block line of South Delaware Street. Garage entrance shall be designed to minimize disruption of the pedestrian realm. Building service areas, including loading areas, trash and recycle dumpsters, and garage access locations, should be located where they will not negatively impact the pedestrian environment.
Parking	Parking should be enclosed.

Pedestrian Circulation

Building Entrances	Primary building entrances should be located on "B" Street and at OS-9. Private residential unit entries (stoops) are encouraged along all block frontages.

Building Expression

Articulation and Modulation

Please refer to the "Building Elements" section in this chapter for additional guidelines.

Residential Building	The Park frontage is subject to the Park Frontages form area per Chapter 3: General Urban Design. The South Delaware Street frontage is subject to Delaware Street (RE-4) form area per Chapter 3: General Urban Design.

Architectural Feature

Residential Buildings	The Park frontage should exhibit a higher degree of visual interest. South Delaware Street frontage should Residential-Scale Expression.

TABLE 4.04 Block RE-4 guidelines, continued

Building Elements

This section addresses fundamental building design principles and guidelines for major building elements, such as façades, roofs, residential usable open space, and signage, as well as the relationship of these with publicly accessible open spaces.

The following guidelines encourage the design of building elements to fulfill the intent of Station Park Green as a model sustainable neighborhood.

Design Intent

The following principles summarize the design intent for buildings in the Plan Area:

- Advance a diverse, cohesive identity for the Plan Area through the expression of building façades, projections, and architectural elements.
- Address uses, open spaces, landscape treatments, and solar orientation in the design of building elements.
- Incorporate architectural variety and authenticity in building design.
- A single building should not overuse multiple architectural expressions.



FIGURE 4.40 Buildings should not overuse multiple architectural expressions



FIGURE 4.41 Example of possible materials, openings and projections



FIGURE 4.42 Example of building transition



FIGURE 4.43 Example of materials and colors

Building Façades

Design

- Façades along block perimeters should be articulated according to their specific uses.
- Façade design should reference existing or designed façades for adjacent buildings in the Plan Area.
- Façades with southern and western exposure are encouraged to include passive solar shading devices, including overhangs, horizontal sun shades, and vertical shading (such as fins) to balance solar access with the need to control heat gain.
- Façades should have modulation and articulation to create visual interest and architectural diversity in the neighborhood.
- The façades of higher buildings should generally adopt a defined base, middle, and top as a primary modulation.
- To maintain a pedestrian-friendly scale, building façades should take advantage of allowed setbacks or a change of material or fenestration at intervals of 75 feet or less.
- Façades that transition between styles or form areas should incorporate variations in height, recesses of the façade plane, or changes in materials and/or openings, so these transitions are identifiable from street level.
- Façades of courtyards should have greater diversity to address their intimate scale.

Materials and colors

- Timeless and durable materials are encouraged for building façades, including terra-cotta, stucco, clay brick, pre-cast or cast-in-place concrete, wood, steel, and glass.
- The use of synthetic stucco, such as Dryvit, is not permitted.
- Changes of materials and/or façade openings are encouraged to create diversity and to support the massing, transition, and modulation strategies.
- Tones and colors of materials should be used to add visual interest and also generally be in keeping with those used in San Mateo and the Bay Area. Accent colors should be used with moderation.
- Large, uninterrupted expanses of highly-reflective materials which create glare, such as bright aluminum cladding, are not encouraged.
- The use of sustainable building materials, such as materials with recycled content or those regionally produced, is encouraged.
- Materials should be located in a manner that reflects their traditional structural placement. For instance, wood should be placed above stone.

Façade Openings, Projections, and Stepbacks

Openings, projections, and stepbacks are encouraged to articulate façades and create visual interest.

Openings

- Tinted glazing is not permitted.
- Low-energy glazing is permitted.
- Main entrances should be located to encourage activity on the street.
- Main entrances should be designed to create visual interest for pedestrians
- The width of garages and parking entries should be minimized. Openings for garages and parking should be integrated into the façade design.
- Building openings such as bay windows, loggias, and floor-to-floor glazing, in addition to punched window openings, are encouraged to create diversity.
- Façades along streets and open spaces shall have windows.
- Shutters, when used, should be operable and not fixed or decorative.
- Window reveals should be a minimum of two-inches deep.

Projections

- Façade projections such as bay windows or balconies are permitted above the ground-floor along all streets.
- Façade projections may extend up to four feet past the block line, provided that a minimum eight feet of vertical clearance is provided below.
- For Blocks RE-2 and RE-3, a vertical clearance of 13.5-feet shall be maintained above the EVAE along the Joint Powers Board property.
- Unless specified differently in these guidelines, projections shall maintain a minimum distance of six feet from street trees.
- Projections in setback areas shall maintain a minimum seven-foot clearance from sidewall to lower edge of projection.
- Projections are encouraged to respond to their immediate context to address issues such as noise levels, view corridors, and sunlight exposure
- Purely decorative projections such as cornices, eaves, sills, and belt courses are permitted.

Stepbacks

- Façade stepbacks such as loggias, balconies, terraces or other architectural treatments are permitted on all streets.

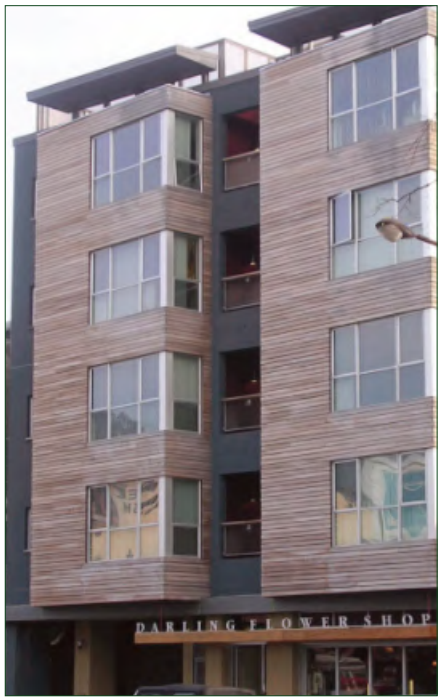


FIGURE 4.44 Example of projections



FIGURE 4.45 Example of openings and recesses



FIGURE 4.46 Roof form example



FIGURE 4.47 Roofs should integrate green design features



FIGURE 4.48 Mixed-use ground-floor transparency example

Roofs and Mechanical Equipment

Design Intent

Roofs are critical visual elements in creating successful buildings and should be designed as a "5th façade" integrated into the building's overall design.

- The roof should include volumes and surfaces varying in form, massing, and height, as well as design components that are attractive from both street level and adjacent buildings.
- Utilize the roof's available surface as an additional opportunity for usable open space or sustainable design strategies.

Roof design

- Modulation and articulation of rooflines within the height limits is encouraged to minimize massiveness and uniformity of buildings.
- Height variations and roof shapes should be used to create attractive rooflines.
- Roofs with usable open spaces, such as roof gardens or terraces, are encouraged.
- Green design features that generate renewable energy are encouraged on building roofs. Any green design features should be integrated into the overall building and roof design.
- Roof designs with architectural features are encouraged for Blocks MU-1.
- Rooftop enclosures should be used to screen mechanical units and generally should be set back from the parapet. Mechanical equipment enclosures, mechanical and elevator enclosures, exit stair enclosures and other roofscape elements should be considered as sculptural forms that can add to the overall composition and visual interest of the building when viewed from a distance.

Roof materials

- Roofs should use non-reflective materials and low-intensity color to minimize the heat-island effect. Dark materials should be avoided.
- Renewable/energy-generating materials are encouraged.
- Materials with potential negative impacts on stormwater quality, such as copper, are not permitted.

Mechanical Equipment

- All mechanical equipment, ventilation exhausts, and other HVAC components should be integrated into roof design to minimize their visual impact from street level and from elevated points in adjacent buildings.

Mixed-Use Ground Floors and Pedestrian Scale

Design Intent

Create an attractive pedestrian experience with treatment and materials at the ground floor that are sensitive to the pedestrian scale. Encourage interaction between building interiors and outdoor spaces.

