

October 17, 2019

Mr. Phillip Brennan
Department of Community Development
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403-1388

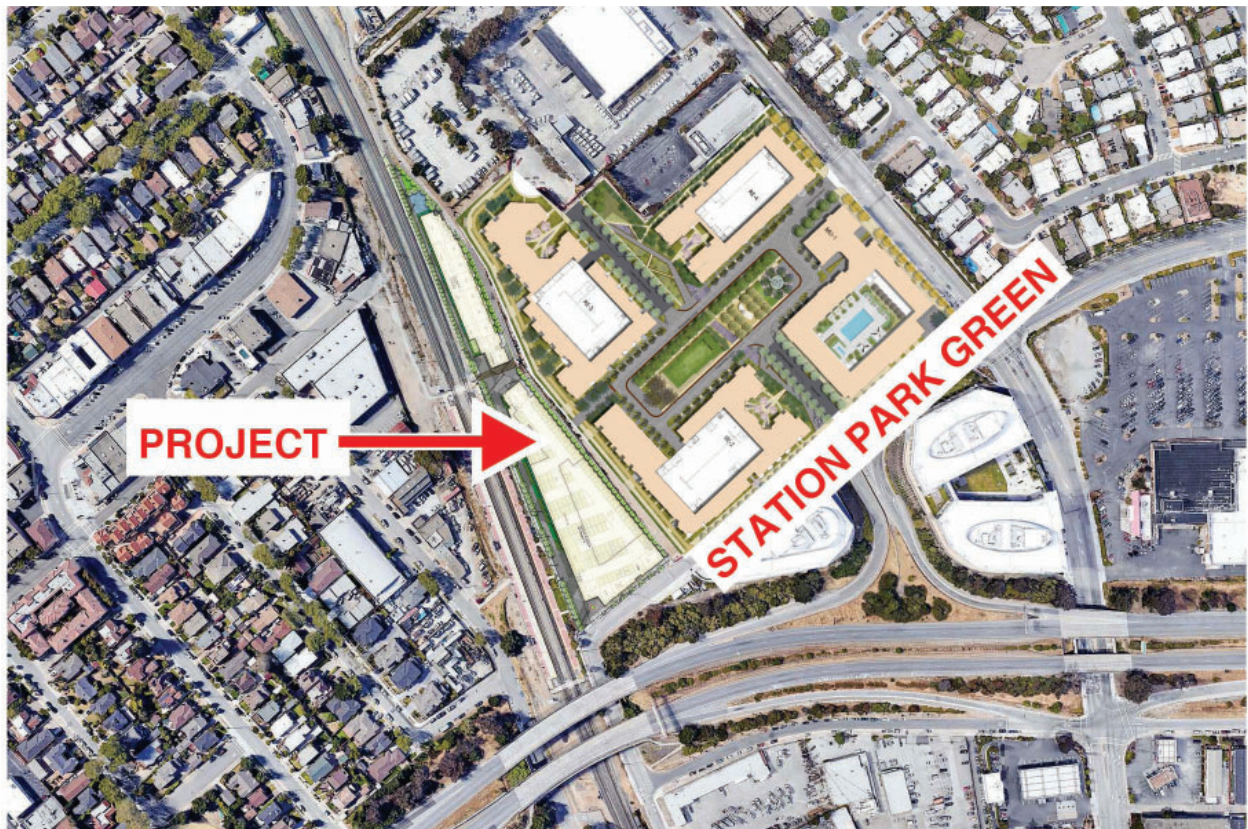
RE: Hayward Park Review

Dear Phillip:

I am familiar with the site through extensive reviews of the adjacent Station Park Green project. I reviewed the earlier Hayward Park concept drawings, and provided preliminary review comments to staff in June. Since then I have viewed the video of the Planning Commission Study Session on September 10.

SITE CONTEXT

The site is located at the Hayward Park CalTrain Station adjacent to Highway 92 and the new Station Park Green project. These review comments are based on the concerns raised by the Planning Commissioners in their study session and on the goals, policies and design guidelines contained in the *San Mateo Rail Corridor Transit-Oriented Development Plan*. The site and adjacent context are shown on the aerial photo below.



OVERALL EVALUATION

The project site presents a number of constraints including its relative long length and small depth. Another limitation is posed by its eastern frontage on the proposed EVA which is located on the Station Park Green site and limits vehicular access along the site's eastern frontage. The proposed project seeks to fit within the constraints of the site, but in doing so, it is not consistent with several of the policies and guidelines of the *San Mateo Rail Corridor Transit-Oriented Development Plan* (See Appendix B).

PLANNING COMMISSION CONCERNS

The following issues and concerns were raised by multiple commissioners in the September 10 Planning Commission Study Session.

1. No replacement parking would be provided for the displaced Hayward Park Station transit parking.
2. All parking would be provided within Building A. Residents in Building B would need to walk long distances from parking to their units - including through exterior areas exposed to the weather.
3. Provided parking for the project would be in excess of city requirements, and it would all be above grade. Suggestions were made to consider providing below grade parking or a mechanical parking system to allow for additional residential units within the maximum site height limit.
4. Due to the EVAs along the length of both the east and west frontages of the project, all deliveries and ride sharing pick up areas would need to be located on the Concar Drive frontage, making service for residents in Building B inconvenient. Access restrictions along the westerly EVA are unclear.
5. The proposed open space Plaza at the southwest corner of Building A is small, and would not be consistent with the *San Mateo Rail Corridor Transit-Oriented Development Plan*. The open space between Buildings A and B would be larger but less usable due to its function for moving van access and the distance from the primary transit station access.
6. Concern was expressed about the appearance of the two-story parking garage wall facing the immediately adjacent EVA and Station Park Green residential buildings.
7. Concern was expressed about potential conflicts between pedestrians arriving at the transit station at the same time as residents could be exiting the parking structure.
8. General approval was expressed about the architectural design, but some reservations were expressed about:
 - Building B has less architectural articulation than Building A.
 - The design style was too similar to Station Park Green and other recent projects reviewed by the commission, and the design lacked distinctive features.
 - Proposed building materials and textures were not as interesting as those used by the applicant on their 888 San Mateo Drive multifamily project.

ALTERNATIVE APPROACHES AND RECOMMENDATIONS

CONCERN #1: TRANSIT STATION REPLACEMENT PARKING

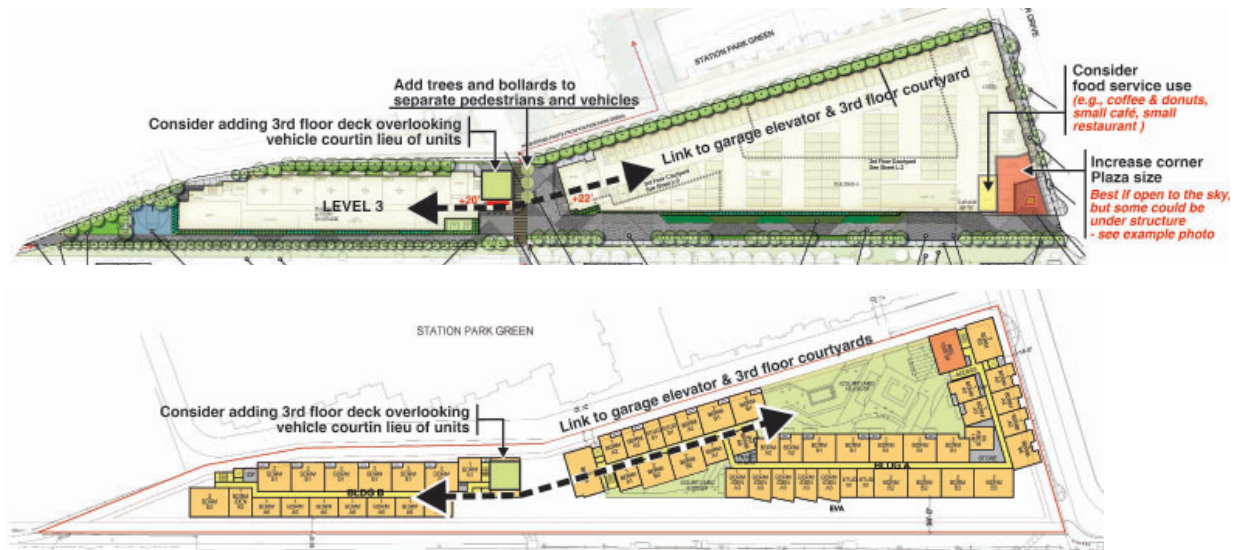
The applicant has proposed including approximately 40 parking spaces for transit riders and leasing office use immediately inside the garage. It would be separated from resident parking by a drive aisle gate. The final number of parking spaces will be based on the Consultant/City analysis and the adopted Caltrain Business Plan.

