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Agenda Report

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TO: Planning Commission
FROM: Christina Horrisberger, Director
PREPARED BY: Community Development Department
MEETING DATE: August 23, 2022

SUBJECT:

Hayward Park Caltrain Station Parking Lot – New Five-Story, 191-unit, Multi-Family Residential Building (PA-2021-033)

RECOMMENDATION:

Adopt a Resolution to approve the Site Plan and Architectural Review (SPAR) and Site Development Planning Application (SDPA) for a new five-story multi-family residential building with 191 units located at 401 Concar Drive (the Hayward Park Caltrain Station parking lot); and adopt an Addendum to the previously certified Rail Corridor Plan Environmental Impact Report (EIR), based on the Findings for Approval and subject to the Conditions of Approval.

BACKGROUND:

On May 13, 2021, SRGC HPS – San Mateo, LLC, the applicant, submitted a formal Planning Application for the proposed development of a 2.82-acre parcel, which currently serves as a 225-space surface parking lot for the Caltrain Hayward Park Station. The proposed project involves the construction of a new five-story, 266,965 square foot, 191-unit apartment building. The project includes 192 parking spaces through a combination of a ground floor parking garage and uncovered surface parking lot.

The Planning Commission last reviewed this project at a Study Session on September 10, 2019. The project considered at the Study Session included 189 rental units, comprised of studio, one-, two-, and three-bedroom units, located within two separate five-story residential buildings totaling approximately 311,396 square feet and included 232 parking spaces on two levels of above-grade garage parking. The items discussed at this Study Session were focused on the project's lack of replacement parking spaces for Caltrain park-and-ride users, site circulation including path of access, and building design. The revisions include modifications to the parking garage related to site circulation, removal of one building while increasing the total number of units to 191, and changes in unit mix, including removal of the 3-bedroom units. The applicant has not addressed the comments to provide on-site parking for Caltrain park-and-ride users, aside from providing two accessible spaces that serve Caltrain commuters, which will be discussed in more detail below.

Site Description

The subject site is a 122,875 square-foot (2.82 acres) triangular-shaped lot located within the San Mateo Rail Corridor Plan's Hayward Park Station Transit Oriented Development Area. The site is bounded by Concar Drive to the south, the Station Park Green mixed-use development to the northeast, and the Hayward Park Caltrain station train platform and railroad tracks to the west.

The project site has General Plan and zoning district designations of Transit-Oriented Development (TOD). The project site is surrounded by various building heights and uses in its vicinity, including Station Park Green's four- and five-story mixed-use buildings to the east, a highway overpass (State Route 92) and four-story office building to the south and southeast, and railroad tracks and Hayward Park Caltrain Station's boarding platforms to the west. A location map is included as

Attachment 2.

Project Description

The proposed project is a five-story, residential building with a total floor area of 266,965 square-feet and total building height of 51 feet, 6 inches. The project contains 17 studio, 119 one-bedroom, and 55 two-bedroom units on the second through fifth floors. The applicant proposes to devote 16 units (11 percent of the base density of 141 units) as affordable at the Very Low-Income level (50% of area median income or AMI), and 12 units as affordable to the moderate-income level (80 to 120% AMI). Pursuant to State Density Bonus law, the project is eligible for a 35 percent density bonus (up to 50 units), two concessions, reduced off-street parking and additional waivers from development standards. The project proposes 50 density bonus units and is not requesting any concessions or waivers.

The project also includes 192 vehicular parking spaces, of which 120 would be provided in a ground floor parking garage within the building and 72 spaces would be provided as an uncovered surface parking lot. A total of 221 bicycle parking spaces are also proposed on site, of which 16 are short-term spaces on the ground floor, 50 are public spaces through a publicly accessible bike room on the ground floor, and 205 are through residential bike rooms on the ground and second floors. A truck loading zone is proposed between the parking garage and surface parking lot.