Façade design

- Multiple entrances are encouraged to foster activity and interaction between buildings and sidewalks.
- Blank building walls are not encouraged.
- Façades without multiple entrances should create visual interest with varied materials and storefront display windows or other forms of transparency.
- Façades should use architectural features such as canopies, awnings or signage.
- Designs are encouraged to clearly define the base and maintain a clear separation between the ground floor and the floors above.
- Providing human-scaled architectural features is particularly important in areas where pedestrian activity is encouraged; the highest level of detail should occur close to pedestrian areas, near streets and entries, and around the ground floor.

Materials

- Ground-floor façades should be predominantly transparent with clear glass on Block MU-1.
- Any retail façade shall be a minimum of 70 percent transparent.
- Office façades should be a minimum of 50 percent transparent.
- The base of storefront windows should be raised at least six inches above sidewalk finished grade.
- Retail storefronts should remain unshuttered at night and provide clear views of interior spaces.

Setbacks

- Minor setbacks of retail façades are permitted to add variety and accommodate seating and outdoor dining along the sidewalk. Such setbacks shall be no more than six feet deep and at least 10 feet but no more than 36 feet long.
- Recessed doorways for retail uses are encouraged. The depth of recessed doorways should be a minimum of two feet and a maximum of four feet.
- Paving materials used for floor areas in contact with sidewalk should be of equal or superior quality to that of the sidewalk.
- Ground-floor setback areas adjacent to mixed-use and non-residential façades should be treated as sidewalk extensions, providing additional area for walking as well as for benches, café tables, or landscape.

Awnings

- Awnings, canopies, or marquees are encouraged to create a comfortable scale and sheltered spaces for pedestrians.
- Awnings that project from building façades should not conflict with street trees.
- Awnings shall maintain a minimum vertical clearance of eight feet.
- Architectural detailing of awnings is encouraged to incorporate design features related to the identity of the ground-floor uses.



FIGURE 4.49 Awning example



FIGURE 4.50 Materials and setbacks example



FIGURE 4.51 Retail façade example



FIGURE 4.52 Example of entries that enhance pedestrian character



FIGURE 4.53 Example of entry that provides visual interest and relates to building's overall façade

Entries

- Entrances on publicly-accessible streets enhance pedestrian activity and convey an inviting image to the community. They should create a visible and attractive visual element of the building and be located on the primary façades.
- Placement of entries should relate to upper floors and should help create a sense of hierarchy in the building's primary façade. When possible, they should relate to surrounding features such as park entrances, pedestrian ways, or street view corridors.
- Commercial lobbies and larger retail units should be designed with prominent entries that provide visual interest, orientation, and a sense of invitation and welcome on adjacent streets.
- Entry doors that face public streets should incorporate weather protection, either by being recessed into the building face or by having an awning or other element projecting over the entry. See "Setbacks" (previous page) for minimum dimensions of recessed doorways.
- Retail and lobby entries are encouraged to be glazed to provide a high degree of transparency to and from the outdoors, for visual interest as well as increased safety.
- Frequent entries for retail or ground floor office space, in addition to the main building lobby, are recommended to activate the street edge.
- Detail and materials should address pedestrian scale.

Residential Ground Floors and Pedestrian Scale

Design Intent

Establish a comfortable pedestrian experience and provide adequate transition from the street for ground level units.

Façade design

- Residential ground floors are encouraged to include building lobbies, direct individual unit entrances, and/or common areas near the street.
- Building lobbies and common areas, such as community rooms, gyms, residential offices and media centers, are encouraged to have a high level of transparency.
- Ground-floor units are encouraged to be raised 18 to 24 inches above finished sidewalk grade.
- Façade designs for ground-floor units are encouraged to provide privacy.
- Exterior entrances to individual dwelling units are encouraged to have stoops.
- Stoops are encouraged to be perpendicular to the sidewalk.
- Openings for garage entrances should be minimized and integrated into the ground-floor façade design. Placement of garage entrances shall be coordinated with the streetscape.
- Residential units adjacent to any street or easement should be designed to provide a level of privacy while maintaining visibility to that street or easement.

Materials

- Please refer to the "Materials and Colors" subsection of Building Façades on page 137.

Setbacks

- Building setbacks are encouraged to have stoops, building lobbies, unit entrances, awnings, and landscape to create a pedestrian scale and transition to the street.
- Entrances to units fronting The Park are encouraged to be coordinated with The Park's design to create active engagement between the building and the landscape.
- The use of continuous plantings of a height between four and eight feet above sidewalk grade to create a hedge is discouraged; however, trees are permitted provided they maintain visibility beneath their respective canopies.
- Architectural elements employed in setback areas, such as stairs, railings, low walls, and planters, should use materials and details that are similar to those of the rest of the building.



FIGURE 4.54 Materials and colors example



FIGURE 4.55 Example of façade response to solar orientation

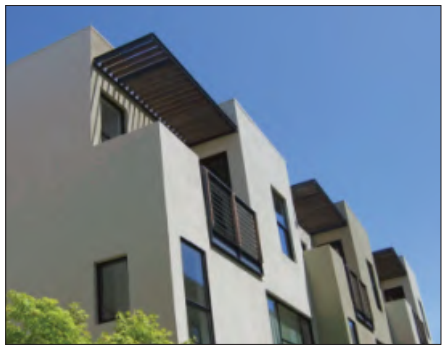


FIGURE 4.56 Brise-soleil example

Entries

- Entrances on public rights-of-way enhance pedestrian activity and convey an inviting image to the community. Buildings with street-facing façades should have a street-facing entry or clearly defined street access to an entry.

- Placement of entries should relate to upper floors and should help create a sense of hierarchy in the building's primary façade. When possible, they should relate to surrounding features such as park entrances, pedestrian ways, or street view corridors.

- Multi-unit buildings should be designed with prominent entry lobbies that provide visual interest, orientation, and a sense of invitation and welcome on adjacent public ways.

- Entry doors that face public rights-of-way should incorporate weather protection, either by being recessed into the building face or having an awning or other element projecting over the entry.

- Multi-unit building entries are encouraged to be glazed to provide a high degree of transparency to and from the outdoors, for visual interest as well as increased safety.

- Frequent entries for individual units or communal space, in addition to the main building lobby, are recommended to activate the street edge.

- Detail and materials should address pedestrian scale.

Residential Usable Open Space

Design Intent

Provide greenery and open space for residents; create transitions between buildings and their adjacent public streets and open spaces; and add visual interest to building façades, roofs, and podium areas.

Private Usable Open Space

- Types of private usable open space are encouraged to include balconies, terraces, loggias, patios, roof decks, and yards.
- Private usable open spaces should be integrated into façade design, roof design, and landscape of adjacent streets and park spaces.
- Screens, trellises, and minor architectural structures are encouraged to provide privacy to private usable open spaces where adjacent to common usable open space.

Common Usable Open Space

- Types of common usable open space are encouraged to include roof decks, courtyards, and gardens.
- Common usable open spaces should be visually and/or physically linked to the publicly accessible open space system.
- Amenities not available in private usable open spaces are encouraged for common usable open spaces. Amenities such as seating areas, gathering areas, planting areas, flower gardens, shade trees, lawn areas, sculptures, trellises, lighting, fountains, and barbecue facilities are encouraged.
- The on-site collection and treatment of stormwater from building roofs is encouraged in common usable open space.
- Any devices for the collection and treatment of stormwater should be integrated into the design of the common usable open space.



