Station Park Green

Turning a Big Box into Gold

By Rich Coffin, PE

October 28th, 2008
The Challenges are...

- Population Growth
- Housing Costs → Sprawl
- Congestion → Climate Change
- Auto Dependence → Sedentary Lifestyles
Changing the Paradigm

• **Dignity of walking and transit**
  - Inviting, efficient, and connected
  - “We can walk!” and “We can take transit!”

• **Design for pedestrians first!**
  - “Everything else will take care of Itself”
  - Realities of Suburban Interfaces

• **Density for Americans - TOD**
  - Balance privacy and public space
  - “Methadone for car drivers”
The Opportunities

- Caltrain – ~30 Stations
- Revitalized downtowns
- San Mateo Rail Corridor TOD Plan (2005)
- LEED ND (Pilot)
Hayward Park Caltrain Station
Weekday at 10 a.m.
8 Acres of Asphalt
Big box, gas, and crafts
Station Park Green - "Turning a Big Box Into Gold"

October 28, 2008

The Transformation

12 Acres

Hayward Park
Caltrain Station

To San Francisco

To San Jose

Concar Drive

South Delaware Ave

SR-92
Community Partnership

- Diverse and prosperous - informed
- Respond to concerns
  - A store we love
  - Privacy
  - Parking
- Dedicated developer
- Build long term trust
LEED ND Prerequisites

1) Smart Location
2) Water and Wastewater
3) Farmland Conservation
4) Imperiled Species and Ecological Communities
5) Wetland Conservation
6) Floodplain avoidance
LEED ND – Floodplain Avoidance
Sustainable Design

- Open Space – “The Green”
- Pedestrian and Bike Links
- Reduced Water Use
- Low Energy Lighting
- Material Reuse
- Underground Parking
  - Mixed Demand
  - Car Sharing
  - Unbundled
Auto Dependence

SLL 4 – Option 1

SLL 4 – Option 1 + Option 3

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Caltrain Activation

• Connect to express and “baby bullets”
• Hourly local service only
• Dedicated shuttle

Station Park Green/ Hillsdale AM Schedule

<table>
<thead>
<tr>
<th></th>
<th>6:06</th>
<th>6:41</th>
<th>7:06</th>
<th>7:41</th>
<th>8:06</th>
<th>8:41</th>
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<tbody>
<tr>
<td>Depart Station Park Green</td>
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<tr>
<td>Arrive Hillsdale Station</td>
<td>6:14</td>
<td>6:49</td>
<td>7:14</td>
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<td>8:14</td>
<td>8:49</td>
<td>9:27</td>
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<tr>
<td>Depart Hillsdale Station</td>
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<td>6:52</td>
<td>7:17</td>
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<td>8:17</td>
<td>8:52</td>
<td>9:30</td>
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<tr>
<td>Arrive Station Park Green</td>
<td>6:25</td>
<td>7:00</td>
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<td>8:25</td>
<td>9:00</td>
<td>9:38</td>
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<tr>
<td>NB Caltrain Served</td>
<td>#305</td>
<td>#207</td>
<td>#313</td>
<td>#217</td>
<td>#323</td>
<td>#227</td>
<td>#233</td>
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# Afternoon Shuttles

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<tbody>
<tr>
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<td>Depart Hillsdale Station</td>
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<tr>
<td>Arrive Station Park Green</td>
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</tbody>
</table>

| Depart Station Park Green | 3:48 | 4:44 | 5:44 | 6:44 |
| Arrive San Mateo Station  | 4:00 | 4:56 | 5:56 | 6:56 |
| Depart San Mateo Station  | 4:02 | 4:58 | 5:58 | 6:58 |
| Arrive Station Park Green  | 4:17 | 5:13 | 6:13 | 7:13 |

| SB Caltrain Served | #260 | #362 | #368 | #372 | #378 | #382 | #386 |

Station Park Green - “Turing a Big Box Into Gold”
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Future Connections
Moving the Carrot for TOD

- Maximum parking requirements
- LOS to generated auto trips
- Balance incentives for transit, walking and biking
Credits

• Developer - EBL&S
• Planning/Architecture- SMWM
• Civil Engineering/Transport - Arup
• Landscape Design – GLS
• Rail Corridor Plan – EDAW
• City of San Mateo - SamTrans