

January 11, 2010

December 16th Planning Commission Meeting + Additional Changes

SPECIFIC PLAN (SP)

1. Contents

Under Chapter 1 – Overview, change “Corridor Plan Relationship” to “Corridor Plan and General Plan Relationship”

2. SP p.3

Under list of headers change “Corridor Plan Relationship” to “Corridor Plan and General Plan Relationship”

3. SP p. 9, col. 3

Add new para. after line seven....transit-oriented neighborhood. -- "The Plan envisions the JPB property is not merely a destination for people using Hayward Park Station but also as a through-way for pedestrians and cyclists travelling in both directions across the railroad right-of-way to and from the Plan Area."

SP p. 9, col. 3, end of (new) second para. -- "The preferred condition is for the Plan Area to operate in conjunction with the JPB property by creating a new street on JPB land to connect to "E" Street and Garvey Way beyond, in place of the EVAE contingency."

4. SP p.11

First header to read “Corridor Plan and General Plan Relationship”

Add new sentence at the end of the column - “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.”

5. SP p. 57, col. 1

Fifth lines insert text after ...oriented neighborhood “to facilitate pedestrian and bicycle traffic across the JPB property to and from all portions of the Hayward Park Station Area,” and increased use of transit services.

6. SP p. 57, col. 1

First bullet point - "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."

7. SP, p. 57, col. 3

First full bullet point - "Consider the location and design of "E" Street from Garvey Way to Concar Drive 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."

8. SP, p. 59, col. 2

First full sentence - "The preferred condition is to build an east-west street using some portion of the JPB property that connects "E" Street to Concar Drive, instead of the EVAE."

9. SP, p. 60, col. 1

Last sentence - "..., as it is intended solely as a contingency in case an alternative access street cannot be built on the JPB property.

10. SP, p. 108, col. 1

Last full sentence - "If, as is preferred, an east-west street can be built using some portion of the JPB property, then "E" Street should be reconfigured to include a bicycle lane."

11. SP p.111

Third sentence in first paragraph should read "...to accommodate an eight-foot-wide (12-foot-clear) multiuse path and a planting buffer along MU-1; and a ten-foot-wide (14-foot-clear) multiuse path and a planting buffer along MU-2 and MU-3

Figure 4.55 will be updated to show multi-use path as 10' wide.

12. SP, p. 119, col. 1

Second full para., new second sentence - "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.

13. SP, p. 119, col. 1

Third full para., second sentence - "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."

DESIGN GUIDELINES (DG)

1. DG, p. 6, col. 1

Second para., second sentence - "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 increased use of transit services."

2. DG, p. 6, col. 2

Second bullet point - "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 travelling in both directions across the railroad right-of-way."

3. **DG p. 70**

Current last sentence to read - "All outdoor luminaires shall be fully shielded such that they emit no direct upright into the night sky."

Add new last sentence – "Some low level accent and directional lighting in public spaces shall be allowed."

4. **DG, p. 107, col. 2**

Fourth bullet point, "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."

5. **DG p. 107**

Last bullet point under 'Bicycle Parking Facilities' to read "Secured bicycle parking for each residential unit is encouraged".

6. **DG p.121**

Rename sections such that Figure 4.11 is called Section AA and Figure 4.12 is called Section BB.

Correct Figure 4.10 to make the above change in section labeling.

FINDINGS

1. Section II 3.e. DEVELOPMENT AGREEMENT has been modified as follows: Development, operation and maintenance of a community room of at least 3,000 square feet within Block MU-1, MU-2 or MU-3, available to the members of the San Mateo community by reservation and subject to availability, at an estimated value of \$375,000.

CONDITIONS (COA)

1. COA #10-This condition has been reconciled with the Development Agreement language regarding Indemnification.
2. COA #22-The last paragraph of this condition has been modified as follows: The Construction Impacts Coordinator shall also be responsible for developing a communications plan to discuss the progress of the project this could include the following: preparing and distributing quarterly newsletters to the adjacent neighborhoods discussing the progress of construction and posting a copy on the City's website, maintaining and email list for newsletter distribution, and posting on-site signage. The communications plan shall be submitted, reviewed, and approved by the

City. The newsletter shall include the name and phone number for the Construction Impacts Coordinator and be submitted, reviewed and approved by the City prior to the distribution to the neighborhood.

