



401 Concar Drive  
Hayward Park Caltrain Station Parking Lot  
Residential Project  
PA-2021-033

Planning Commission Public Hearing  
August 23, 2022

Wendy Lao, AICP, Associate Planner  
Community Development Department



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# PROJECT SITE

- Transit Oriented Development (TOD) zoning
- Rail Corridor Plan, Hayward Park Station TOD Area
- 122,875 sq. ft. (2.82 acre)
- Hayward Park Caltrain Station (225 spaces)

# SURROUNDING USES



*West*



*Project Site*



*East*



*South*

# PROJECT DESCRIPTION

- 5-stories
- 51'-6" height
- FAR: 1.84 (226,965 sq. ft.)
- 191 apartment units
  - 17 studios
  - 119 one-bedroom
  - 55 two-bedroom
- BMR: 16 Very Low Income units;  
potentially 12 Moderate Income units
- 192 parking spaces
  - Two (2) ADA spaces for Caltrain users



## SOUTH ELEVATION – CONCAR DRIVE



## SOUTHWEST ELEVATION

PUBLIC ART  
LOCATION

The  
Station

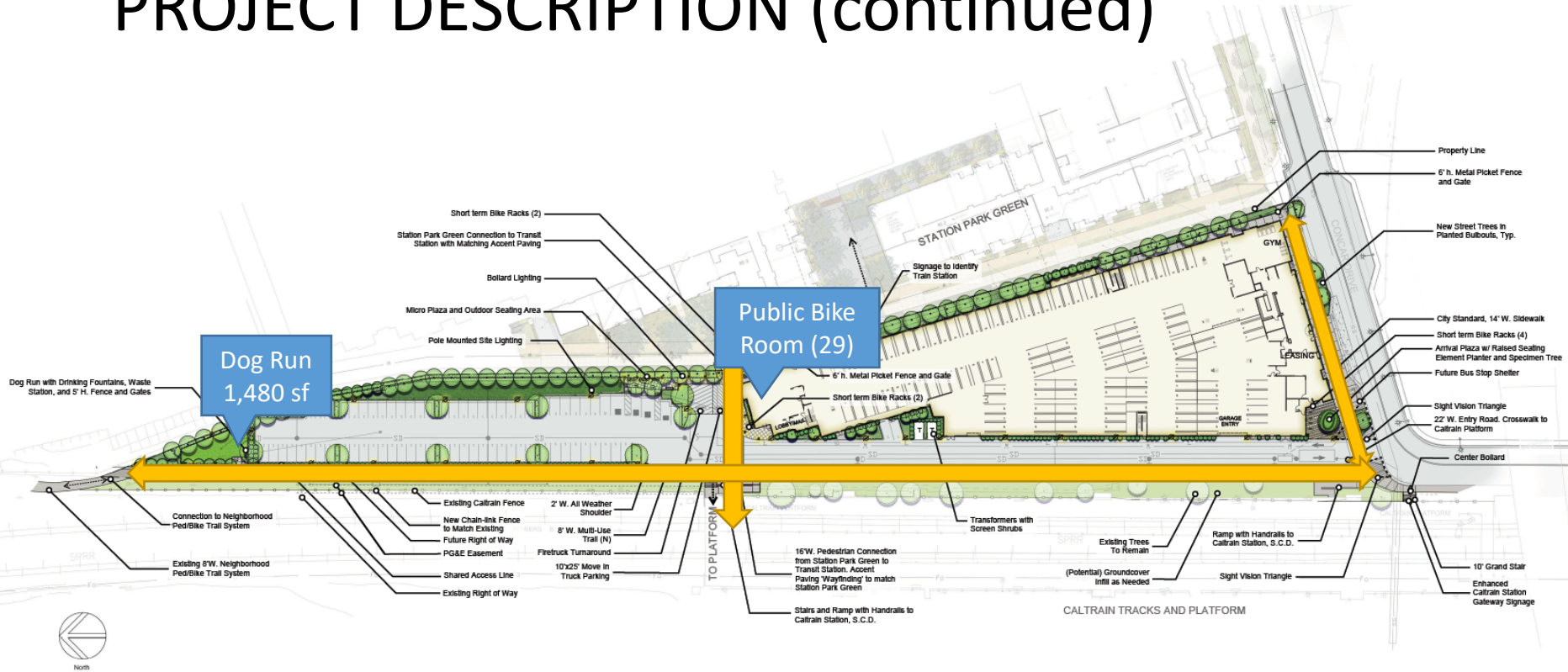
## NORTHWEST ELEVATION



## NORTHEAST ELEVATION



# PROJECT DESCRIPTION (continued)



# PROJECT DESCRIPTION (continued)

- Trees:
  - 50 existing trees
  - 37 to be removed (12 Protected)
  - 102 new trees
- Art proposed along West elevation wall



# PLANNING COMMISSION STUDY SESSION

- Study Session: September 10, 2019
- Previous plans:
  - 2 separate 5-story buildings
  - 2-floor parking garage in one building
  - 189 residential units
    - 10 studios
    - 90 one-bedroom
    - 86 two-bedroom
    - 3 three-bedroom
- Key recommendations:
  - Add additional housing units
  - Accommodate commuter parking by exploring underground parking or mechanical lifts



# HOUSING

	Allowable Density	Allowable Density + 35%	Proposed Density
Dwelling Units / Acre	50	67.5	67.70
Dwelling Units (2.82 acres)	141	191	191

- 16 Very-Low Income units (50% AMI) – 1 studio, ten 1-BR, five 2-BR
- 12 Moderate Income units (80-120% AMI) requested – to be discussed
- No concessions or waivers requested