The proposed building includes a leasing office, lounge, gym, mail room, and package room on the ground floor; two bike rooms, an amenities room, and a central courtyard open to the sky on the second floor; a rooftop lounge and outdoor deck on the fifth floor; and a trash room on each floor. A 16-foot wide publicly-accessible pedestrian walkway would be located between the surface parking lot and the building, forming a connection between the adjacent Station Park Green development and the Caltrain station platform. An eight-foot wide multi-use trail is proposed to be located parallel to the railroad tracks. A triangular-shaped dog run would be located in the northern corner of the site. The landscaped area on the ground floor would total 16,891 square feet. There are 50 existing trees on site, with 37 trees proposed for removal, and a total of 102 new trees proposed, four of which would be street trees. Public art, subject to Civic Arts Committee approval, is tentatively proposed on the walls along the west elevation which would also be visible from the Caltrain platform. A drop-off loading zone available for Caltrain riders and a SamTrans shuttle service stop are located along Concar Drive.

The building's overall architectural style is best categorized as contemporary, incorporating strong angular forms, articulated vertical bays, and recessed window fenestration. The material choices maintain the modern motif, which utilizes painted cement plaster, horizontal fiber cement siding, aluminum framed storefront windows, concrete tiles with a stone base, and metal screening along the garage.

A full set of the project plans, which show all proposed improvements and project data, are included in Attachment 3.

Applicable Requirements and Policies

General Plan

The General Plan Land Use Map designates the project site as TOD, implementing the San Mateo Rail Corridor Transit-Oriented Development Plan (Rail Corridor Plan). General Plan Land Use Policy LU 3.4: Rail Corridor Transit-Oriented Development Plan also speaks to implementing the Corridor Plan. A list of applicable General Plan policies and a discussion of the project's conformance is included in Attachment 1.

San Mateo Rail Corridor Transit-Oriented Development Plan (Rail Corridor Plan)

The intent of the Rail Corridor Plan is to allow, encourage, and provide guidance for the creation of world class Transit Oriented Development (TOD) within a half-mile radius of the Hillsdale and Hayward Park Caltrain stations, while maintaining and improving the quality of life for those who already live and work in the area. The TOD Policies of the Corridor Plan area are designed to encourage and facilitate transit use and reduce vehicle trips.

The project site is located within the Hayward Park Station Area of the Rail Corridor Plan. The Hayward Park TOD area allows predominantly residential uses, with some office, retail, and services. Civic uses including public open space areas, multi-modal transit facilities and access ways, and commuter parking facilities are also encouraged in this area.

The proposed project is consistent with the intent of several goals and policies of the Rail Corridor Transit-Oriented Development Plan by providing the maximum permitted residential density, and by providing bicycle and pedestrian facilities to support multi-modal transit alternatives. In addition, the proposed eight-foot wide multiuse pathway would connect to the existing Class I bike and pedestrian path that currently terminates at the north end of the parcel, which would provide a safer access route for pedestrians and bicyclists traveling from the north by the Sunnybrae neighborhood onto Concar Drive and Pacific Boulevard.

However, one area where the proposed project appears to be inconsistent with the language of the Rail Corridor Plan is related to the preservation of public parking that serves Hayward Park Caltrain Station, as only two accessible parking spaces would be provided for commuters. In comparison, there are currently 225 parking spaces, and the parking study prepared by Kittelson & Associates on June 5, 2022 identified a parking demand for 51 commuter spaces. This issue of maintaining publicly available commuter parking to support the Caltrain station is further discussed below in the *Discussion Items* section.

Zoning Code

The property is located in the TOD zoning district which refers to development standards policies and guidelines specified in the Rail Corridor Plan. A project data sheet listing the applicable standards and the project's conformance to them is included in Attachment 4.

Site Plan and Architectural Review

The project requires a Site Plan and Architectural Review (SPAR) approval for the proposed site and building design in accordance with Municipal Code Section 27.08.030. These findings are discussed in detail within Attachment 1. The project includes a residential building that complements the existing architectural character of the neighborhood in its use of materials, colors, and building form. The building is contemporary in architectural character and employs a combination of materials that complements existing buildings surrounding the project site. The project proposes multi-family residential use at a high density in an area well-served by public transit. The proposed residential use also increases the City's housing supply.