FIGURE 4.57 Common residential usable open space example



FIGURE 4.58 Common residential usable open space example



FIGURE 4.59 Planter on hardscape example



FIGURE 4.60 Planter on hardscape example

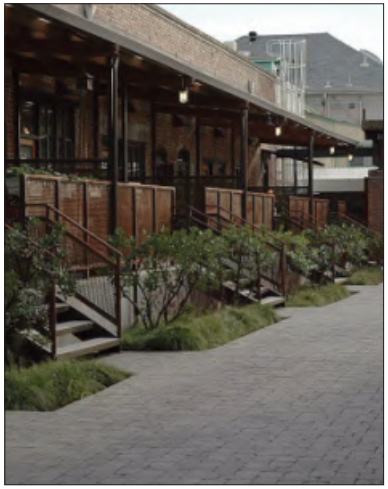


FIGURE 4.61 Residential private usable open space example



FIGURE 4.62 Residential private usable open space example

Signage

Design Intent

Signage helps to give the public realm its character. The following signage guidelines are meant to create lively street frontages in order to encourage pedestrian activity and help way-finding. They apply to all permanent and temporary signs installed in the Plan Area that are visible from publicly accessible open spaces or streets, including interior signs designed or arranged to be primarily visible from such public areas, except those signs that are exempt from the permit and fee requirements of Title XXV of the San Mateo Municipal Code (Signs).

All Signs

- Signs within the Plan Area should comply with Section 25.06.070(b) [Regulations in all Commercial (C) Districts (C1, C2, C3, C4 and CBD Support)] of the San Mateo Municipal Code.
- Signs on high-rise buildings within the Plan Area should comply with the restrictions set forth in Section 25.06.050(b)(3) of the San Mateo Municipal Code.
- In general, only natural construction materials such as wood, metals, ceramic, and stone should be used for signs.
- Contrasting colors should be used between the color of the background and the letters or symbols used. Colors or color combinations that interfere with the legibility of the sign copy should be avoided.
- Signs within windows should integrate with window displays. Acceptable materials for window signs include vinyl or paint, applied to the inside face of glass.
- Signs should be externally or halo-illuminated. Illumination should consist of incandescent, halogen, LED, metal halide, or other sustainable light sources only. High-pressure sodium, low-pressure sodium, and fluorescent lighting types are discouraged.



FIGURE 4.63 Example of signage on awning



FIGURE 4.64 Example of blade signs



FIGURE 4.65 Retail signage example



FIGURE 4.66 Building address and commercial signage example

Business Signs

- Signs that identify a business or other establishment should be in proportion to the frontage such establishment has on publicly accessible open spaces and streets.
- The design, including color, of business signs should be appropriate to the establishment, conveying a sense of what type of business is being advertised.
- Tenant improvements to storefronts should preserve façade transparency. Curtains, posters, or other opaque objects or materials should not obstruct visibility of the interior from the sidewalk, except that temporary translucent sun screens to shade café and restaurant patrons are encouraged.
- Storefront signage should help create architectural variety from establishment to establishment. In multi-tenant buildings, signage should be used to create interest and variety.
- Business signs--including face signs, projecting signs and window signs--are encouraged to be oriented primarily to pedestrians.



FIGURE 4.67 Retail signage example



FIGURE 4.68 Address signage example

This page intentionally left blank.



Chapter 5



In the Plan Area, sustainable principles and strategies should be incorporated into the planning and design of buildings, streets and sidewalks, and public and private open spaces.

Chapter 5

Sustainability

Introduction [**151**]

LEED for Neighborhood Development (LEED-ND) [**152**]

Stormwater Management [**153**]

Flood Control Strategy [**159**]

Site Preparation and Design [**160**]

Neighborhood Design and Community [**160**]

Green Building Design [**161**]

In the Plan Area, sustainable principles and strategies should be incorporated into the planning and design of buildings, streets and sidewalks, and public and private open spaces. Development in the Plan Area shall comply with the requirements of Chapter 23.70 "Green Building Requirements" of the San Mateo Municipal Code. The San Mateo County Sustainability Checklist, among other criteria, should also be consulted during SPAR.

The landowner has registered the Project in the LEED-ND Pilot Program, ensuring that certain sustainability criteria are applied to the Plan.

LEED for Neighborhood Development (LEED-ND)

LEED, an acronym for Leadership in Energy and Environmental Design, is a program developed by the US Green Building Council (USGBC) to encourage and accelerate adoption of sustainable development practices. LEED has become a nationally recognized standard for the design, construction, and operation of high-performance green buildings and developments.

In 2007, the USGBC, in conjunction with the Congress for New Urbanism (CNU) and the Natural Resource Defense Council (NRDC), launched a pilot program for LEED for Neighborhood Development (LEED-ND). LEED-ND is one of the first rating systems to measure sustainable developments based on principles of smart growth, urbanism and green building design.

The USGBC selected Station Park Green for its LEED-ND Pilot Program; the project achieved Gold Level designation at stage one certification. Feedback from participants in the pilot program, including Station Park Green, informed and helped refine the LEED-ND rating system which now has been endorsed and adopted. Station Park Green had the added distinction of inclusion in the LEED-ND Focus Group. This entitled Station Park Green to prioritized processing of its application for LEED-ND certification.

Sustainability Measures

Environmentally sustainable planning and design principles should be incorporated into the site design, open spaces, and buildings of the Plan Area. This chapter covers the integration of those measures with the Plan Area's approach to sustainability in infrastructure. The previous chapters include guidelines for how building and landscape components address sustainable design.

The Plan Area's broad sustainable measures include:

- Using the block pattern and generous pedestrian spaces to create an inviting, walkable neighborhood.
- Stormwater management within the Plan Area shall comply with the City of San Mateo's National Pollution Elimination Discharge System (NPDES) permit, and be designed not to affect adversely the existing storm sewer network or the watercourse in Leslie Creek.
- Treatment of stormwater run-off should employ biofiltration and low impact development techniques to the extent required to meet the requirements of the County of San Mateo's C.3 Stormwater Quality guidelines. In certain areas where biofiltration techniques are infeasible, alternative treatment methods such as tree wells and mechanical devices may be required to meet regulations and/or permit requirements
- To help reduce the urban heat-island effect to the maximum extent practical, pavement areas should be minimized, alternative and light-colored concrete and pavers should be used, and tree canopy over pavements should be maximized.
- Native and low water-consuming plantings should be used to help reduce water consumption.
- Trees, vegetation, and buildings should be placed to mitigate the potential of strong prevailing winds creating a "wind tunnel" effect in pedestrian and open spaces.
- Passive landscape and streetscape areas within the Plan Area should be used for primary treatment of stormwater using drought-resistant plantings.
- Building design should incorporate green building practices, in accordance with the city's mandatory green building program.

Stormwater Management

Stormwater Conveyance

The stormwater system for the Plan Area shall consist of underground pipes in the main street sections and open spaces that convey run-off from the building parcels, streetscape, and open spaces to the existing City storm sewer systems in Concar Drive, South Delaware Street, and Garvey Way. The new stormwater facilities shall be designed and constructed such that the existing City drainage system, Leslie Creek and its associated watershed are not negatively impacted.

The effective run-off coefficient, C, by block type, should not exceed the following:

- Mixed-use blocks (MU): C = 0.75
- Residential blocks (RE): C = 0.7

Stormwater Quality

The stormwater quality design shall comply with requirements of the National Pollution Discharge Elimination System (NPDES) regulations and the City of San Mateo's Water Pollution Prevention Permit.