- State Density Bonus parking standard: 0.5/unit
  - 96 spaces required; 192 provided
- Housing Accountability Act (HAA) – objective standards

# TRANSPORTATION IMPACT ANALYSIS (TIA)

- 62 new AM peak hour trips (35 inbound, 27 outbound)
- 55 new PM peak hour trips (24 inbound, 31 outbound)
- 907 new daily vehicle trips
- Signal timing optimization to be incorporated at select intersections to address increase in trips. With these optimizations, the LOS would not exceed City's standards.

# TRANSPORTATION DEMAND MGMT (TDM)

- Transportation Management Association (TMA) Membership
  - Unbundled Parking
  - TDM Coordinator
  - Institutionalizing TDM
  - New Resident Packets
  - TDM Communications
  - Bicycle Support and Repair Facilities
- \* Additional *optional* strategies include: GoPass and Way2Go passes, bike education and workshops, car share, bike share, and multimodal wayfinding signage

# CEQA/ENVIRONMENTAL REVIEW

- Addendum to the Rail Corridor Plan and Bay Meadows Specific Plan Amendment Environmental Impact Report (EIR), adopted by City Council on June 6, 2005
- No new impacts were identified after conditions of approval, project design, and mitigation measures as previously required
- Mitigation Monitoring & Reporting Program (MMRP)

# DISCUSSION ITEMS

1. COMMUTER PARKING
2. MODERATE INCOME UNITS

# COMMUTER PARKING

- No commuter parking provided
- 2 ADA parking spaces for Caltrain commuters
- Demand of 51 commuter parking spaces
  - 46 standard, 5 ADA
- Potential issues with shortage of Caltrain parking:
  - Inadequate parking capacity for existing & projected Caltrain ridership demand
  - Parking overflow, congestion on nearby public streets
  - Fewer Caltrain riders
  - Long-term viability of the station



# COMMUTER PARKING

- Applicant does not want to provide and manage commuter parking
- Potential option:
  - Shared parking program between Caltrain users and residents on surface lot
  - Review in 3 years to adjust as needed