Site Development Planning Application

The project requires a Site Development Planning Application (SDPA) approval for removal of major vegetation in conjunction with the development of a parcel, in accordance with Municipal Code Section 23.40. The project proposes the removal of 34 trees, of which 12 trees qualify as Protected Trees (6 inches or greater in diameter). 13 of the 50 existing trees would be preserved, of which eight are Protected. The project proposes planting 102 new trees, of which 97 would be new 24-inch box-size trees, one would be a new 60-inch box-size tree, and four would be new 24-inch box size street trees. Thus, as conditioned, the SDPA findings for approval, as discussed in greater detail in Attachment 1, can be made.

Pedestrian Master Plan

Appendix A of the Citywide Pedestrian Master Plan provides guidelines for sidewalk designs and types specific to a project's land use and street parking configuration. Along the project's Concar Drive frontage, the recommended sidewalk width is a minimum five-foot through zone and minimum four-foot wide planter strip. The project proposes a 14-foot wide sidewalk. The project also proposes eight-foot six-inch wide planter bulbouts, however this is not a continuous strip due to the proposed drop-off zone and to support the SamTrans shuttle service stop. The project appears to be in substantial conformance with the Pedestrian Master Plan in that the project exceeds the through zone requirements and complies with the planter strip requirements where applicable.

Bicycle Master Plan

The City's Bicycle Master Plan calls for a shared use bicycle path (Class I) along the project's Concar Drive frontage and western property line parallel to the railroad tracks. The project proposes a 14-foot Class I path along the project's Concar Drive frontage, and an eight-foot wide Class I path along the western property line parallel to the railroad tracks. The proposed 14-foot Class I path completes the Class I facility on Concar Drive from the Station Park Green development to the Caltrain Station platform. The project appears to be in conformance with the Bicycle Master Plan.

Inclusionary Housing Requirements

The City's current Inclusionary Housing Program, which was adopted by the City Council in 2020 (Resolution No. 14), requires rental projects to dedicate at least 15% of its units to Low-Income households. However, since this project submitted its preliminary planning application in 2019, it is vested to the City's earlier Inclusionary Housing Program, which required rental projects to dedicate at least 10% of the units to be affordable at the Very Low-Income level or to provide 15% of the proposed units to be dedicated to the Lower-Income level. Because the proposed project has not increased the number of units or square footage by 20% or more from the preliminary application, the project is not required to comply with the current Inclusionary requirements. The proposed project will be dedicating 11% of the base density (16 of 141 units) as affordable at the Very Low-Income level, and therefore will slightly exceed the City's minimum requirements. The Very-Low Income units will include one studio, 10 one-bedrooms, and five two-bedroom units and will be distributed throughout all residential floors of the building.

The applicant is also offering to dedicate 12 additional units to be affordable at the Moderate-Income level (80-120% of AMI). However, staff has concerns about accepting Moderate Income rental units, particularly at the higher end of the AMI range, as they are inconsistent with the City's housing goals and may not result in rents that are below market rate. This topic is further discussed below in the *Discussion Items* section.

State Density Bonus Law

The project utilizes the provisions of State Density Bonus Law Government Code Section 65915, proposing a total of 191 residential units, with 16 units affordable to the Very Low-Income category. State Density Bonus Law also permits the applicant to request up to two concessions as well as an unlimited number of waivers from development standards. The applicant proposed 50 density bonus units and is not requesting any concessions or waivers. Because the subject site is located within a half mile of a major public transit stop and provides 11% Very Low-Income units, the State Density Bonus Law allows the applicant to request a reduced parking standard of 0.5 spaces per unit. The applicant is proposing 192 parking spaces, which exceeds the state parking requirement of 96 spaces and is in conformance with the state density bonus law. The applicant's density bonus request letter is included as Attachment 5.