CONCERN #2: BUILDING B PARKING

There are a couple of approaches to this issue.

- A. Providing parking below Building B utilizing a mechanical parking system with access via the westerly EVA or by a tunnel under the center service court. This would be an expensive solution requiring below grade parking - probably for both buildings, but it was one suggestion put forth during the Planning Commission Study Session comments. It would provide the most convenient parking for Building B residents.
- B. A more modest solution would be to assign parking for Building B at the north end of both parking levels in Building A, and construct a covered pedestrian bridge between Buildings A and B. A two foot differential between the third levels of the two buildings is currently shown. Since clearance would need to be sufficient for a fire engine (13'-6" min.), it might be advantageous to place the bridge at the third level since that would also allow Building B residents a direct route to the large outdoor open space at the third level of Building A - see illustrations below.

An option would be to provide a Building B third level deck to take advantage of the central service court overlook.



CONCERN #3: PARKING AND UNIT COUNT BALANCE

The planning commission opined that additional residential units would be desirable. There are a couple of approaches that might be considered to free up the second level parking floor of Building A for approximately 39 residential units similar in layout to what is now shown on level 3 - the open space courtyard would then move down to level 2. This might be accomplished by either placing one level of parking below grade or by utilizing a two-tier mechanical parking system on the ground level for resident parking. Depending on the size of cars to be accommodated in a two-level mechanical system, the first floor level might need to be depressed slightly below grade or kept at the current grade level with sections under the parking spaces excavated to provide a pit for the system to store one level of cars below grade. Both parking approaches would be more expensive than currently proposed, but the off-setting provision of additional residential units would need to be evaluated as part of the analysis. Either approach would reduce the two-story parking garage wall issue (Concern #6 above).

CONCERN #4: DELIVERIES AND RIDE SHARING

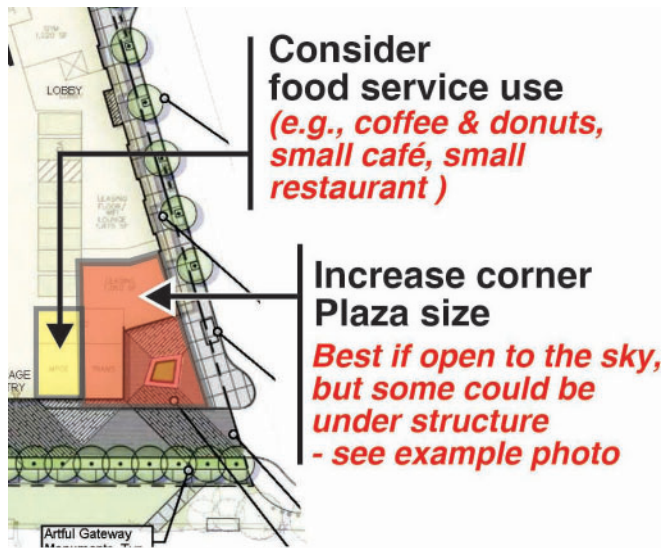
The applicant is reportedly studying concepts to address these issues. My understanding is that they would still likely require the short term parking for these activities to be located on Concar Drive in the area now devoted to the transit station drop off and bus stop. Deliveries might be given some designated space near the leasing office to store packages for tenant pick up, but that would then require either Building B tenants to pick up items there or management staff delivering packages to the tenants' units. For ride sharing services, there would still be a significant inconvenience, and a not-so-pleasant or weather protected path from Building B units to the Concar Drive frontage. Any proposed design should prioritize creating the least amount of impact along Concar Drive.

Another approach might be to allow these service vehicles to access the service court between Buildings A and B via the westerly EVA. If that option were to be explored, the applicant should refine the pedestrian and vehicle circulation plans and Plaza amenities.

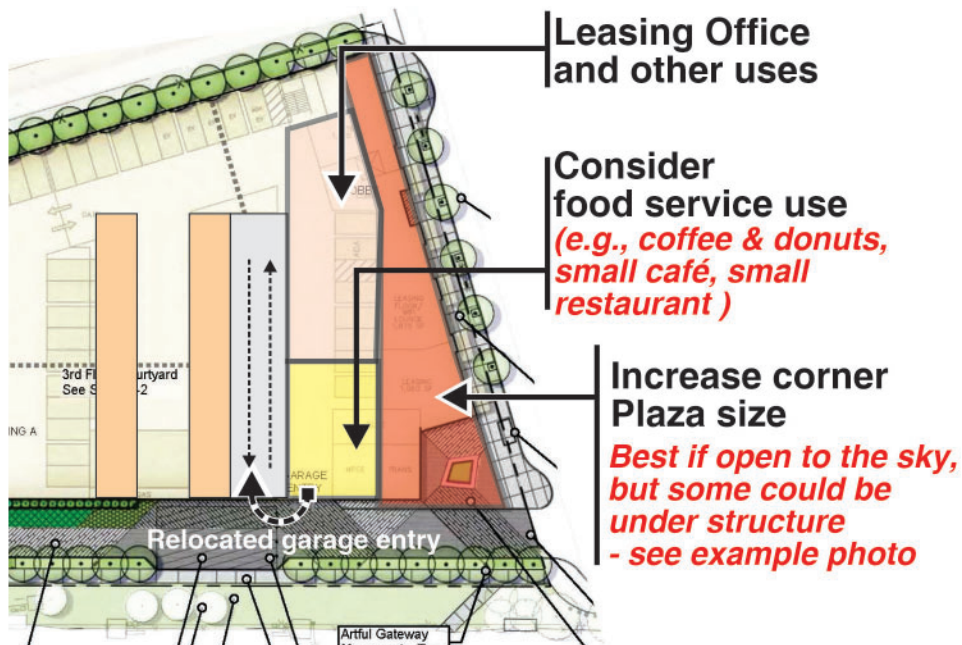
CONCERN #5: OPEN SPACE PLAZA

The commissioners uniformly expressed concerned with the small size of the proposed open space Plaza at the southwest corner of Building A. The options are limited

- A. Increasing the Plaza size at the corner and adding a food service use to serve tenants and transit riders. The Plaza would be increased in size to approximately 2500 square feet - about one-half the requirement included in the TOD development plan. This would be best if open to the sky, but some portion of the Plaza adjacent to the food service use could be tucked under the building - see the Santa Monica multifamily housing example photo below.



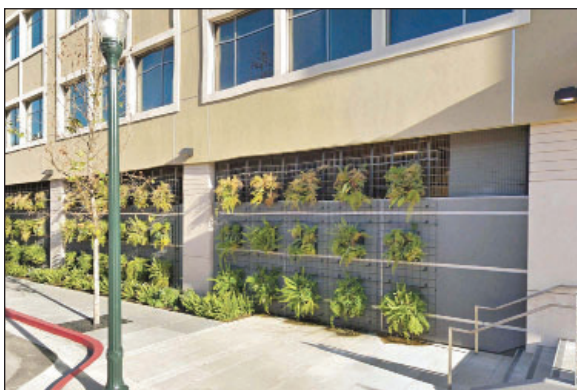
- B. A more ambitious approach would be to extend the Plaza along the rest of the Concar Drive frontage - see illustration below.



In either case, consideration should be given to enhancing the service court between Buildings A and B with enhanced uses along the ground floor, and consideration of the third floor deck suggested in item #2 above.

CONCERN #6: TWO-STORY PARKING GARAGE WALL

One approach was covered in the addressing of Concern #3 above (reducing above grade parking to one level). The green wall approach shown by the applicant is one way to address the concern, but it would still seem like a long continuous two-story tall wall. Other approaches would be to break the wall up into smaller segments similar to the scale of the residential units by expressing a structural framework or by breaking the landscaping into more substantial elements. These two approaches are shown in the photos below.