## Questions:

1. Are the 2 ADA spaces for Caltrain commuters adequate?
2. If not, what modifications are requested?

# DISCUSSION ITEMS

1. COMMUTER PARKING
2. **MODERATE INCOME UNITS**

# MODERATE INCOME UNITS

- Applicant proposed 12 Moderate-income rental units (80-120% AMI)
- Requests City to manage these units
- Staff concerns
  - Rents may be **similar to or exceed market rate units**
  - Units are no longer below market rate
  - Challenging to find eligible and interested tenants for Moderate-income units
  - Units remain vacant longer than desired

## MODERATE-LEVEL INCOMES BY HOUSEHOLD SIZE

AMI	1	2	3	4	5	6
90%	\$110,300	\$126,050	\$141,800	\$157,550	\$170,175	\$182,775
100%	\$116,200	\$132,800	\$149,400	\$166,000	\$179,300	\$192,550
120%	\$139,450	\$159,350	\$179,300	\$199,200	\$215,150	\$231,050

Unit Types	MAX RENT Moderate Income Level			Fair Market Rent
	90% AMI	100% AMI	120% AMI	
Studio	\$2,758	\$2,905	\$3,196	\$2,115
1 Bedroom	\$3,151	\$3,320	\$3,652	\$2,631
2 Bedroom	\$3,198	\$3,545	\$3,735	\$3,198

# MODERATE INCOME UNITS

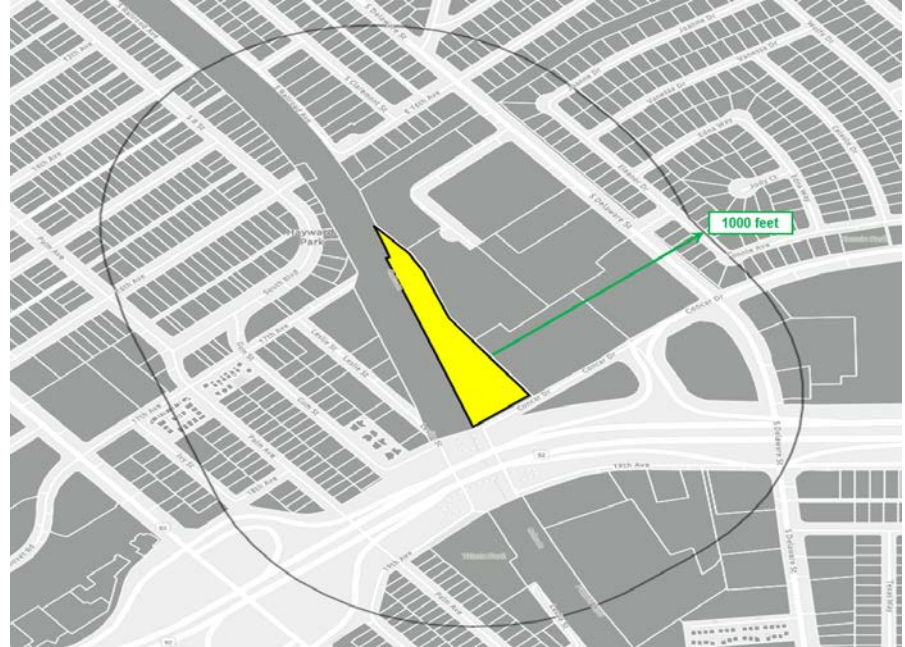
- Potential option #1: Accept 12 Moderate-Income units; monthly rent set at 90% AMI
- Potential option #2: Do not accept the Moderate-income units into the City's housing program

Question:

1. Which option does the Commission prefer?

# PUBLIC COMMENTS

- Public noticing
  - Addresses in 1,000 ft. radius
  - Interested Parties List
  - Placard
- 10 public comments
  - Support for housing



## CONDITIONS OF APPROVAL - MODIFICATIONS

**56. (F) SEWER LATERAL** – The applicant shall install as a minimum a ~~six~~ ten (10) inch City Standard sewer lateral connection from the property line to the sewer main located in the street right of way. The installation shall be done in accordance with City Standard Drawing 3-1- 101. (PUBLIC WORKS)

