

**From:** [REDACTED]  
**To:** [Planning](#)  
**Subject:** Parking at Caltrain During Construction  
**Date:** Thursday, April 18, 2019 10:41:05 AM

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Hi there,

You have been sold on the Station Park Green and surrounding developments because it's a transit corridor. Yet with all of the construction going on, there is no parking at Hayward Park or Hillsdale. I live in 19<sup>th</sup> Ave Park right at Hayward Park station, yet I have to drive to Millbrae to take the train. The construction workers take up most of the Hayward Park spots, and I have 3 CHILDREN that I need to drive to school. It's completely unrealistic to have me drive back at home and take the train (that comes 1x/hour) at Hayward Park. I can drive to San Mateo to park, but the spots fill up at Caltrain by 8:45am. I can drive to Hillsdale but they fill up by 8:30.

This is not a transit corridor...we've been duped.

I also found 1 spot at Caltrain Hayward park and it was in front of the Construction portable and there was no "No Parking" sign but the guy came out and asked me to leave. He said that all of the spots are taken up by construction workers and to drive to another station. So I had to drive to MILLBRAE to get on Caltrain.

And with future developments at Ride Aid/Trader Joe's, it will only get worse. So tell me again how this is great and that we need these developments because it's a "transit corridor"? Please find a way to allow residents to park at their own train stations and to truly understand the impact of developments on transit and the community. So far it's a consistent fail...

At the very least, can you put restrictions on parking at Caltrain for RESIDENTS and COMMUTERS while all of your nightmare development continues?

Taxpayer,

[REDACTED]

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[REDACTED]

**From:** [REDACTED]  
**To:** [Phillip Brennan](#)  
**Subject:** Hayward Park Development  
**Date:** Tuesday, July 23, 2019 5:54:05 PM

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Hi,

Please add me to the list of people receiving information regarding Hayward Park development as well as any other developments in San Mateo.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**To:** [Phillip Brennan](#)  
**Subject:** Hayward park train station  
**Date:** Tuesday, July 23, 2019 10:43:05 AM

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Dear Mr. Brennan,

An invitation I received to a meeting to discuss the planned residential development on the site of the Hayward Park train station parking lot listed you as the city staff contact. My question is how much, if any, parking would be left for commuters who board trains at Hayward Park? Thank you for your assistance.

[REDACTED]

**From:** [REDACTED]  
**To:** [Phillip Brennan](#)  
**Subject:** Hayward Park train station development  
**Date:** Tuesday, July 23, 2019 3:20:47 PM

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Mr. Brennan,

I received a postcard announcing a meeting about the planned residential development that would replace Caltrain's Hayward Park parking lot, and you were listed as the city's contact.

From the documents I found on the city website regarding this project, I find no provision for even a remnant of the parking now provided at the Hayward Park Station. I hope you will tell me I am wrong; if not, I have to ask what the objective is here.

This area is branded a transit-oriented development zone, so why would a development that sacrifices current transit users for potential ones be allowed? I don't know whether this is a city, county, or Caltrain issue, but it needs to be addressed. There may well be reasons to reduce the number of parking spaces, but to eliminate parking completely is both counterproductive and discriminatory.

Even if every person who can afford to live in the new development were to use the train regularly (which, realistically, won't be the case), it would be at the expense of the many San Mateo residents who already commute by train but do not live near a station.

The standard response is "take SamTrans," but that presents a new set of obstacles. If all San Mateans lived near bus lines leading directly to the train (which is far from true), that adds more expense and another hour or two to an already long commute. That isn't feasible for middle-class families, especially those who have children. Most likely, they will return to commuting by car.

For the record, I live a short walk from the Hayward Park station, so I personally won't be affected by the loss of parking. But I support public transportation, and I believe discouraging people who have already proved their commitment to public transit is the wrong way to go. We should be making it easier for all the city's residents, not just a privileged few, to use public transportation.

[REDACTED]

Hi [REDACTED],

Thank you for your email. Do I have your permission to share your contact information with the applicant to allow them to respond to your inquiry?

Thank you in advance for your response.

Best-

**Phillip B.**



Phillip Brennan | Associate Planner  
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**From:** [REDACTED]

**Sent:** Wednesday, July 24, 2019 1:17 PM

**To:** Phillip Brennan <[pbrennan@cityofsanmateo.org](mailto:pbrennan@cityofsanmateo.org)>

**Subject:** Hayward Park train station area: Please preserve walk/bike path that's there

Hello

I've read about more proposed development adjacent to the current Hayward Park CalTrain station.

Running from the station to the station's parking lot to Pacific Ave. is a path wide enough to be a pedestrian and bicycle path.

It is helpful for those of use who cross under the 92 bridge so we can avoid the on/off ramps on Delaware.

That path was not known to the bicycle plan consultant and city transportation engineering staff. It is a critical link for safe bicycling in that part of the city. Please be sure it is preserved.

Thanks.

[REDACTED]  
[REDACTED]

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any attachments from your computer. Thank you.

**From:** [REDACTED]  
**To:** [Phillip Brennan](#)  
**Subject:** Hayward Park Caltrain 189 unit proposal  
**Date:** Wednesday, July 31, 2019 9:50:47 AM

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Hi Mr Brennan,

I'm a resident of 19th ave. We've been using the Caltrain or walking/stroller/biking/scootering across the tracks for 4 years now almost daily. This means I have to walk over and through the barricade area for the last 4 years. It's not a nice walk, due to the traffic and small walk way, but I do it as I DON'T want to drive. We have been looking forward to a straight path to cross the tracks through SPG for the last few years, and I'm hoping this winter we will have that.

My concern with this proposal is that the building will make walking/biking/etc to the caltrain/cross the tracks harder. Where will the paths to the Caltrain be?

Certainly this will most likely block tenants from the new AAA residential building from having a direct path, anyone talking the path behind the post office, and anyone directly coming from SPG or 19thave/my direction.

I'm not opposed to the building. I'm for building more housing. I AM opposed to cutting off pedestrian pathways. It's vital we make the Hayward Park area as Pedestrian friendly and safe as possible so folks feel comfortable walking/biking and chose that over driving.

Also if this goes through Can there be a stipulation that Caltrain has to clean up the dirt pathway area on the other side of the tracks behind IBEW/Kirkpatrick school of dance? That dirt patch is full of dog poop, broken glass and looks rough. Again we have to make our walkways inviting if we want people to take them. Plant a few native trees (ceanothus, oak) and some native drought tolerant plants. I'd be happy to help on this as a pedestrian I love shade on my walls. And of course it would make mine and many folks commute more pleasant. Hopefully it would also help residents take more pride in the area and discourage leaving their dog poop everywhere.

I'm unable to attend the meeting tonight at the Marriott. Would you please voice my concerns?

Thank you,

[REDACTED]

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[REDACTED]

**From:** [REDACTED]  
**To:** [Phillip Brennan](#)  
**Cc:** [Ronald "Ron" Munekawa](#)  
**Subject:** Hayward Park project  
**Date:** Monday, August 19, 2019 4:07:36 PM

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Hello Phillip,

Please correct p.5 of the project description resubmittal dated 7/12/19 to accurately show the 1/4 mile & 1/2 mile radii from existing stations. The map you show is not only inaccurate; it is terrifying! I believe what the graphic shows as 1/4 mile is really the 1/2 mile radius; at least according to the General Plan update maps.

And please insure that adequate public parking for the station is made available for the many users who currently fill the lot & don't live w/i 1/4 mile walking distance. I don't want to see new TOD housing become the equivalent of gated communities only available to those who can walk there.

Thank you,

[REDACTED]