Best Management Practices such as biofilters, rain gardens, permeable paving, and swales shall be integrated into the Plan Area, as described below and on the following pages:

Water Quality in Streetscape

The run-off from "A," "B," "C," Streets and "Garvey Way Extension" shall be treated using the following (or equivalent) permissible biofiltration methods:



FIGURE 5.01 Example of biofiltration in planter box

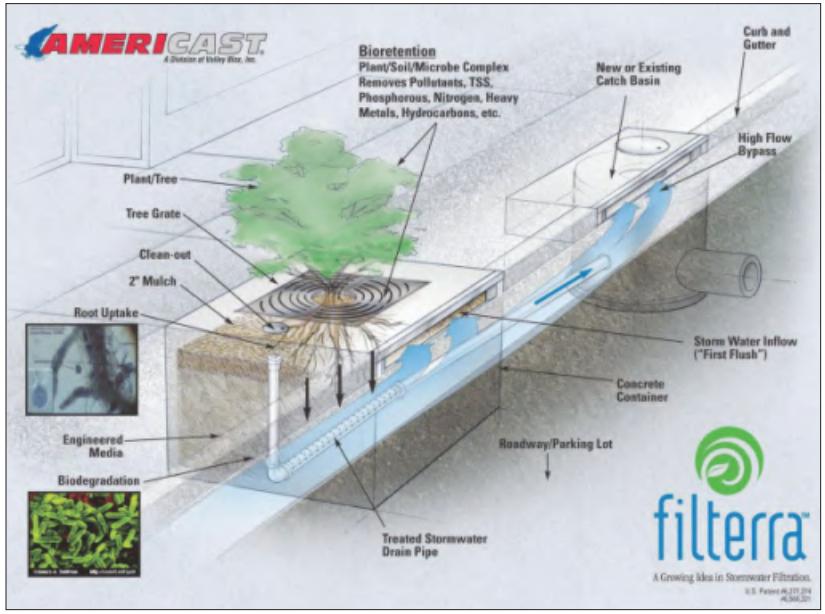


FIGURE 5.02 Typical Filterra® layout

Biofiltration Planters in Landscape Strip

Planters in the landscape strip between the roadbed and sidewalks shall be configured to permit stormwater flow in the gutter to enter the planter at the upstream end (Figure 5.01). Water shall filter through the soil media during low-flow events. During higher-flow events, water exits the planter, either via an overflow drain connected to the storm drain system within the planter, or returns to the gutter via an outlet.

Treated water flows out of the system via an under-drain connected to a storm drain pipe or other appropriate outfall.

The planters are not permitted to be used as stand-alone drainage facilities. Traditional catch basins shall be located downstream for effective bypass of flows during higher-intensity rainfall events.

Permeable Pavements

Permeable pavements are encouraged in limited applications within streets. Permeable paving shall be engineered to account for the sub-soil conditions. Design recommendations include:

- The bottom of the stone reservoir shall not exceed 2% slope with an under-drain system to ensure infiltration through the entire surface.
- Porous pavement should be located at least two to five feet above the seasonally high groundwater table.

Filterra® units (or equivalent)

These units consist of a concrete box, a mulch layer, approximately 1.5 to 3.5 feet of a unique soil filter media, an observation/ clean-out pipe, an under-drain system and an appropriate type of plant, i.e., flowers, grasses, shrubs, or trees. The top of the unit should be recessed to permit the specified sidewalk material to be laid on top of the box.

Stormwater run-off drains directly from the impervious right-of-way surfaces through an inlet structure in the concrete box and flows through the mulch, plant, and soil filter media. Treated water shall flow out of the system via an under-drain connected to a storm drain pipe or other appropriate outfall.

Filterra® units, or the like, shall not be placed in sump conditions. Filterra® cannot be used as a stand-alone inlet. A downstream catch basin should be provided for effective bypass of flows during higher-intensity rainfall events.

Surface flow shall not be directed to Filterra® in a head-on configuration. A cross-linear flow configuration (left-to-right or right-to-left) in the gutter in front of the unit is encouraged.

Plant types and tree grates should be consistent with the adjacent streetscape.

Water Quality in Open Spaces

The Park, Community Park, Gateway Park, and Greenway Pocket Parks as well as Green Corridors and other open spaces should be self-treating areas that incorporate planted areas that treat the stormwater run-off they generate. Additionally stormwater treatment areas, such as rain gardens, swales and biofiltration planters, incorporated into the open spaces should aid in treatment of the streets and parcel water quality.

Rain Gardens

A rain garden is a shallow, depressed area in the landscape, planted with vegetation that can withstand periodic inundations of water (Figure 5.04). Rain garden examples are shown in Figures 5.06-5.08. Requirements for rain-gardens include:

- Rain gardens should be located away from buildings so water is not directed toward foundation structures.
- Amended soil should be used. To increase infiltration, compaction of soil should be avoided.
- A sub-drain shall be provided to promote infiltration.
- Surrounding land should be sloped towards the rain garden.
- Overflow should be directed to a discharge point such as an overflow drain within the rain garden.

Water Quality in Buildings–Blocks and Open Spaces

Run-off from the building roofs and hardscape in at-grade areas shall be treated using one or more of the following (or equivalent) methods:

Planter Boxes

Planter boxes should be located within the block setbacks or within courtyards to treat roof run-off (Figure 5.05). Roof leaders shall discharge directly to the planter boxes.

Swales

The following strategies shall be considered in the design of a swale:

- Swales should be located away from active use areas and buildings so water is not directed toward foundations.
- Sides of the swale should be gently sloped to reduce erosion.
- Swales should be sized to meet capacity requirements.
- Overflow catch basins along the length of the swale should be provided to permit bypass of flow during higher-intensity rainfall events.
- Swales should be sloped towards a storm drainage system structure such as a catch basin or manhole.
- Compaction of swale subsoils should not be permitted during construction.
- Sub-drains should be considered to promote infiltration.

Disconnected Roof Leaders

Splash blocks shall be used to reduce the velocity and impact of water entering rain gardens, planter boxes, swales, etc., from roof leaders (Figure 5.03). Splash blocks shall be constructed from concrete, stone, glass or other durable materials.

The following strategies shall be considered:

- Ground should be sloped at least 2% to direct run-off away from the buildings.
- Ponding water next to buildings is not permitted.
- Roof drainage should be distributed to more than one downspout.

Permeable Pavement

Although not suitable for sole treatment, the use of permeable paving is encouraged in driveways, courtyards, and walkways to reduce the amount of treatment required.

Permeable paving shall be engineered to account for the sub-soil conditions. The following design recommendations shall be considered:

- The bottom of the stone reservoir should be completely flat to ensure infiltration through the entire surface.
- Porous pavement should be located at least two to five feet above the seasonally high groundwater table.
- Rain gardens and Biofiltration planters may also be used to treat runoff from the buildings.