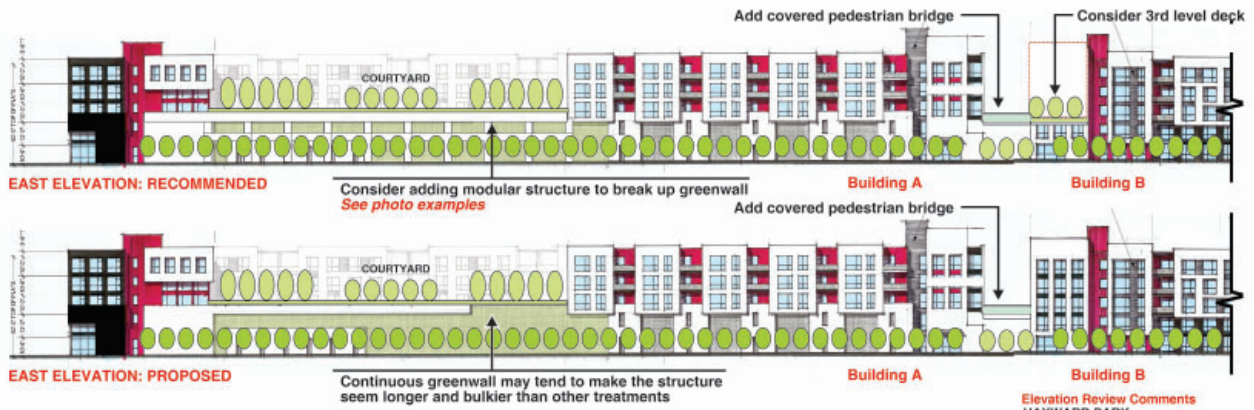
CONCERN #7: BUILDING A PEDESTRIAN/VECHICULAR CONFLICT AT SOUTHWEST CORNER

The applicant prepared a study to move the garage entry to the east on the Concar Drive frontage. As you pointed out, this just moves the conflict to another location, and might be less safe given the more restricted sight lines that would make it difficult for pedestrian to see cars emerging from the garage. I agree with that conclusion. Without vehicular access along the easterly EVA, no other options are available. Both proposed garage entries are problematic. However, the originally proposed point of access off the EVA is preferred as the arrival plaza provides clearer sight lines for both pedestrians and vehicles. Conflict avoidance between bicyclists/pedestrians and oncoming vehicles is much easier along the wide and straight EVA path than it would be for the proposed driveway exiting out of the building with obstructed views onto the sidewalk and Concar Drive. The City's Public Works Department recommends providing a dedicated or separated bike lane along the EVA to further aid in potentially reducing conflicts along this shared pathway

CONCERN #8: ARCHITECTURAL DESIGN

My initial comments in the June Preliminary Review are included in Appendix B to this letter. The comments and recommendations below are limited to the specific issues raised in the Planning Commission Study Session.

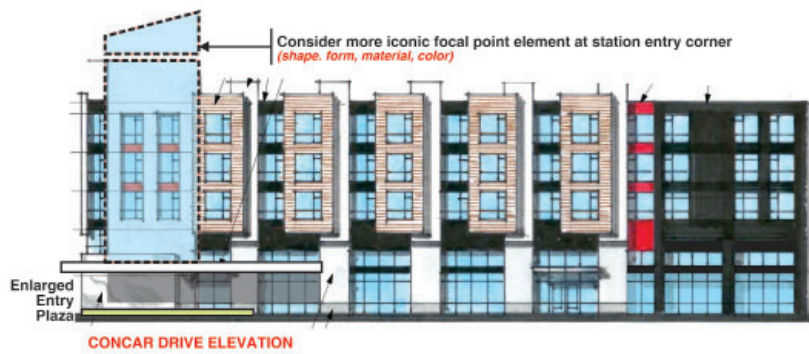
- A. East Elevation: The issues addressed above for the two-story garage wall and the pedestrian bridge between Building A and B are shown on the partial East elevation below.



- B. West Elevation: The railroad corridor elevation of Building B is quite long and the projecting bay element is of a much larger scale than the majority of the other building facades. A similar concern relates to the southern portion of the west facade of Building A. One approach would be to articulate these facades in a manner similar to the east facades. A second minimum solution, shown below, would be to break the long projecting elements into smaller segments.



- C. Consider designing a more iconic focal point at the station entry corner of the Concar Drive facade to emphasize the transit station- a couple of photo examples are shown below, but many other approaches could be appropriate



The Planning Commission seemed strongly in support of the third floor open space in Building A. Below for the commission's information are photos of one example of that approach at the Americana at Brand mixed use development in Glendale.



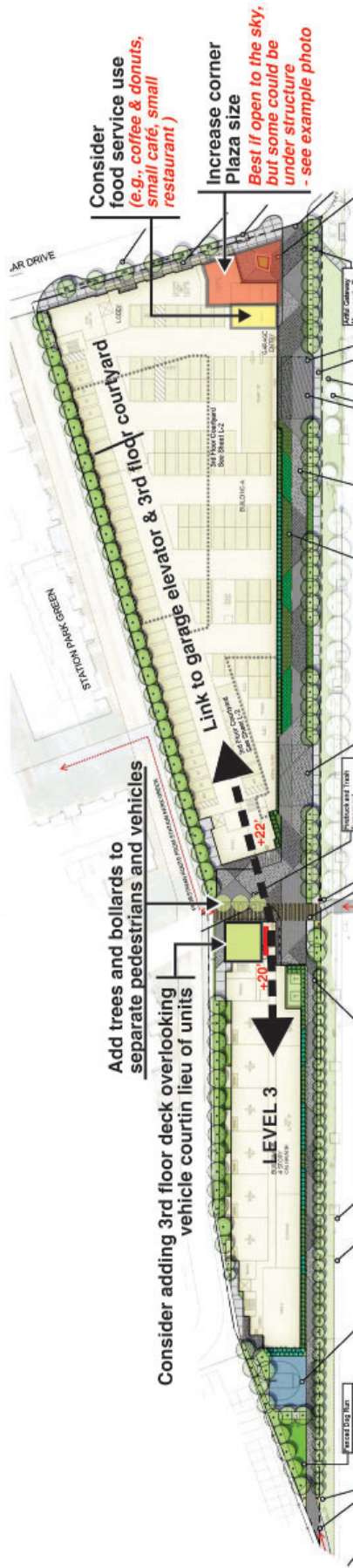
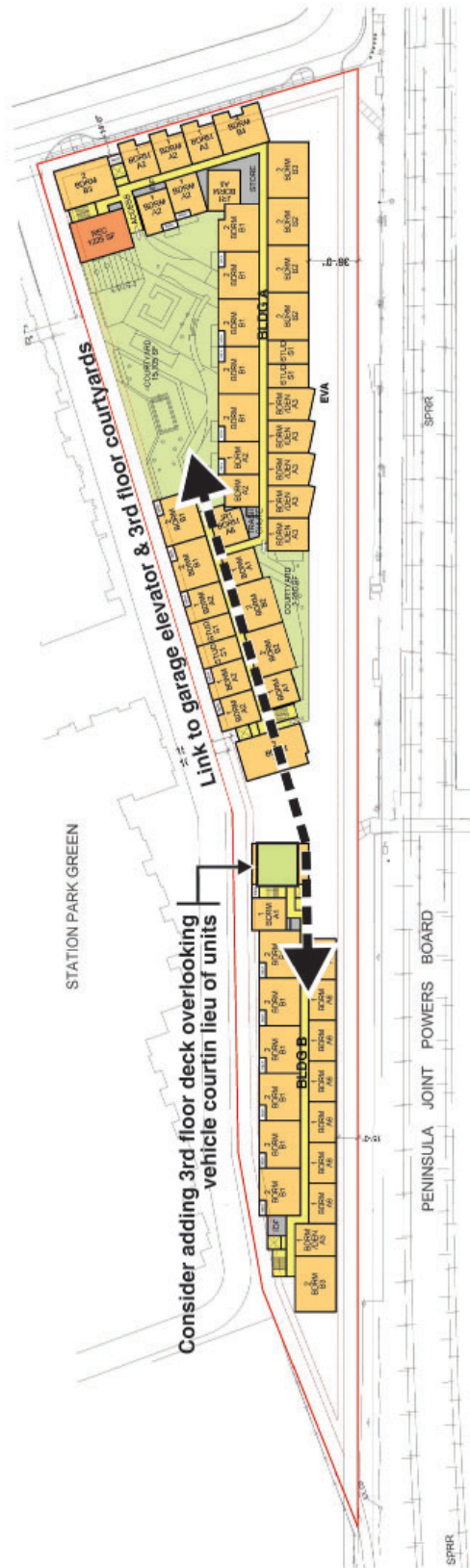
Individual recommendations are identified on the reduced illustrations on the attached Appendix A and on larger 11" x 17" illustrations attached to this review letter.

Phillip, please let me know if you have any questions, or if there are specific issues of concern that I did not address.