Housing Accountability Act

Government Code Section 65589.5 outlines application review limitations for projects subject to the Housing Accountability Act (HAA). As a development project that is entirely housing, the project is subject to the HAA, which is intended to limit a local agency's ability to deny, reduce the density of, or render housing development projects infeasible if objective standards are met. As proposed, this project meets applicable objective standards in the General Plan, Zoning Code, and other local policy documents, and, therefore, the local agency may only deny or reduce the density if certain findings pertaining to adverse impacts to codified, objective public health or safety standards are made.

Design Review

As previously noted, the Planning Commission first reviewed the project at the September 10, 2019 Study Session. The preliminary plans showed two separate five-story buildings totaling 189 residential units and a two-floor parking garage within one building. The Planning Commission provided numerous comments, including providing further articulation on Building B which was formerly at the rear of the site, exploring underground parking and mechanical lifts in order to increase parking and potentially accommodate commuter parking, adding additional housing units, incorporating stone veneer, generally supportive of the architectural design but consider exploring alternatives to the contemporary architectural style, utilizing living walls for screening along the garage walls, concern about shadow/shade impacts on the outdoor plaza, and concerns about all parking being located under one building as it relates to issues about site circulation and impact on safety and convenience.

The City's design consultant, Larry Cannon of Cannon Design Group, had prepared a design review on October 17, 2019 after the Study Session. The design review includes suggestions such as adding a covered pedestrian bridge on the third floor between the two buildings, potential locations to add additional housing units, opportunities to increase open space, adding more iconic focal point element at the building entry corner fronting Concar Drive, and more.

Since the Study Session, the applicant has made some modifications to the building design, in addition to other changes, that render some of the original comments no longer applicable. However, not all suggestions have been incorporated. To help address site plan concerns, the project now proposes one building instead of two with a reconfigured parking plan so that spaces are distributed across the site. A more prominent focal point has also been incorporated into the building design for the entry corner, visible along Concar Drive. The project, however, is not providing underground parking or mechanical parking lifts, and will provide only two commuter parking spaces, which are restricted ADA spaces. The project has increased the number of dwelling units to 191 total, but has eliminated all three-bedroom units.

The Cannon design review letter with a full list of design recommendations as well as those made by the Planning Commission at the Study Session is included as [Attachment 6](#).

TECHNICAL STUDIES

Transportation Impact Assessment

The City's transportation consultant, Kittelson & Associates, prepared a Transportation Impact Analysis (TIA), included as [Attachment 7, Appendix I](#). The project's TIA analyzes the project's transportation impacts in accordance with the standards of the California Environmental Quality Act (CEQA) and the City's General Plan. The project meets the Vehicle Miles Traveled (VMT) screening criteria in that it is within a one-half mile of a high-quality transit area, has a floor area greater than 0.75, does not provide parking in excess of what is required by the jurisdiction, and does not replace existing affordable residential units with fewer moderate or market-rate income units.

Kittelson & Associates also conducted analyses for Trip Generation and Distribution and Level of Service (LOS) analysis at various study-intersections in accordance with the City's General Plan criteria. Traffic conditions at these intersections were analyzed for the weekday AM and PM peak hours, when demands on the roadway are greatest, and evaluated in five different scenarios: Existing Conditions, Baseline Conditions, Baseline with Project Conditions, Cumulative Conditions, and Cumulative with Project Conditions. The TIA concludes that the project would generate the following traffic conditions:

Trip Generation and Distribution

- 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

The proposed project would incorporate signal timing optimization at select study intersections to address the increase in trips. With these optimizations, the project would not cause any study intersections to exceed the level of service standard in accordance with the City's General Plan criteria.

Transportation Demand Management

The project will implement a Transportation Demand Management (TDM) Plan prepared by Steer, the City's transportation consultant. The TDM Plan, included as [Attachment 8](#), includes trip reduction strategies with the goal of further reducing overall single-occupancy vehicle trips. Because the project site is located within the Rail Corridor Plan area, the project is expected to contribute to help achieve an overall reduction in new vehicle trips of at least 25 percent Corridor-wide. The trip reduction strategies currently include:

- Transportation Management Association (TMA) Membership;
- Unbundled Parking;
- Institutionalizing TDM;
- New Resident Packets;
- TDM Communications; and
- Bicycle Support and Repair Facilities.