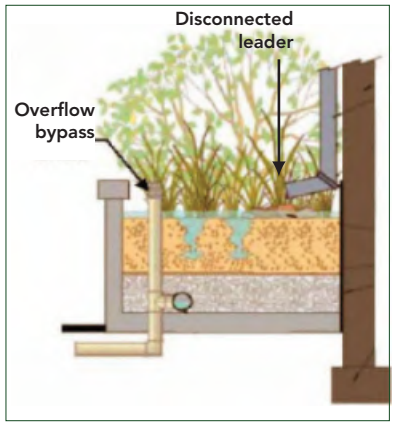


FIGURE 5.03 Planter box with disconnected leader

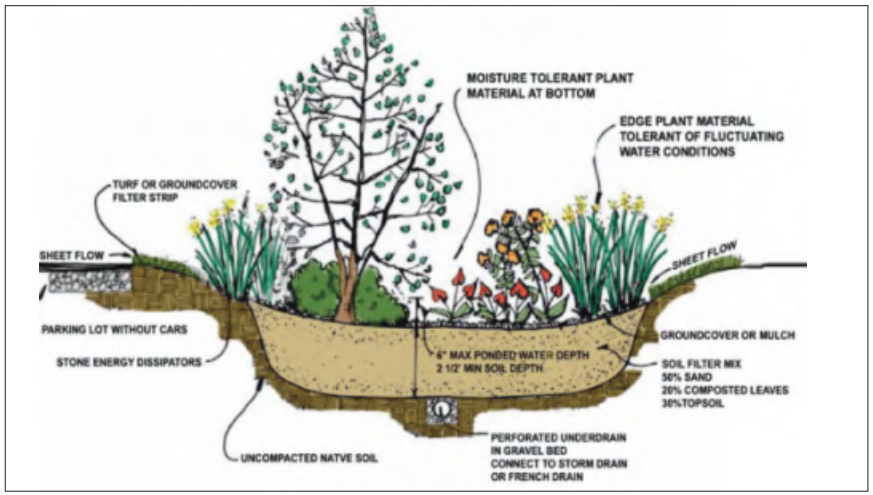


FIGURE 5.04 Typical Rain garden section

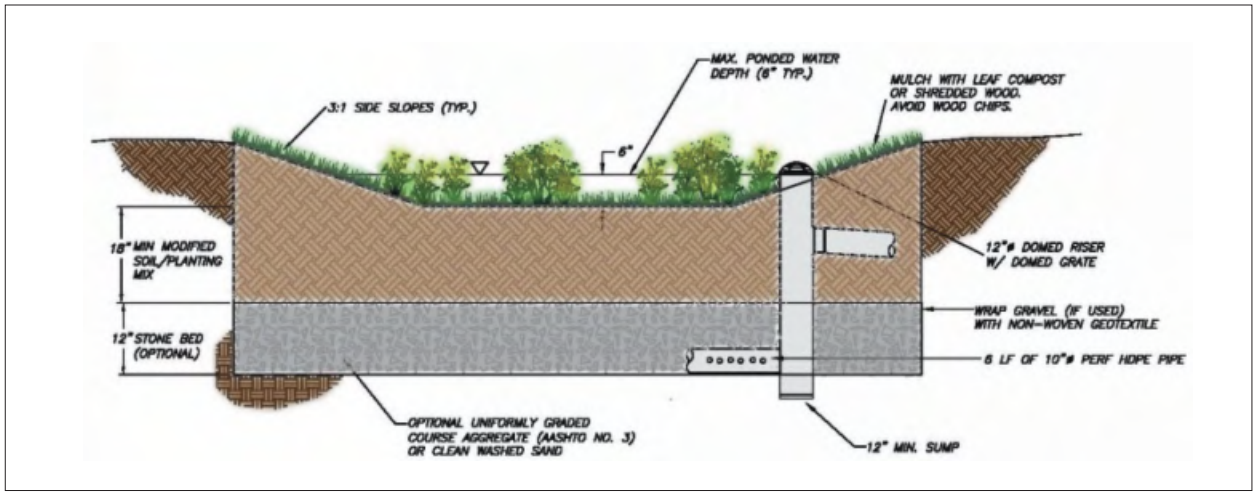


FIGURE 5.05 Typical planter box section

Green Roofs

Buildings are permitted to use green roofs to filter and reduce the volume of stormwater run-off.

Cisterns

Installation of cisterns is permitted to reduce the rate of stormwater run-off from the buildings, provided that:

- Cisterns shall be integrated into the building design.
- If a cistern holds greater than six inches of water, it shall be covered securely, or have a top opening of fewer than four inches.
- Cistern design and maintenance should minimize the potential for clogging by leaves and other debris.



FIGURE 5.06 Rain garden example



FIGURE 5.07 Rain garden example



FIGURE 5.08 Rain garden example



FIGURE 5.09 Stormwater management example



FIGURE 5.10 Disconnected leader over podium example



FIGURE 5.11 Disconnected leader over podium example

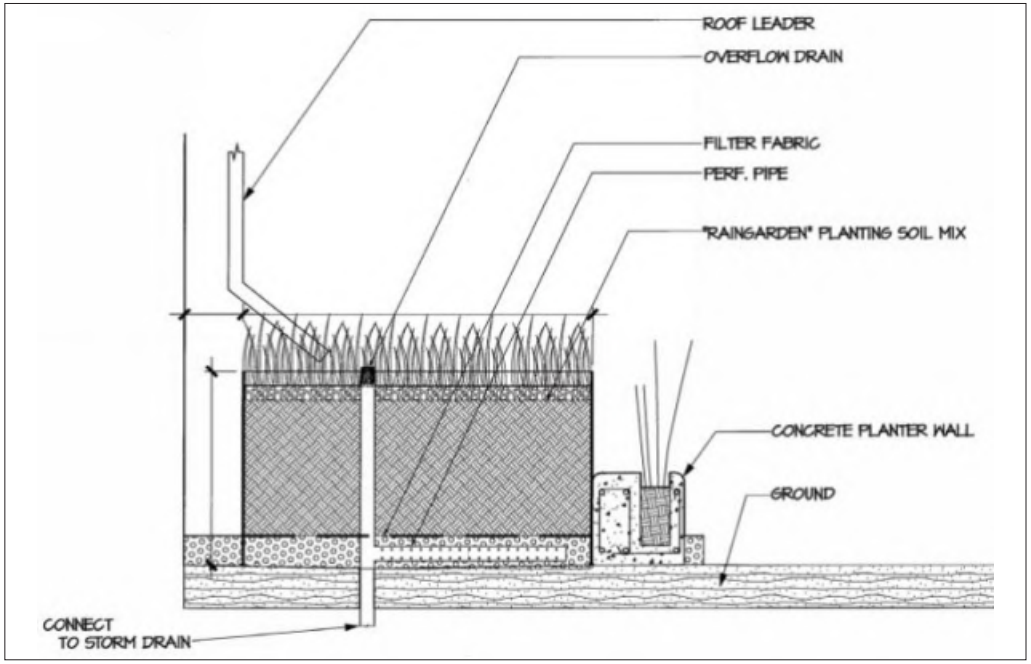


FIGURE 5.12 Disconnected leader and rain garden over podium example

Flood Control Strategy

In early 2012, the City of San Mateo completed levee improvements that resulted in revisions to the FEMA flood insurance mapping in October 2012. These improvements removed the Plan Area from the 100-year flood plain (1-percent chance annual flood). Parts of the site remain in Zone X, the 500-year flood plain (0.2 percent chance annual flood).

Due to this change, the requirements of San Mateo Municipal Code Chapter 23.33, which were included in the 2011 Specific Plan and Design Guidelines documents, no longer apply.

Currently, portions of the Plan Area (below +104.7 ft Adjusted City Datum) are susceptible to flooding in the unlikely event of failure of the Crystal Springs Reservoir Dam (Corridor Plan EIR).

Site Preparation and Design

The following principles are encouraged:

- **Site disturbance**: Minimize impact on pre-existing native vegetation and permeable surfaces, including during construction.
- **Heat-Island effect**: Increase the amount of pervious and/ or shaded areas to reduce microclimate impact. Discourage dark roof materials.
- **Infrastructure, energy efficiency**: Consider energy-efficient infrastructure equipment.
- **Recycled content for infrastructure**: Consider materials with recycled content for infrastructure.
- **Site forestation**: Encourage site greening through a high density of trees and plants.
- **Light pollution**: Design open-space lighting to minimize impact on the night sky.
- **Construction waste management**: Promote the diversion of construction waste and demolition debris from disposal in landfills and incinerators.

Neighborhood Design and Community

The following principles are encouraged:

Compact development: Optimize the allowed density through a strategy that fits with the community.

Parking footprint: Minimize off-street parking impact by encouraging integration of parking in building cores and/ or underground, such that the majority of street frontages will favor pedestrian activity.

Walkable streets: Promote pedestrian activity and public health through increased physical activity, using:

- Frequent use of building entries
- Street proportions that ensure space definition
- Limited traffic speed
- Limited and coordinated setbacks for buildings framing streets
- Mixed-use building façades primarily contiguous to sidewalks
- High level of transparency for non-residential uses and ground-floor façades fronting streets
- Minimized blank walls
- Regular rhythm of street trees between travel lanes and sidewalk walking areas
- Ground floor of residential units should be at least two feet above finished sidewalk grade

Green Building Design

Bicycle network: Encourage bicycle use by providing bicycle lanes and storage facilities.

Access to publicly accessible open space: Foster walking, physical activity and time spent outdoors, as well as social interaction, through access to and connectivity of parks.

Housing Diversity: Offer a range of housing types to enable a variety of residents to live in the Plan Area.