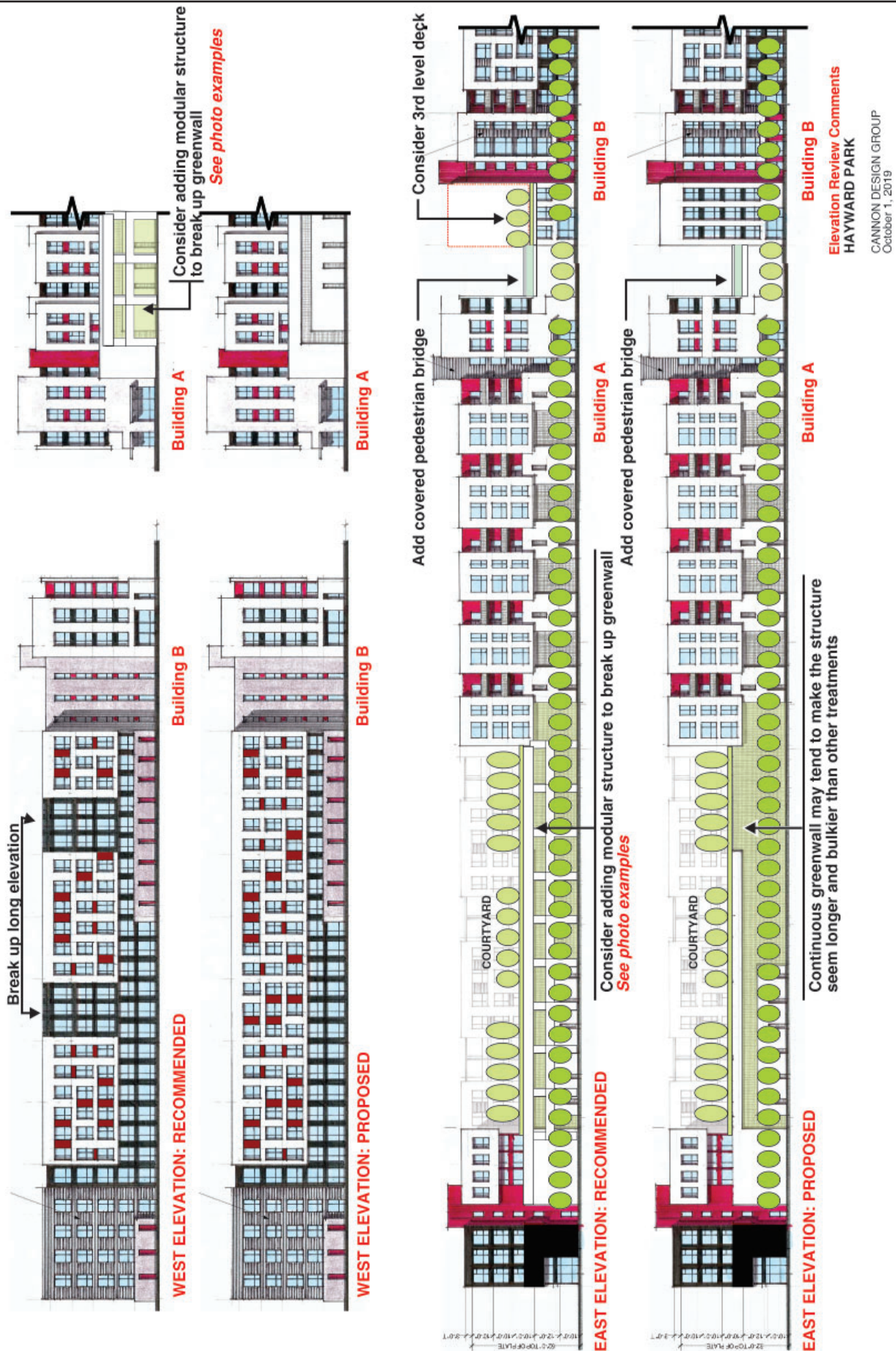
Sincerely,
CANNON DESIGN GROUP

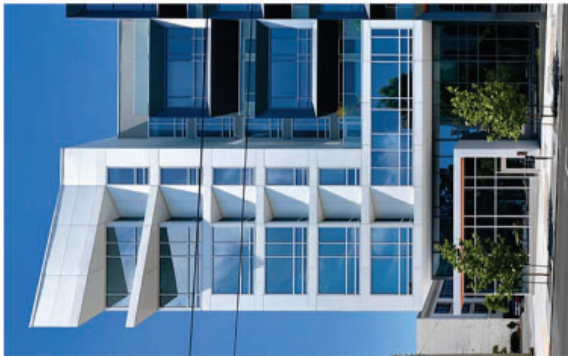

Larry L. Cannon

Enlarged Illustrations



Plan Review Comments
HAYWARD PARK
CANNON DESIGN GROUP
October 1, 2019





CORNER TOWER EXAMPLES



GREENSCREEN MODULAR EXAMPLES



THIRD LEVEL COURTYARD EXAMPLES



Concar Drive Elevation and Examples
 HAYWARD PARK
 CANNON DESIGN GROUP
 October 1, 2019

SAN MATEO RAIL CORRIDOR TRANSIT-ORIENTED DEVELOPMENT PLAN

Elements of the TOD plan which seem relevant to the project include those below:

Hayward Park Station

POLICY 4.15 ENSURE THE CREATION OF A CIRCULATION SYSTEM AT THE HAYWARD PARK STATION THAT WILL ACCOMMODATE MANY MODES OF TRANSIT, AND FULFILLS ITS ROLE OF SERVING THE ADJACENT NEIGHBORHOOD AND GREATER COMMUNITY.

POLICY 4.16 IMPROVE THE VISIBILITY OF HAYWARD PARK STATION FROM THE SURROUNDING COMMUNITY TO MAKE IT IDENTIFIABLE FOR EASE OF ACCESS.

Although not an express stop, Hayward Park Station will serve an important neighborhood and community serving role. The circulation system for this station must be able to accommodate buses and shuttles, but special attention must be paid to meeting the needs of passengers who should be able to easily walk there from adjacent neighborhoods. Hayward Park Station is the heart of a special transit oriented development zone, which permits and highly encourages development of residential and employment uses at transit supportive densities, and the creation of highly pedestrian friendly environments. Therefore, in order to ensure its success as a vital and inviting neighborhood serving transit hub, the station area must be designed in a manner which integrates it within this larger context.

Station Parking. *Parking at the Hayward Park Station is currently provided only on the east side of the tracks. Patrons coming from the west side of the tracks must use SR 92 to cross the tracks and access the parking. In order to make transit user parking more convenient, the JPB plans to provide Caltrain parking on both sides of the tracks, retaining at a minimum the same number of spaces as are there today. Figure 4.11 shows an illustrative reconfiguration to place parking spaces on the east side of the train tracks. This concept provides the same number of spaces as exist today. A similar approach could be used to accommodate some parking on the west side of the tracks as well.*

Caltrain patron parking should be provided either with “parking streets” (streets incorporating perpendicular on-street parking on both sides) as described above or with off-street parking garages. The use of on street parking for transit user parking allows the street to also serve as a through-street, making the roadway system more efficient. Alternately, a parking structure is an efficient use of land when higher densities of development are permitted and encouraged in the surrounding areas. Should a parking structure be developed at the station it should be sited in such a manner as to not block views or prevent convenient access to the station itself. The JPB and adjacent land owners consider shared parking at the station.

Regardless of the parking configuration, the Caltrain parking spaces could be made available to residents of adjacent new development in the evenings and weekends. The JPB has indicated a willingness to explore a shared parking arrangement.

New Station Streets. *Two new streets are proposed along both sides of the Hayward Park Station platform, in order to improve access and visibility of the station. In order to construct these streets, adequate right-of-way must be secured. A new street is recommended along the eastern side of the Caltrain tracks at Hayward Park Station, connecting Garvey Way (north of the Post Office) to Concar Drive. This street would provide convenient pedestrian and vehicular access to the station and adjacent future businesses and residences. The design of the street should encourage traffic to slow to a speed respectful of the high pedestrian activity levels associated with a train station. The street should be parallel to the tracks, or could be configured such that a parking garage, mini park, or other public use could be sited between the street and the tracks. The street could include Caltrain patron parking, and a portion could also accommodate drop-off, taxi, and bus stop and layover areas. The JPB's required number of parking spaces could be maintained with this solution. If a dedicated bus only drive is required, it should also be generally parallel to the tracks and allow for the creation of the described “parking street.” The JPB has indicated a willingness to adjust its property line to accommodate a more logical development pattern in the greater station area, provided that it retains sufficient land for its parking and bus layover operations.*

Station Area. *At least 10% of the open space required for residential mixed-use development of the “K-Mart” site must be oriented toward the Hayward Park Caltrain Station, be clearly visible from the station, and must be publicly accessible.*

Hayward Park Station

POLICY 6.9 CAPITALIZE ON THE POTENTIAL OF HAYWARD PARK STATION AS A LOCAL TRANSIT HUB THAT EFFICIENTLY ACCOMMODATES CALTRAIN, SAMTRANS BUSES, SHUTTLES, BICYCLES, PEDESTRIANS, TAXIS, AUTOMOBILE DROP-OFF AND PICK-UP, AND PARK AND RIDE.

POLICY 6.10 ENCOURAGE THE DESIGN OF A STATION THAT RESPECTS ITS NEIGHBORHOOD CONTEXT AND HAS A STRONG CIVIC PRESENCE.