In addition, the TDM Plan includes other measures that are optional to the developer; while not being implemented immediately, these measures have been recommended by the consultant team for the project and are available as options for the future. These include offering bike education and workshops, GoPass and Way2Go pass provision, car share, bike

share, and multimodal wayfinding signage.

As with all new development within the TOD zone, this project is required to participate as a member of the Rail Corridor Transportation Management Association (TMA), which leads the annual trip reduction evaluation and reporting for the Rail Corridor area.

Noise & Vibration

Illingworth & Rodkin, Inc. (Illingworth) prepared a Noise and Vibration Assessment for the project. Illingworth identified a potential significant impact for temporary or permanent noise increases in excess of established standards. Illingworth determined the exposure to excessive groundborne vibration due to construction to be a less-than-significant impact. The project includes conditions of approval integrating Illingworth's recommendations and mitigation measures from the Rail Corridor EIR, which includes reducing the excess noise and vibration levels to less-than-significant levels. The Noise and Vibration Assessment is included in Attachment 7, Appendix H.

Air Quality & Greenhouse Gas Emission

Illingworth also prepared an Air Quality & Greenhouse Gas (GHG) Report for the project. Illingworth identified air quality impacts and GHG emissions from this project would be associated with the demolition of the existing Caltrain Station parking lot, construction of the new building and infrastructure, and operation of the project. The project includes conditions of approval integrating Illingworth's recommendations, which will reduce the air quality and fugitive dust-related impacts associated with grading and new construction to a less-than-significant level. The Air Quality & GHG Report is included as Attachment 7, Appendix A.

DISCUSSION ITEMS:

There are two discussion topics that staff recommends the Planning Commission address prior to taking action on this Planning Application.

Commuter Parking

The existing site currently provides 225 parking spaces available to Caltrain commuters who use the Hayward Park Station. Caltrain data indicates that station commuter parking, while used, has historically been underutilized. The proposed development would fully eliminate the existing parking lot, thereby displacing all parking for Caltrain commuters who park at the lot and ride the train, aside from the two proposed accessible (ADA) parking stalls. The City's transportation consultants, Kittelson & Associates, prepared a transit parking demand study (dated June 5, 2022) to determine the anticipated transit parking demand at Hayward Park Caltrain Station. Based on the study's findings, there is an average demand for 51 park and ride vehicle parking spaces (46 standard and five accessible spaces). Further, the parking study determined the Hillsdale and San Mateo Caltrain Stations have historically overutilized parking lots that would not be able to absorb additional parking if this parking were eliminated and riders opted to travel to those stations. The transit parking demand study is included as Attachment 9.

The Rail Corridor Plan does not require public parking for Hayward Park Caltrain Station users, but it does contain language that strongly encourages the preservation of shared commuter parking in proximity to the Caltrain stations in Chapters 3, 4, and 6 of the Plan. The applicant has expressed concerns about managing potential conflicts between residents and Caltrain users in a shared parking program and does not propose any surface parking available to Caltrain users beyond the two accessible spaces. In addition, the current property owner, Peninsula Corridor Joint Powers Board (PCJPB) of Caltrain, has indicated that they are not interested in providing or managing parking for Caltrain users at this site, aside from the two accessible spaces. However, staff has concerns that by not providing shared parking spaces for Caltrain park-and-ride users, potential issues would arise, including inadequate parking capacity for existing and projected Caltrain ridership demand and parking overflow and related congestion on nearby public streets. If parking proves too difficult, some potential riders may opt to drive to their destination instead of using the train. The significant loss of public parking for the Hayward Park Caltrain Station could also result in fewer riders using the station and potentially undermine its long-term viability.