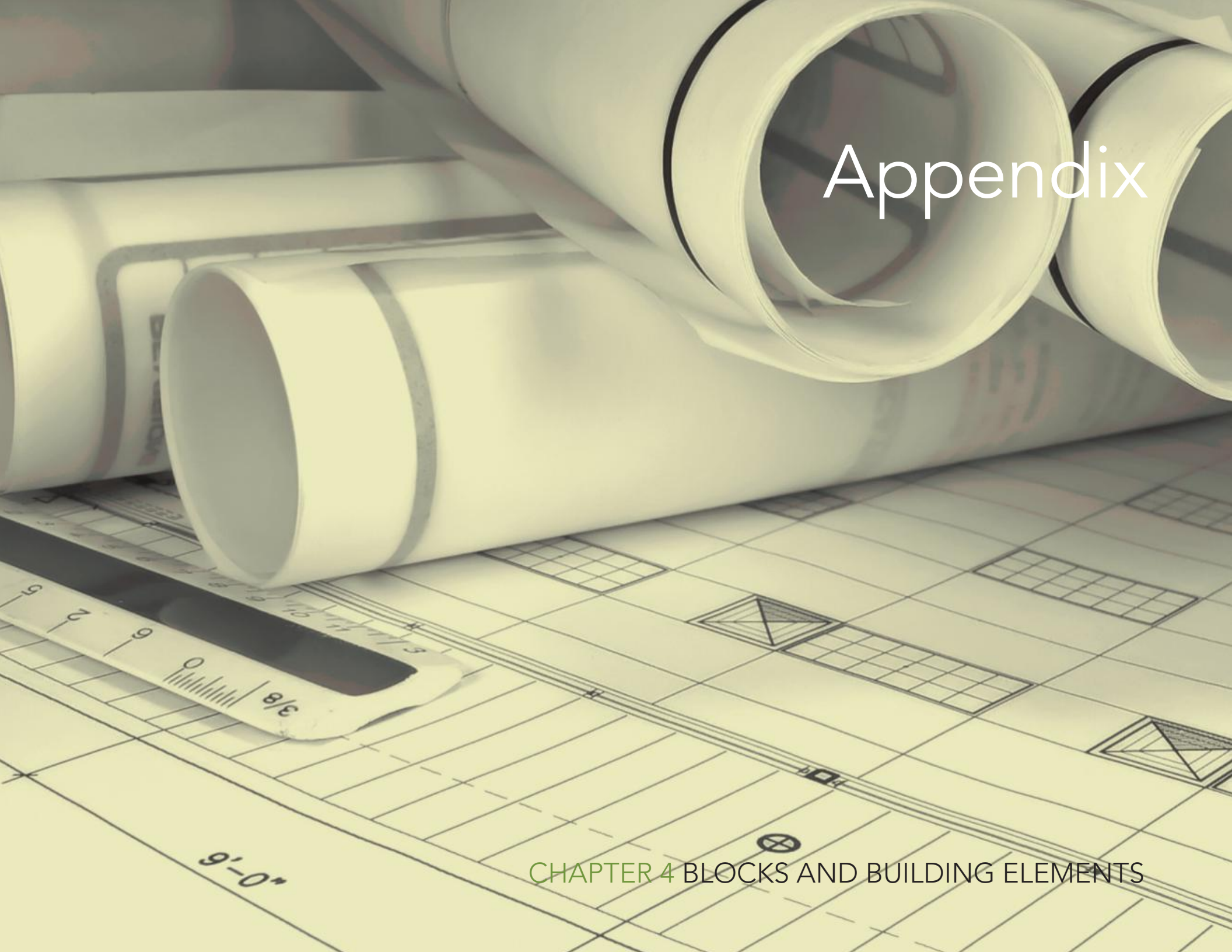
Universal accessibility: Provide a high level of accessibility through general street grades and individual designs which meet applicable ADA requirements.

Internet accessibility: Consider wireless access for the Plan Area.

The following principles are encouraged to ensure sustainable building design:

- Construction waste should be recycled and reused when possible.
- Roofs should reduce heat-island effect through design and materials selection.
- Façades of buildings with residential uses should be designed to take advantage of natural lighting and optimize solar gain.
- Façades of buildings with retail and office uses should be designed to shield peak gains and optimize natural lighting.
- Building design should incorporate operable windows and open-air courtyards to encourage natural and cross ventilation as part of the HVAC system.
- Building design should include water-efficient fixtures and plumbing such as faucets, shower heads, and toilets that reduce water consumption.
- Energy-efficient lighting, appliances, and HVAC equipment should be used to reduce the energy required for building operation.
- Recycled or locally-produced building materials should be used where practical and appropriate.
- Buildings should use rating systems to evaluate design and pursue green design certification.
- Additional green design features such as on-site renewable energy sources and green roofs should be considered.

This page intentionally left blank.



Appendix

CHAPTER 4 BLOCKS AND BUILDING ELEMENTS


9'-0"

Appendix

The following pages provide definitions of some of the more specialized terms used in the Design Guidelines.

Definitions

ACTIVE USE:
Retail/services/restaurants, residential entrances, or other high-frequency uses such as brokerage offices, commercial lobbies, health facilities and professional offices

AMENDED SOIL:
A soil mix that allows adequate drainage through the soil to remove pollutants and provide efficient drainage

APARTMENT:
A room or suite of rooms used or designed for use as a residence by a family, located in a building containing two or more such rooms or suites

ARCADE:
A length of sidewalk covered by enclosed building mass above, which is supported by a series of arches on columns or piers

ARCHITECTURAL FEATURE:
A visible treatment of building massing, fenestration, materials, or other distinctive details on a building

ARTICULATION:
Variation in the massing, setback, height, or architectural features of a building, such as changes in wall plane, apparent height, materials and colors, vertical recesses and projections, floor levels, roof forms, parapets or cornice treatments, the location of garage and residential entrances, or window forms and patterns

BALCONY:
An open, habitable portion of an upper floor that extends beyond or is recessed within a building's exterior wall, and that is not supported from below by vertical columns or piers but is instead supported by a cantilever, brackets, or the building mass below

BALUSTER:
A vertical member used to support a railing or coping

BALUSTRADE:
A railing together with its supporting balusters or posts, often used at the front of a parapet

BAY WINDOW:
A window or group of windows that project(s) from a building wall

BIOFILTRATION PLANTER:
A landscape element that is designed to capture runoff from streets and pavement areas to permit water-quality treatment by infiltration through soil media

BIOFILTRATION UNIT:
A landscape element with openings that are designed to capture runoff from streets and pavement areas to permit water-quality treatment by infiltration through an engineered medium or filter

BLANK (BUILDING) WALL:
A side of a building lacking any windows or architectural features

BLOCK:
A built area that is bounded by streets and/or open space

BLOCK LINE:
The boundary line that defines a block. Typically, the block line is drawn at the back of sidewalk.

BLOCK OPENING:
A break in the frontage or streetwall to allow for a visual or physical connection to the interior of a block

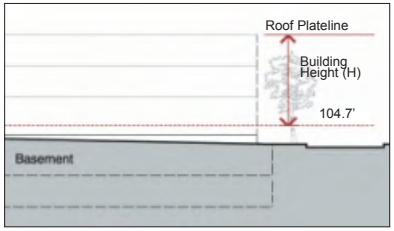
BRISE SOLEIL:
A horizontal projection extending from a building façade to shield glass from the sun, which may or may not include louvers to provide passive solar heating in the winter months

BUFFER:
Buildings, open spaces, landscaped areas, fences, walls, and plantings that screen one use or property from another, usually to mitigate noise or lights

BUILD-TO BLOCK LINE:
A line to which a building façade shall be built, for which criteria may set a minimum percentage or length per façade

BUILDING FRONTAGE:

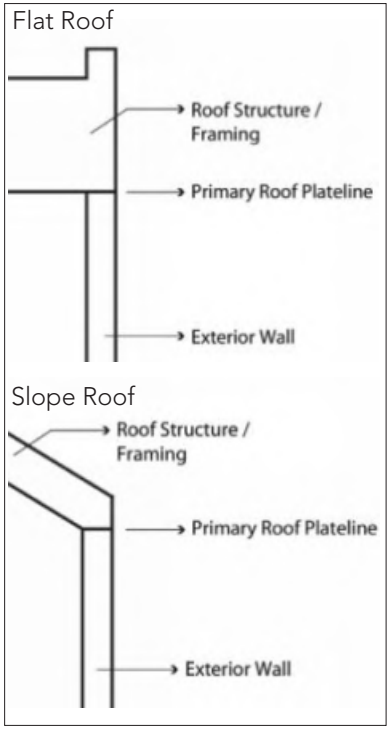
A vertical side of a building that faces an open space or street and is built to the setback or build-to line