Hayward Park Station will serve an important role as a neighborhood transit center. However, as it is not an express stop, its role will not serve the same regional needs as the Hillsdale Station. As such its design must be influenced more by the neighborhoods that surround it. The station area must be designed to accommodate several modes of transit, particularly pedestrians, bicycles and buses, yet there will be a need to accommodate automobile drop-off and pickup and park and ride commuters. The station and its facilities should be designed to offer a “strong sense of place,” emphasizing its civic and community importance. The volume of commuters’ likely boarding at this station will be less than those at Hillsdale station, reducing the amount of capacity necessary to accommodate riders and their transfer modes. Improving the visibility of a new Hayward Park Station is an important design goal. The current station goes largely unnoticed because it is hidden between well established neighborhoods, SR 92 and the existing “K-Mart” store. A vertical design element such as a clock tower could be an effective method of creating a visible landmark structure. Future new development on both sides of the track should be organized to provide clear views and access routes into the station area itself, although 17th Avenue/Leslie Street and Concar Drive/Pacific Avenue will remain primary access routes.

In order to accommodate the required parking spaces for park and ride commuters, it is likely that at least one parking structure should be constructed. This structure should be viewed as a building near the station rather than as a strictly utilitarian structure flanking the station. This building should be screened from view from public streets and located as close to the station as practical.

Buildings should frame streets, creating an inviting public realm and defining clear views to the stations.
Plazas and Small Parks.

POLICY 6.27 INCORPORATE SUNLIT PLAZAS AND SMALL PARKS IN BLOCK PATTERNS NEAR CALTRAIN STATIONS AND MIXED-USE AREAS.

The areas surrounding Caltrain stations and within mixed-use areas are likely to be the most vibrant in the Plan area. By their nature, these places will host numerous pedestrians on a daily basis, with peaks in activity occurring in the morning, lunchtime, after work, even on weekends. Recognizing and promoting this potential, the Plan highly encourages the creation of inviting urban open spaces in these areas. Visitors may use these places for outdoor dining, informal gathering, or resting. As such, they should be located adjacent to or be a part of primary pedestrian circulation routes, located along sidewalks or adjacent to buildings and not be hidden away from the public. This recommendation can be addressed with either or both of plazas or small parks. For both, they should consider the following design recommendations:

- *Be large enough to be attractive and practical for use*
- *Be placed in locations with convenient and direct access*
- *Be well designed and where appropriate be landscaped*
- *Be sheltered from uncomfortable wind*
- *Incorporate a variety of elements including seating*
- *Have adequate access to sunlight*
- *Be well lit*
- *Be designed to enhance user safety*

As general guidelines plazas should be no smaller than 5,000 square feet, and parks should be no smaller than 7,500 square feet. In plazas, landscaping should be secondary to hardscape and architectural elements, while small parks should provide a lush landscape.

Public Plazas and Small Parks at the Station: *Plazas and small parks should be established on both sides of each station.* These public open space areas would define arrival for commuters and provide passive outdoor space for area residents and workers. These prominently placed open spaces should include seating, landscaping, and shade.

Block: Development Pattern

POLICY 6.32 CREATE AN INTERCONNECTED STREET SYSTEM THAT IS SAFE AND CONVENIENT FOR PEDESTRIANS, BICYCLES, AND AUTOS, AND IS BASED ON SAN MATEO'S TRADITIONAL BLOCK AND GRID PATTERN.

Sidewalks: *Sidewalks must line all streets in the Plan area. As described in the Public Realm section of this chapter, the width of sidewalks must be carefully determined to best reflect the needs and volumes of pedestrians likely to use each. Pedestrians must be given priority when planning blocks and streets in the Plan area. Curb cuts and driveways should be limited to the greatest extent practical to minimize chances for pedestrian and auto conflict points.*

Streetwall: Neighborhood Form

POLICY 6.33 CREATE INTERESTING STREETWALLS THAT DEFINE THE PUBLIC REALM, ESTABLISH NEIGHBORHOOD IDENTITY, AND PROVIDE INTEREST AT THE PEDESTRIAN LEVEL.

Repeat the Rhythm: *Building facades should follow a simple rhythm of bays, similar to that found in downtown San Mateo. Rhythm refers to the typical pattern of building divisions or structural bays found along a streetwall. Buildings must include a clearly defined base, middle and roof or cornice. The design and use of a building's ground floor has the most direct influence on the street level pedestrian experience. As such, ground floors of mixed use buildings should include active uses and visually interesting edges. They should be composed of a clearly legible framework of structural bays, flexible enough to offer the potential for varied and interesting street-front shops, restaurants, entries, lobbies, offices, or residences. Ground floors of offices or residential buildings should include building entries and provide visual interest. Ground floors should avoid blank unarticulated wall planes lining public streets or sidewalks.*

The top of buildings should be defined with a cornice, eave or other visually distinctive element. Above five stories, the top floor(s) should be incorporated into an appropriately scaled expression of the building's top, or be stepped back from the buildings facade. The top may be defined by a pronounced cornice, parapet or roof form.

Building Articulation: *All building facades that are visible from a public street or area, or residential neighborhood should include three dimensional detailing such as belt courses, window moldings, balconies, and reveals to cast shadows and create visual interest. Additional elements that may be used to provide visual relief include awnings and projections, trellises, detailed parapets or arcades.*

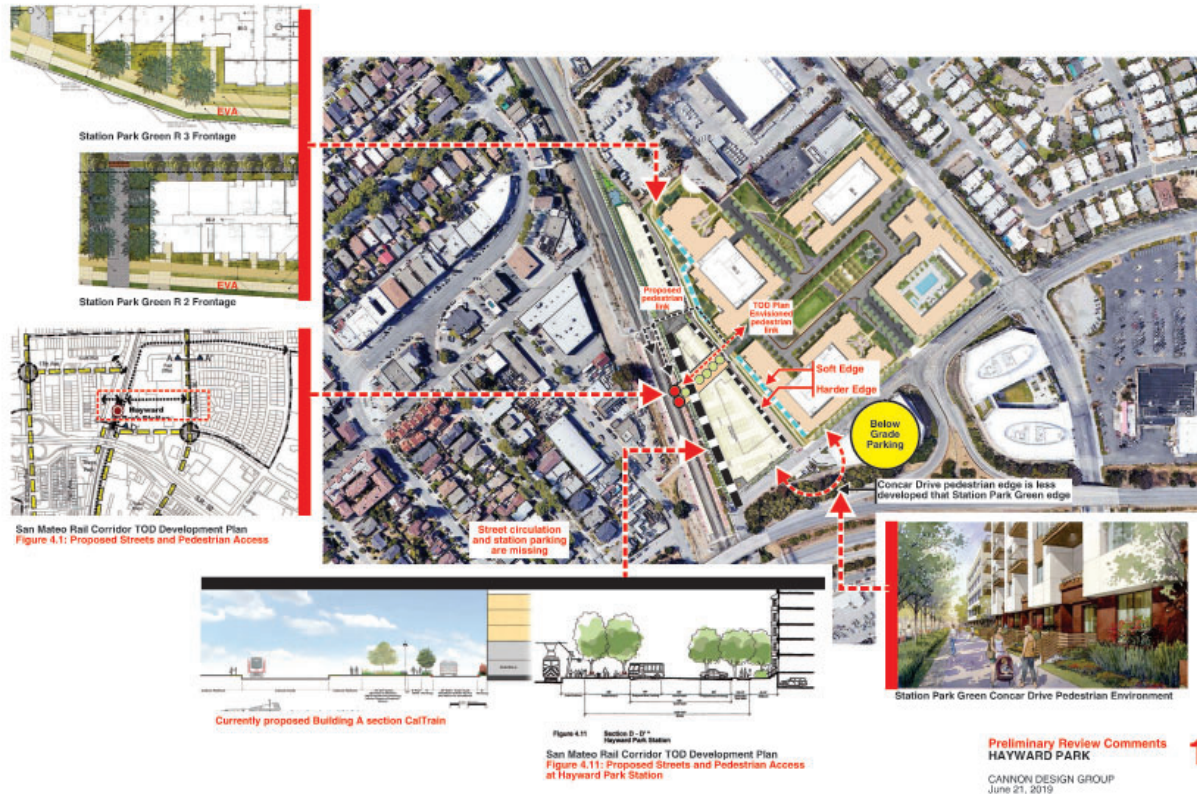
Roof Detailing: *Roof parapets should be simply articulated and adorned for visual interest. Roof line cornice, reveals, and detailed eaves should be included to create interest.*

Residential and Residential Mixed Use Buildings

- Orient retail and residential entries to face public streets and sidewalks
- Residential buildings fronts may be set back up to 15 feet to accommodate entries porches and landscaped areas. The retail side of residential mixed-use buildings should be built-up to the sidewalk.
- Screen ground floor parking to the greatest extent practical with ground floor uses, landscape screening, or architectural expression. Long blank walls lining parking areas should be avoided and must not front onto mixed use areas along public streets.
- Depress ground floor parking below grade to the maximum extent reasonable.