One possible solution the Commission may wish to explore with the applicant is whether a shared parking program could

be implemented. Such a program could be created to allow up to 51 parking spaces to be dedicated to Caltrain users between the hours of 7:30 A.M. to 6:00 P.M. on Mondays through Fridays, and available to residents at all other times including nights and weekends. This could be a temporary program for a few years and revisited afterwards to determine if there is sufficient demand to maintain the program or if it should be modified. It is worth noting that the project's 192 parking spaces exceed the minimum parking standards required under the State Density Bonus Law by 96 spaces. The project is only required to provide 0.5 spaces per unit, but the applicant has indicated a preference to provide at least one parking space per unit.

Applicable excerpts from the Rail Corridor Plan pertaining to commuter parking can be found in [Attachment 10](#). City staff would like the Planning Commission's input on whether or not the two accessible spaces for Caltrain commuters as currently proposed by the applicant are adequate, and if not, what modifications should be requested.

Moderate Income Units

As noted above, the applicant is offering to provide 12 Moderate-Income units. This is in addition to the 16 Very-Low Income BMR units, which are required to meet the City's Inclusionary Housing Program requirements, as well as to achieve the requested density bonus and reduced parking standards under State Density Bonus Law. In Moderate-Income Units, tenancy is restricted to those households whose gross incomes are up to 120 percent of the County of San Mateo Area Median Income (AMI). Staff has concerns that rental units with affordability restrictions of up to 120% AMI will result in rents that are similar to or exceed market rate units, which would not functionally result in below market rate rents that are affordable to Moderate Income families and individuals. In addition, staff has found that it is challenging to find tenants for Moderate-income rental units as required for previously approved projects due to the high rental rates resulting in housing units remaining vacant longer than desired. The intent of the City's housing program is to provide affordable rental and ownership units, however, rental units at the Moderate-Income level do not necessarily result in units that are actually affordable.

Below is a table showing different household maximum incomes corresponding to the household size, at three different income levels within the Moderate Income range (90%, 100% and 120% AMI). For instance, a household with two individuals having a gross annual income of \$159,350 would be within the 120% Median Income category. The information is provided from the California Department of Housing and Community Development (HCD).

		Household Size (# of people)					
		1	2	3	4	5	6
90% Median Income	Annual Income	\$ 110,300	\$ 126,050	\$ 141,800	\$ 157,550	\$ 170,175	\$ 182,775
	Monthly Income	\$ 9,192	\$ 10,504	\$ 11,817	\$ 13,129	\$ 14,181	\$ 15,231
100% Median Income	Annual Income	\$ 116,200	\$ 132,800	\$ 149,400	\$ 166,000	\$ 179,300	\$ 192,550
	Monthly Income	\$ 9,683	\$ 11,067	\$ 12,450	\$ 13,833	\$ 14,942	\$ 16,046
120% Median Income	Annual Income	\$ 139,450	\$ 159,350	\$ 179,300	\$ 199,200	\$ 215,150	\$ 231,050
	Monthly Income	\$ 11,621	\$ 13,279	\$ 14,942	\$ 16,600	\$ 17,929	\$ 19,254

Below is a table showing various unit types, different income levels, and associated maximum rents. The rents, regardless of whether at 90%, 100%, or 120% AMI, would be higher than the Fair Market Rent (FMR) as determined by the Department of Housing and Urban Development (HUD). FMRs are used by HUD to determine the eligibility of rental housing units for the Section 8 Housing Assistance Payments program and are not necessarily representative of actual market rents. In most instances, the FMRs are lower than actual market rents. The 90%, 100%, and 120% AMI rents are calculated by multiplying the monthly income in the table above by 30%. For example, for a studio unit at the 100% AMI level, the rent would be determined by multiplying the monthly income for a one-person household, \$9,683, by 30% or

\$2,905.