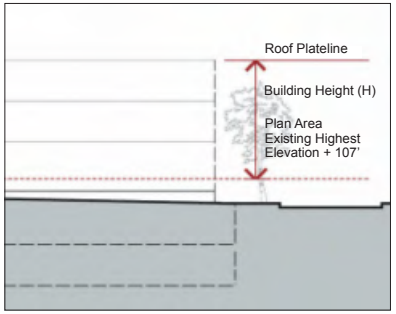
Method of height measurement along 35-foot Maximum Height Zone on South Delaware Street



Location of 107' height measurement point



Location of roof plateline



Method of height measurement along graded parcel in Plan Area

BUILDING HEIGHT:

The height of the building, not including roof structures, measured from +107 feet adjusted City datum, (except for areas in MU-1 and RE-4 within the 35-foot Maximum Height Zone along South Delaware Street) to the roof plateline. For the 35-foot Maximum Height Zone along South Delaware Street, height will be measured from 104.7 feet (City datum) to the roof plateline

CATALOG FURNISHINGS:

Outdoor furnishings that are not custom made and are supplied through vendors

COLONNADE:

A row of columns set at regular intervals

CORNICE:

A molding along the top of a wall or building

COURTYARD:

An enclosed or semi-enclosed open space, with planted and/or paved areas, to which there may be public access

CURB CUT:

A location where a driveway apron intersects a street curb

CURB LINE:

A line where a sidewalk curb meets the edge of street pavement

CURB RADIUS:

A curved edge of street paving at an intersection used to describe the sharpness of a corner

DROUGHT-TOLERANT PLANTS:

Plants, many of them native, with the ability to survive with little or no irrigation other than rainfall

EAVE:

A projecting overhang extending from the lower edge of a roof

EVAE:

Emergency Vehicle Access Easement

EXPRESSION LINE:

A line, generally running the full length of a façade, expressed by a material change or by a continuous projection, such as a molding or cornice, which delineates the transition between floor levels

FAÇADE:
An exterior wall of a building facing a street or open space (or the treatment given thereto)

FRONTAGE:
Building width along a street or open space

FREESTANDING BRICK PIER:
A pillar of brickwork not connected to a wall

FULL CUT-OFF LUMINAIRE:
An outdoor light fixture that is shielded or constructed such that it emits no light above the horizontal plane, as certified by a photometric test report

GARDEN WALL:
A freestanding wall along the property line dividing private areas from streets, alleys, and or adjacent lots; can occur within courtyards, mid-block connections, and common residential usable open spaces

GREEN CORRIDOR:
A narrow, linear park space linking two parks or a park with a street

HOLD CORNER ZONE:
The portion of a frontage which must maintain the build-to line to define block form at an intersection/corner of a block

HORIZONTAL EXPRESSION:
A building façade condition in which floors or a group of floors, window shapes, linear balconies, cornices, stepbacks, or roof lines are perceived in horizontal layers

IMPERMEABLE:
Not able to be infiltrated by water

INFILTRATION:
The movement of water through surface soil

LAMPBLACK COLOR:
A San Mateo City Standard concrete additive producing darker concrete that reduces signs of wear

LIGHT POLLUTION:
Excess or obtrusive light that disrupts ecosystems, wastes energy, or intrudes on an otherwise low-light setting

LIGHT TRESPASS:
Light emitted by a luminaire that shines beyond the property on which the luminaire is installed

LOGGIA:
A roofed but open gallery or arcade along the façade of a building

LUMINAIRE:
A lighting device including a light source, pole, and any necessary parts, decorations, and mounting brackets

LINTEL:
A horizontal structural beam that spans an opening, such as between the posts of a door or window, or between two columns or piers

MASSING:
The volume or bulk of a building or structure

MASSING TRANSITION:
A significant change in façade plane, height, and/or material to differentiate two major parts of a building

MARQUEE:
A permanently roofed architectural feature, with vertical sides and intended for the display of signs, and which is supported entirely from an exterior wall of a building

MODULATION:
Major variations in the massing, façade, height, or setback of a building

THE PARK:
The approximately 1.1-acre publicly accessible open space located at the center of Station Park Green

PARK FRONTAGE ZONE:
The built area with edges facing The Park

PAVEMENT:
A hard surface to facilitate pedestrian and potentially bicycle or vehicular passage

PEDESTRIAN-ORIENTED:
A condition in which the arrangement and location of active uses, buildings, streets, and open spaces are such that walking is safe, inviting, and efficient

PERMEABLE:
Allowing infiltration of water or other liquid

PLAN AREA BOUNDARY:
The boundary of the Station Park Green Specific Plan Area

PLAZA:
A designated open space that includes paved areas and a distinctive civic character

PRIMARY ACCESS:
The main entry point of a building

PRIMARY FAÇADE PLANE:
The vertical plane of a building not including stoops, porches, or other appurtenances

PRIMARY STREET WALL:
The predominant aggregate effect of the façades/walls of buildings along a property line nearest to a public street or open space, which defines the public realm by framing and/or engaging the street

PROJECTION:
A part of the building façade that extends outward beyond the primary façade plane

PUBLICLY ACCESSIBLE OPEN SPACE:
Open space to which there is a right to public access on a regular basis

RECESS:
An indentation or small hollow, measured from the primary façade

RESIDENTIAL-SCALE EXPRESSION:
The method of designing and articulating a building facade with small scale elements. These elements can range between 10 to15 feet in width and include frequent recesses and/or step backs in between the prominent architectural elements

RESIDENTIAL USABLE OPEN SPACE:
Open space to which there is no right to public access

REVEAL:
The horizontal distance between a window or door opening and the building façade, measured from the dominant building surface to the window or door frame

ROOFTOP STRUCTURES:
Architectural features added to the main body of a building, such as turrets, cupolas, spires, belfries, dormers, chimneys or mechanical equipment

SECONDARY ACCESS:
A building entry other than the primary access

SETBACK:
An area on a lot within which certain types of structures may not be situated, measured perpendicular to lot lines, and extending for the full width or depth of the lot

SHARED PARKING:
A system of parking areas shared by multiple users, where each user has peak parking demands at different times within a 24-hour period, thereby allowing some parking spaces to be shared

SPECIAL PAVER:
A man-made concrete or natural stone fabrication, usually two- to three-inches high and geometrically shaped, which can be laid in patterns for walkways, patios, driveways, or streets

SILL:
The horizontal member at the base of a window opening

STEPBACK:
A portion of a building recessed a minimum distance from the façade

STORY:
An occupiable level within a building

STOOP:
A small platform and entrance stairway at a building entrance, sometimes covered by a secondary roof or awning

STOREFRONT:
The portion of a building at the first story of a retail frontage that is made available for retail use

STREETWALL:
Continuous façade of buildings generally situated on the property line, building line, or setback line, and facing a street or open space