OVERALL EVALUATION

The project site presents a number of constraints including its relative long length and small depth. Another limitation is posed by its eastern frontage on the proposed EVA which is located on the Station Park Green site and limits auto access along the site's eastern frontage. The proposed project seeks to fit within the constraints of the site, but in doing so, it is not consistent with several of the policies and guidelines of the *San Mateo Rail Corridor Transit-Oriented Development Plan* (See Appendix B). Individual issues are identified on the reduced illustrations below and on the larger 11" x 17" illustrations attached to this review letter.

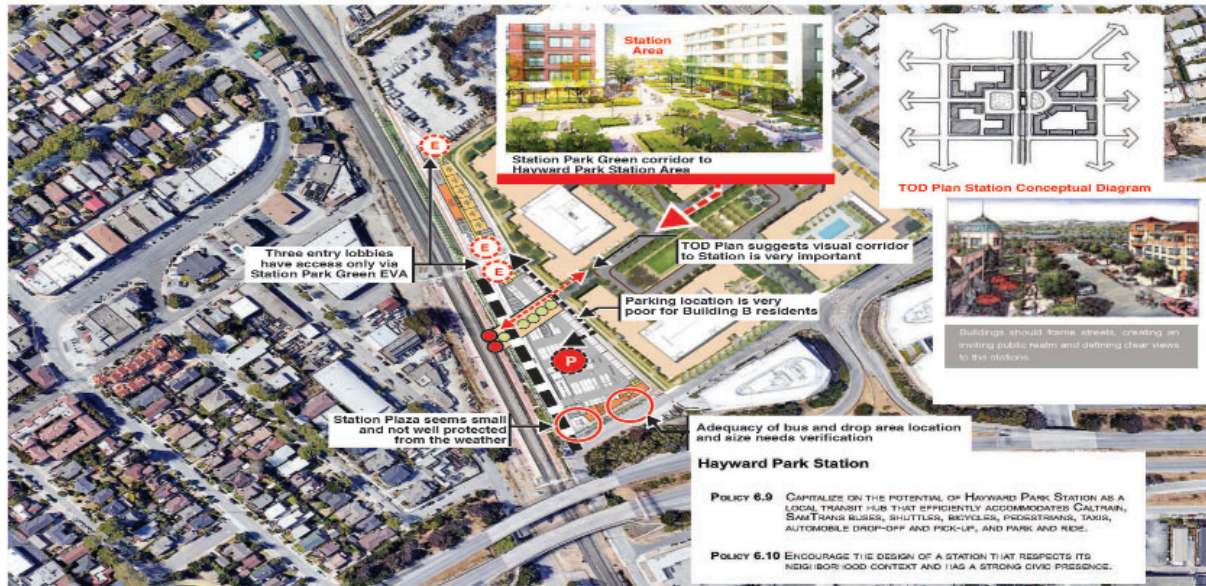


ISSUES AND CONCERNS

SHEET 1

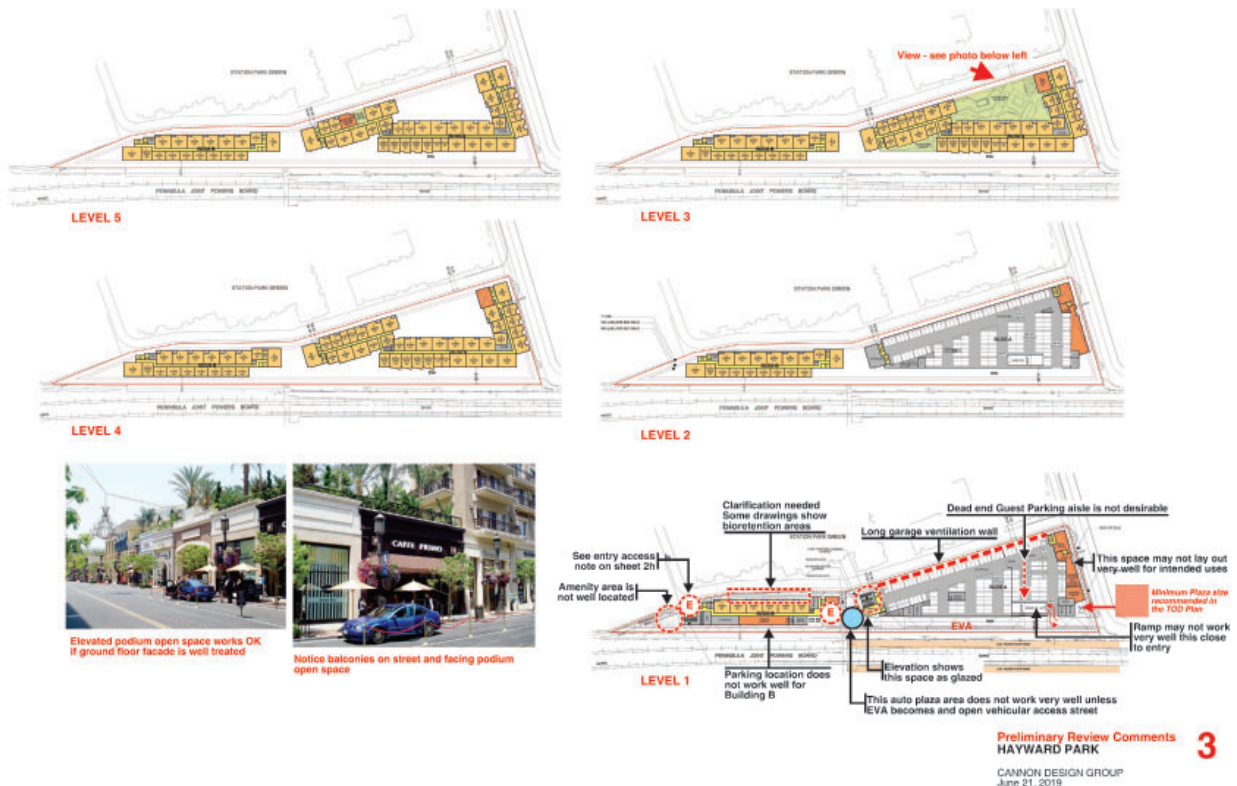
1. The proposed project does not include the station access and parking configuration called for in the TOD Plan between the project and the CalTrain Station.
2. The TOD Plan envisioned a direct pedestrian link between the Station Park Green open space and the CalTrain Station to support direct access and to more strongly link the residential developments to the station.
3. The project proposes consolidating all CalTrain Station bus and automobile access to the south side of the property. It is unclear whether this curb side service area is adequate.
4. The parking and bus parking provided along the south side of the site along Concar Drive combined with the placement of Building A relative to Concar Drive limits the amount of sidewalk and landscaping linking Station Park Green with the CalTrain Station. It appears that the Concar Drive frontage would be narrower and less landscaped than the sidewalk along RE 2 residential block at Station Park Green.
5. An EVA on the Station Park Green western frontage separates the two projects. The frontage along the Station Park Green side of the EVA is substantially landscaped while the proposed project frontage treatment appears limited to street trees and some bioretention landscaping along the face of Building B.
6. All parking is provided above grade which limits the treatment of the Building A lower two floors along the eastern EVA. While this matches the above grade parking approach used in Station Park Green, the office structure nearby across Concar Drive has underground parking.

SHEET 2



1. Residents in Building B will have poor access to the parking which is totally contained within Building A.
2. If the EVA between the project and Station Park Green remains limited to pedestrians and emergency vehicles, the two entries to Building B and the northern entry to Building A facing the EVA will not have direct auto access for drop off and deliveries.
3. The at-grade publicly accessible open space adjacent to Concar Drive is small, and does not seem to conform to the design concept or minimum size guidelines shown in the TOD Plan.
4. As noted on Sheet 1, the pedestrian link between Station Park Green and the CalTrain Station does not appear to conform with the TOD Plan.

SHEET 3



1. The Arrival Plaza at the southwest corner of Building A does not appear to correspond to the locational or minimum size guidelines set forth in the TOD Plan.
2. The third level podium open space amenity in Building A could work, but only if the two ground floors are designed to provide a more pedestrian friendly and visually inviting environment along the EVA edge - see the example photo at The Americana at Brand in Glendale.
3. The central service and fire truck turn around plaza area between Building A and B is only accessible via the limited access EVA along the western edge of the property. If the EVA on the east side does not allow free vehicular access to this area or the building entries along the Eastern side of the site, this service area would probably need to be opened up for access and treated as a major entry point to both buildings.
4. The parking garage is substantially oversized for the stated building requirement of 141 spaces, and seems somewhat inconsistent with a TOD project located immediately adjacent to the CalTrain Station and bus hub.
5. The parking ramp located very close to the garage entry may not work all that well, and its security gate located at the ramp access may impact parking ingress and egress.
6. The dead end parking aisle in the Guest Parking area is not very desirable.
7. Clarification is needed regarding the sidewalk, street trees and bioretention areas along the east frontage of Building B.
8. The intrusion of garage parking spaces adjacent to the commercial and amenity space along the Concar Drive frontage may make efficient utilization of that frontage difficult.