Unit Types	FMR	90% AMI Rent	100% AMI Rent	120% AMI Rent
Studio	\$ 2,115	\$ 2,758	\$ 2,905	\$ 3,196
1 Bedroom	\$ 2,631	\$ 3,151	\$ 3,320	\$ 3,652
2 Bedroom	\$ 3,198	\$ 3,545	\$ 3,735	\$ 4,109

A potential solution to creating units that could have some degree of affordability could be to accept the moderate-income units with monthly rent set to households earning 90% of AMI, which would be better targeted to provide missing middle housing. This would allow a larger pool of qualified housing candidates while capping the rent to a more affordable level. However, the applicant has not indicated an interest in this approach and even at 90% of AMI, the rents could still potentially be above FMR. Given that there are typically staff time and resources involved in administering BMR units, staff does not recommend accepting Moderate Income rental units if the rents are above 90% AMI. The applicant could also choose to manage the moderate-income units outside of the City's BMR program. The Commission may approve or decline this aspect of the proposal, or ask the applicant to adjust the proposal to better align with the intent of the City's Inclusionary Program.

PUBLIC COMMENTS:

Public comments submitted to staff during the formal planning application review are included in [Attachment 11](#). A total of eight public comments were submitted in support of the proposed development and generally pertained to the demand for housing. Public comments submitted after publication of this report will be forwarded to the Planning Commission for review and consideration at the public hearing and posted to this item on the [City's Agendas & Minutes Public Meeting Portal](#) as "Post Packet Public Comments."

ENVIRONMENTAL DETERMINATION:

On June 6, 2005, the City of San Mateo certified the San Mateo Rail Corridor Plan and Bay Meadows Specific Plan Amendment Environmental Impact Report (EIR). The EIR analyzed the development of the Hayward Park Station TOD Zone with 1,725 housing units and 912,100 square feet of commercial uses at a program-level. The Rail Corridor Plan EIR assumed that project-level, site-specific environmental review would be required for future development proposed within the Hayward Park Station TOD Zone. As a result, in accordance with the California Environmental Quality Act, an Addendum to the EIR has been prepared, and is intended to provide project-level, site-specific environmental clearance for the proposed residential project at the Hayward Park Caltrain Station parking lot. The Addendum evaluated potential impacts including related to hazardous materials, but that with the implementation of appropriate mitigation measures included in the EIR and project conditions of approval, all potential impacts would be reduced to a less than significant level. No new impacts or mitigation measures necessitating a Supplemental EIR were found. The Addendum is included in [Attachment 7](#). The project's Mitigation Monitoring and Reporting Program (MMRP) is included as Exhibit B in [Attachment 1](#), which is in place to ensure compliance with the Mitigation Measures analyzed and required by the Addendum.

NOTICE PROVIDED:

In accordance with Government Code Section 65091 and the City's Municipal Code noticing requirements, this public hearing was noticed to the following parties more than ten days in advance of this Planning Commission meeting:

- Property owners, residential tenants and business tenants within 1,000 feet of the project site;
- The City's "900 List" which contains nearly 100 Homeowner Associations, Neighborhood Associations, local utilities, media, and other organizations interested in citywide planning projects;
- The City's Planning "Notify Me" email list; and,
- The interested parties list, which includes interested individuals who contacted the City and requested to be added to the project notification list.

ATTACHMENTS

Att 1 – Proposed Resolution

Exhibit A – Conditions of Approval

Exhibit B – Mitigation Monitoring and Reporting Program

Att 2 – Location Map
Att 3 – Project Plans
Att 4 – Project Data Sheet
Att 5 – Density Bonus Request Letter
Att 6 – Cannon Design Group Review Letter
Att 7 – CEQA – EIR Addendum
 Appendix A – Air Quality and Greenhouse Gas Emission Report
 Appendix B – Arborist Report
 Appendix C – Geotechnical Investigation
 Appendix D – Climate Action Plan Consistency Checklist
 Appendix E – Phase I Environmental Site Assessment
 Appendix F – Subsurface Investigation Summary Report
 Appendix G – Remedial Action Plan
 Appendix H – Noise and Vibration Assessment
 Appendix I – Transportation Impact Analysis
Att 8 – Transportation Demand Management Plan
Att 9 – Transit Parking Demand Study
Att 10 – Rail Corridor Plan Excerpts
Att 11 – Public Comments

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