(PUBLIC WORKS, BUILDING, PLANNING)

3. COA #32- Modified second bullet in this condition to read as follows (deleted last sentence): Properly designed and readily-available engineered controls (passive vapor barriers), as well as the currently planned underlying parking garage, shall be incorporated into the Project to provide sufficient measures to address potential vapor intrusion concerns at the property, associated with any identified contamination. ~~The project does not include the use of an active vapor barrier.~~
4. COA #88- Modified this condition to read as follows: Station Area Plan -- The figures in the Specific Plan and Design Guidelines show an Emergency Vehicle Access Easement at the southwestern portion of the Plan Area, along the boundary of the adjacent JPB property, It is the ultimate goal of the Specific Plan and Design 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. Seamless integration and direct connection between and through these two properties will facilitate and improve the circulation for the entire Hayward Park TOD Zone. The Applicant and all owners of parcels within the Specific Plan Area shall participate as stakeholders in the development of a Station Area Plan regarding land use in the immediate Hayward Park Station Area and pedestrian and bicycle connections to the station and through the area. Integration of the properties could include the placement of buildings, as well as pedestrian and bikeway amenities fronting directly onto the JPB property, or a new street that continues "E" Street through to Concar Drive. The Station Area Plan will also address items such as appropriate wayfinding signage, fence and gate locations, station drop-off/pick-up locations, through bike and pedestrian connections, and other issues related to the smooth functioning of the future station area once its design becomes more developed. In no event shall the Applicant or any owner of parcels within the Specific Plan Area be required to alter designs or improvements in a way that would increase the cost or timing of design, construction, or occupancy of any portion of the Station Park Green Project. (PLANNING, PUBLIC WORKS).
5. COA #91 (Formerly COA #90) Modified Condition to read as follows: CONCAR BIKE PATH – The applicant shall grant a surface easement and design a Class I Bike Path along the Project's Concar Drive frontage between South Delaware Street and the Hayward Park Train Station. The portion of the path adjacent to MU-1 between South Delaware Street and A Street (opposite the SR 92 ramps) shall be eight- (8-) feet wide with two- (2-) foot clear shoulders for a total path width of twelve (12) feet. The portion of the bike path adjacent to MU-2 and MU-3 between A Street (SR92 ramps) and the Hayward Park Train

Station property shall be ten- (10-) feet wide with two- (2-) foot clear shoulders for a total path width of fourteen (14) feet.

The path will be located along the Concar Drive retail frontage of the Project. The functionality of the path and its adjacency to the retail frontage was reviewed by Alta Planning + Design in their memorandum titled Station Park Green – Concar Drive Pathway Activity Estimates and Analysis dated December 13, 2010. For the two adjacent uses to be compatible (bike path and retail frontage), the report provides recommendations that shall be considered during the SPAR regarding Blocks MU-1, MU-2 and MU-3 as follows, to the approval of the Planning Commission and City Engineer:

1. Provide for a safe interface between the bike path and the proposed retail use.
2. Design attention at the A Street intersection to ensure proper vehicle speeds and pathway visibility, such as small curb radii, enhanced crosswalks, and pedestrian countdown signals.
3. No centerline striping.
4. Path shoulders shall be paved to increase the usable width of the pathway. Paving near street trees shall be permeable and designed to protect tree health.
5. Enforcement of slower speeds through site-specific design treatments, signage and education (or encouragement of alternate facilities) for recreational and other fast non-motorized users.

The report also provides recommendations for specific intersection design features that shall be incorporated into the design of the Class I Bike Path at the intersection of A Street (SR 92 ramps) and Concar Drive. These elements shall be included and reviewed during the SPAR application for the buildings adjacent to this intersection to the approval of Planning Commission and the City Engineer:

1. A 30-foot setback from the A Street/Concar Drive and South Delaware Street/Concar Drive intersections for all obstructive vertical landscaping, street furniture, and on-street parking to ensure proper sight distance for motorists and path users.
2. Wide curb ramps – preferably eight (8) feet to match the minimum paved path width – at the exit and entrance points to the pathway.
3. Special treatment of the A Street intersection crossing, such as stamped thermoplastic or concrete detailing, to improve connectivity and differentiate the pathway from a standard sidewalk.
4. Pedestrian countdown signals at the intersection of A Street (opposite the SR 92 ramps) and Concar Drive. This will require modification of the signal equipment on the north side of the A Street/Concar Drive intersection to include pedestrian actuation.
5. A curb extension, into the parking lane, for the mid-block crossing of Concar Drive between the MU-2 and MU-3 sites.

During the SPAR application for the buildings adjacent to the intersection of MU-1, the design of the northwest side of the Concar/Delaware corner to shall consider pathway visibility, appropriate ramping, design, and signage (as necessary) to the approval of the Planning Commission and the City Engineer.

(PUBLIC WORKS, PLANNING)