SHEET 4

There are parts of the elevations that work well, but other parts could benefit from further refinements. The Concar Drive facade is well designed with a good balance of articulated vertical bays and some simpler end cap forms. The combination of the same sawtooth vertical bays with smaller and less articulated box forms also offers promise. The areas that seem to work less well include the following:

1. The railroad corridor facing elevations are rather long, and fairly flat. In comparison, the longest office facade facing the rail corridor in the office portion of Bay Meadows is shorter, and it, along with the other office buildings along the rail corridor are broken up by significant facade recesses to separate the buildings into two distinct elements - see Bay Meadows aerial photo on Sheet 5.
2. The lower two floors of garage facade on the east face of Building A are not well integrated into the building or the surrounding pedestrian-oriented fabric of Station Park Green. It might be better to develop this facade with storefront-scaled modules that better subordinates the garage screening. One example that did that at the second floor level of the garage is the recently approved Essex Project on Fifth Avenue downtown - see illustration below.



3. The introduction of fiber cement siding is probably a good idea, but the logic of its placement and integration into the overall design is not clear.
4. The space between Buildings A and B doesn't seem well developed yet. The lower floor at the lobby for Building A shows glass on the elevation and the sketch on Sheet 5, but the floor plan shows bike storage in that location. The sketch of this area on Sheet 5 show material and color changes that help reinforce the importance of the buildings facing the pedestrian link, but those treatments are not shown on the elevation.

SHEET 5

1. The upper left illustration shows an aerial photo of the Bay Meadows office buildings and the form recesses on each long facade adjacent to the rail corridor.
2. The lower left illustrations show some example treatments for screening and integration the facade treatment of parking structures.



Bay Meadows Office facades along the rail corridor are broken up with major form recesses



Hines Office ground floor parking
GROUND FLOOR PARKING EXAMPLES



Newport Beach Fashion Island Parking Structure



Deceptive image: Floor plan shows bike store on ground floor corner



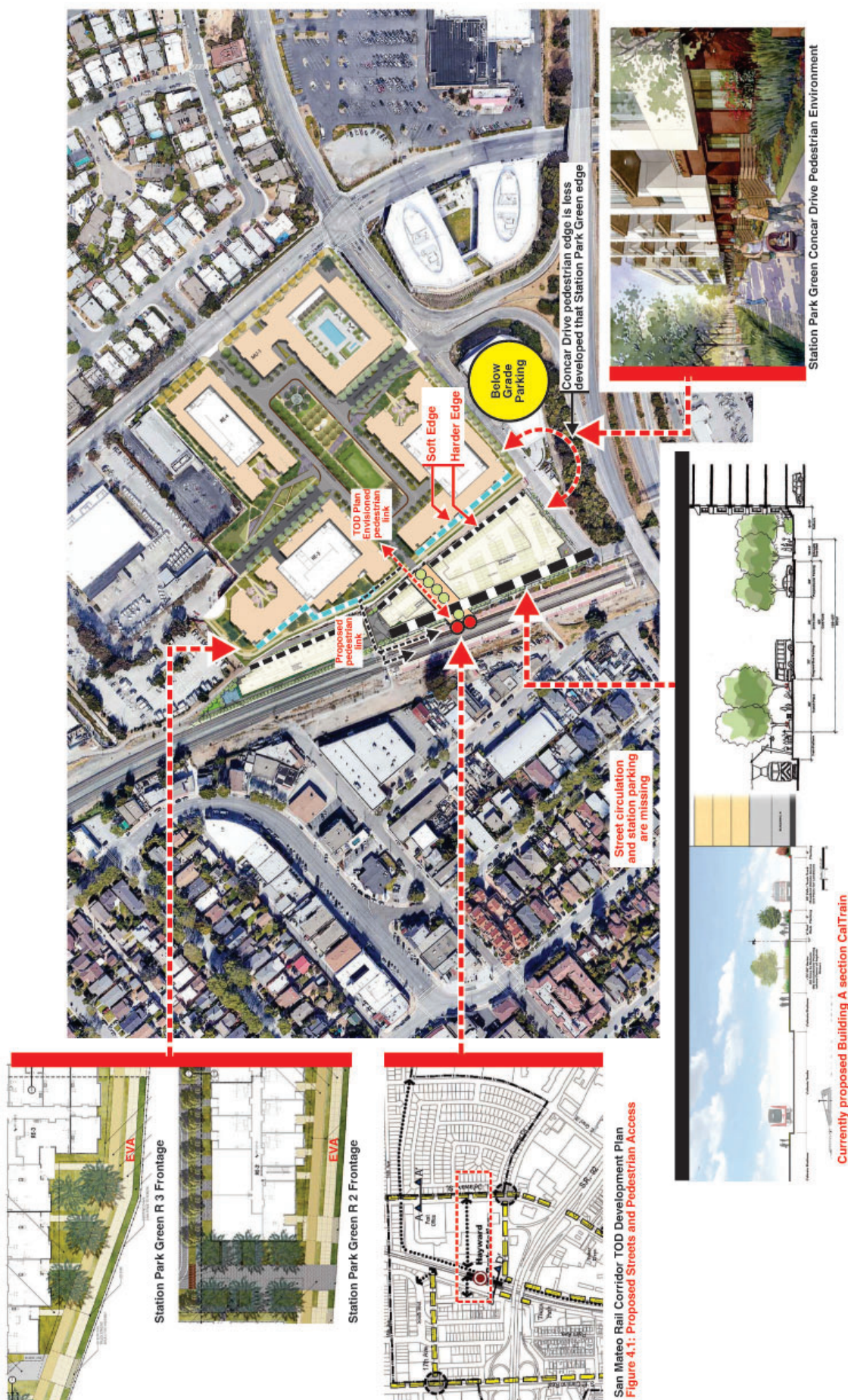
This facade is very well balanced between vertical residential bays and simpler end caps

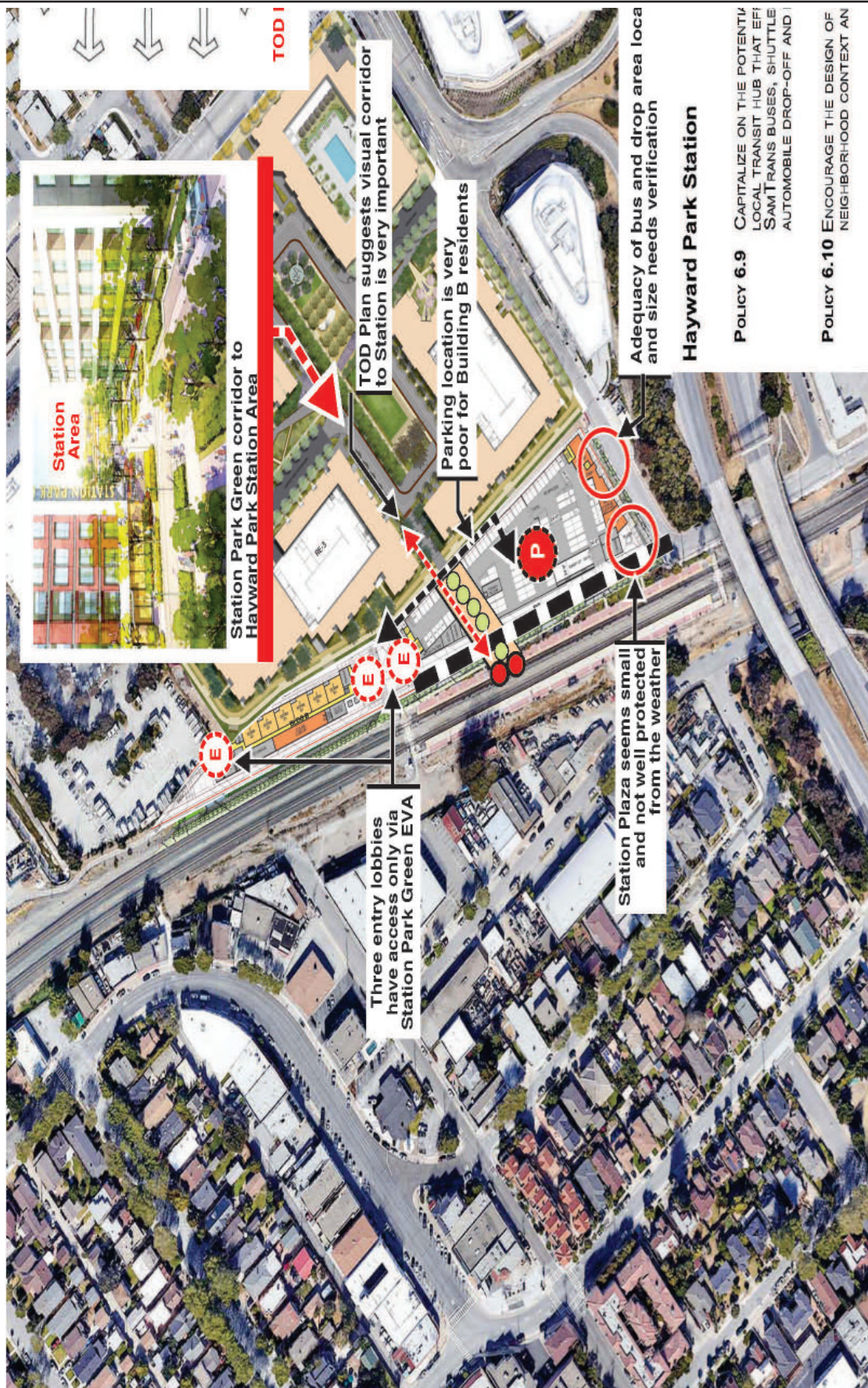
Preliminary Review Comments
HAYWARD PARK
CANNON DESIGN GROUP
June 21, 2019