# CONDITIONS OF APPROVAL - MODIFICATIONS

**61. TRANSPORTATION IMPACT ANALYSIS** – The applicant shall implement ~~signal timing optimization and a left turn pocket extension~~ a left turn pocket extension and shall perform signal timing optimization at select study intersections per the Transportation Impact Analysis (Hayward Park Station TIA, June 2022). The design drawings shall be prepared by a Licensed Civil Engineer, and reviewed and approved by the Director of Public Works or designee prior to issuance of the Superstructure Permit. The applicant shall ~~implement signal timing optimization and a left turn pocket extension as follows:~~ submit evidence to the Public Works Department of approval by the State of California for the performance of any work within the State right-of-way prior to issuance of the Superstructure Permit. If the City is required to be a party to the permit application and a fee is required, the applicant shall reimburse the City for its cost.

The project's Transportation Impact Analysis identified the following left turn pocket extension and signal timing optimization:

A. AM PEAK

- (i) SR 92 WB Ramps & Concar Drive; S. Delaware St. & Concar Drive – ~~Borrow 1.5 seconds of green time from Eastbound movement and assign to Westbound movement~~ Signal timing optimization to reduce the increase in delay to below 4 seconds.
- (ii) SR 92 WB Ramps & Concar Drive: Borrow 1.5 seconds of green time from Eastbound movement and assign to Westbound movement.
- (iii) Delaware Street & 19th Avenue: Extend Southbound Left turn pocket North by 25 feet.

B. PM PEAK

- (i) SR 92 WB Ramps & Concar Drive - Signal timing optimization to reduce the increase in delay to below 4 seconds
- (ii) SR 92 WB Ramps & Concar Drive: Borrow 1 second of green time from Eastbound movement and assign to Westbound movement
- (iii) Delaware Street & Concar Drive: Borrow 3.4 seconds of green time from Westbound Thru movement and assign to Eastbound Left turn and reduce Westbound Thru Don't Walk by 6.5 seconds (PUBLIC WORKS)

## CONDITIONS OF APPROVAL - MODIFICATIONS

**74. ART IN PUBLIC PLACES** – The applicant shall comply with Section 23.60 of the San Mateo Municipal Code for Art in Public Places. If public art, such as a mural or similar, is proposed along the west building façade, then the artwork shall include the blank wall at the left side of the west elevation which spans approximately 40' wide, subject to approval from the Civic Arts Committee. (BUILDING)

**83. ~~DEDICATIONS~~-PUBLIC ACCESS** - The applicant ~~or owner~~ shall ~~dedicate~~ provide public access ~~easements~~ along the front (Southern) property line and Western property line for shared-use paths and ~~a~~ public access easement for a pedestrian path between the project site's surface parking lot to the north and residential building to the south to connect the Station Park Green development and Hayward Park Caltrain Station platform. The public access area shall substantially conform to the approved planning application and be maintained by the owner. The public access shall be documented in an agreement between the City and the applicant and/or owner and shall be in the form of an easement or other agreement that is ~~The applicant or owner shall dedicate the public access areas through public access easements~~ reviewed and approved by the City Attorney's Office and recorded with the County Recorder's Office. The agreement shall ensure public access during the life of the project. (PUBLIC WORKS)

# RECOMMENDATION

- Consider moderate income units and commuter parking topics, and provide direction to applicant and staff accordingly.
- Adopt an Addendum to the previously certified Rail Corridor Plan and Bay Meadows Specific Plan Environmental Impact Report (EIR)
- Approve a Resolution to approve the Site Plan and Architectural Review (SPAR) and Site Development Planning Application (SDPA), based on the Findings for Approval and subject to the Conditions of Approval, attached to the Staff Report and as modified by staff.

# Thank You

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# DISCUSSION QUESTIONS

1. **Commuter Parking:** Are the 2 ADA spaces for Caltrain commuters adequate? If not, what modifications are requested?
2. **Moderate Income Units:** Does the Commission prefer Option 1 (accept 12 Moderate-Income units; monthly rent set at 90% AMI) or Option 2 (do not accept the Moderate-income units into the City's housing program)?