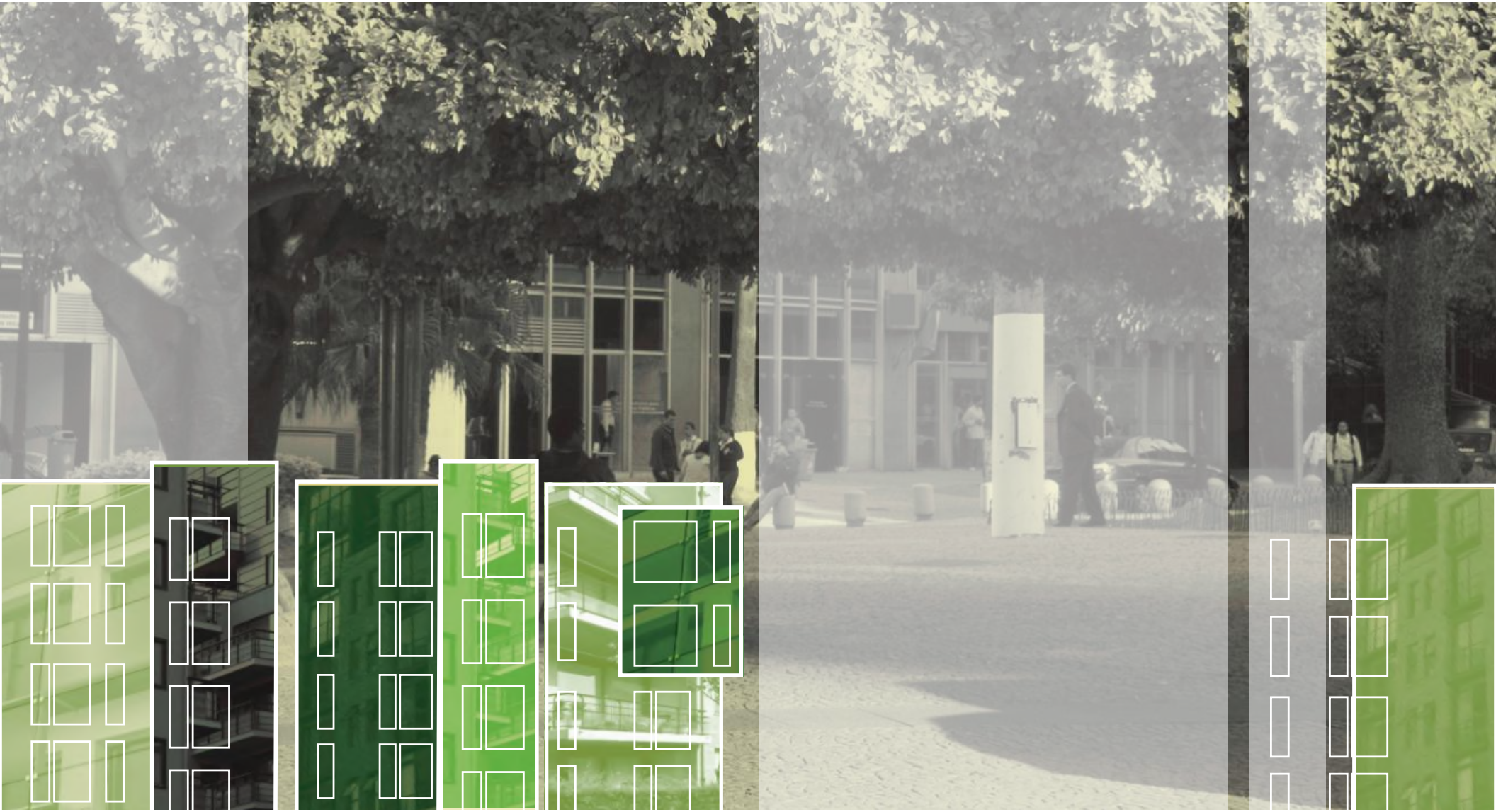
TOWNHOME-STYLE UNIT:
A dwelling unit which: (i) shares at least one party or demising wall with an adjacent dwelling unit; and (ii) has an entrance which may be shared opening onto an adjacent sidewalk or other pedestrian pathway

UNIT PAVER:
A high-quality paving material used to differentiate important public spaces and streets and, within streets, signal pedestrian priority; may include concrete unit pavers, cobblestones, and flagstones

VERTICAL EXPRESSION:
A building façade condition in which floors or a group of floors, window shapes, linear balconies, cornices, stepbacks, or roof lines are perceived in vertical divisions

WARNING PAVER:
A durable band of truncated domes that is located at edges where a pedestrian condition meets a vehicular condition, and taking the place of curbs where a flush condition is needed to allow passage of emergency vehicles, achieve adequate turning radii, and/or maintain the safety of the pedestrian. Must comply with applicable federal and state audibility requirements.

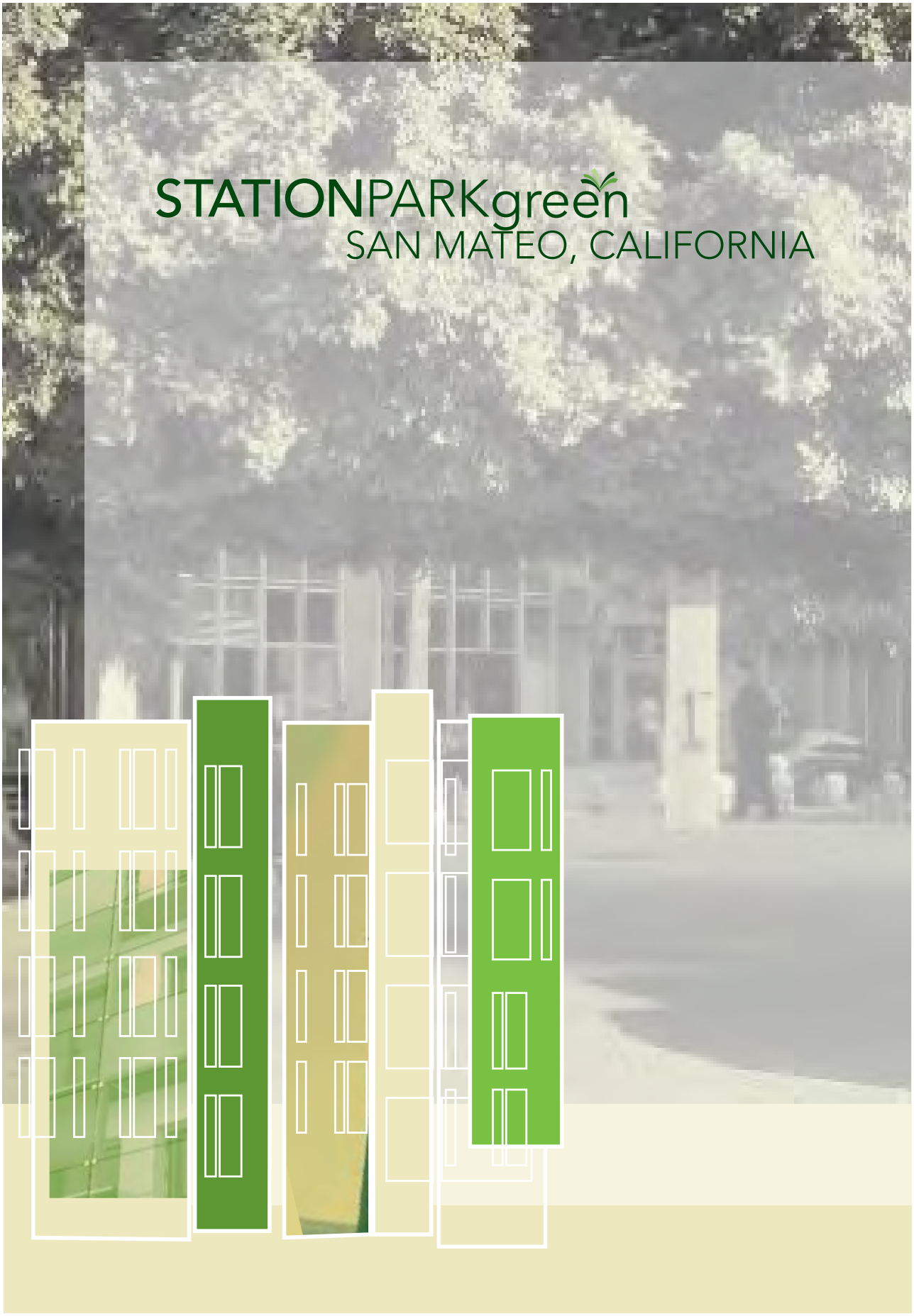
This page intentionally left blank.



PA 14-055

TITLE: Station Park Green
Address: 1700 & 1790 S. Delaware Street
Parcel Number: 035-200-060, -180
Assigned Planner: Lorraine Weiss





STATIONPARKgreen

SAN MATEO, CALIFORNIA

20 November 2014