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Preliminary Review Comments
HAYWARD PARK

CANNON DESIGN GROUP
June 21, 2019







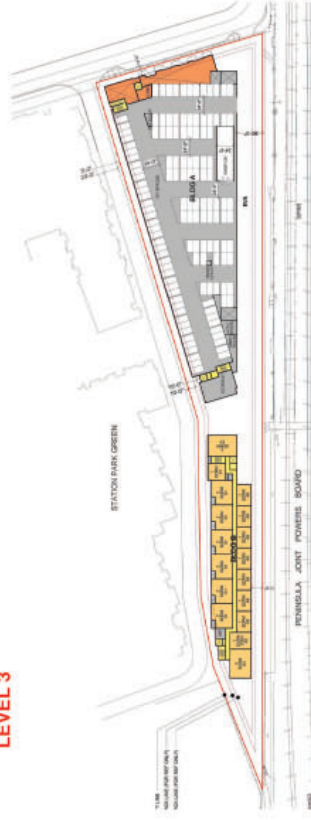
LEVEL 5



LEVEL 3



LEVEL 4



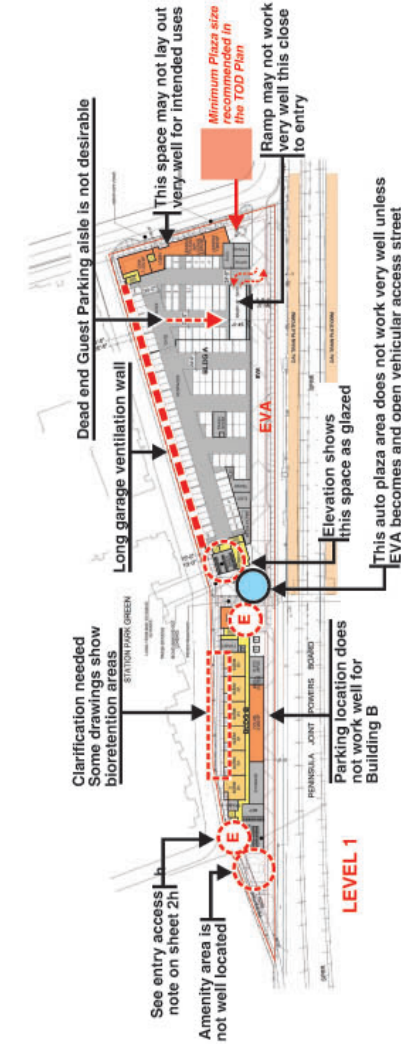
LEVEL 2



Elevated podium open space works OK if ground floor facade is well treated



Notice balconies on street and facing podium open space



LEVEL 1

Clarification needed
Some drawings show
bioretention areas

See entry access
note on sheet 2H
Amenity area is
not well located

Dead end Guest Parking aisle is not desirable

Long garage ventilation wall

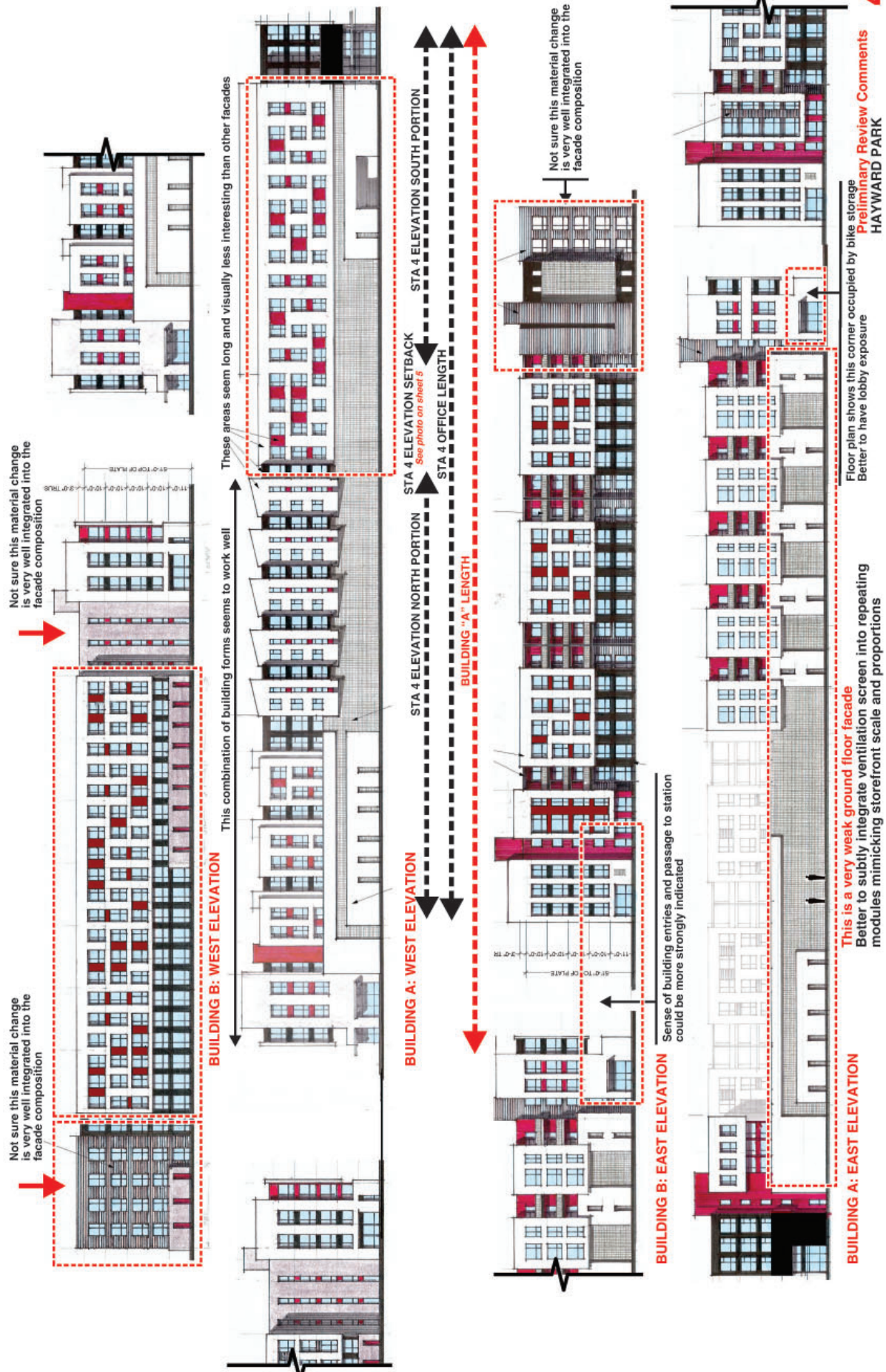
This space may not lay out
very well for intended uses
*Minimum Plaza size
recommended in
the TOD Plan*
Ramp may not work
very well this close
to entry

Elevation shows
this space as glazed

This auto plaza area does not work very well unless
EVA becomes an open vehicular access street

Parking location does
not work well for
Building B

3
Preliminary Review Comments
HAYWARD PARK
CANNON DESIGN GROUP
June 21, 2019



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CANNON DESIGN GROUP
June 21, 2019



Bay Meadows Office facades along the rail corridor are broken up with major form recesses



lines Office ground floor parking
GROUND FLOOR PARKING EXAMPLES



Newport Beach Fashion Island Parking Structure



Deceptive image: Floor plan shows bike store on ground floor corner



This facade is very well balanced between vertical residential bays and simpler end caps