

**SPECIAL PLANNING COMMISSION MEETING
THURSDAY, September 2, 2021**

**DOCUMENTS RECEIVED AFTER
PUBLISHED AGENDA**

Staff Responses to Commissioners' Questions



September 2, 2021 – Planning Commission Questions

ITEM #	QUESTION	STAFF RESPONSE
#1	There are only 7 guest parking spaces provided for 55 units and the live-work spaces. How many parking spaces will be available along Mission Blvd?	To clarify, there are 12 guest parking spaces on-site and an additional 9 vehicle spaces along Mission Boulevard for a total of 21 spaces available for guests to park in the project vicinity.
#1	There does not appear to be any usable group open space in the development. No BBQ community space. No tot lot. only the mostly unusable "walkways" count towards the group open space requirement. Is that correct or are there other spaces not apparent in the plans?	The project proposes a Greenway Civic Space at the project entry that will have benches and plantings. Additionally, there is the Open Space Plaza intended for gathering with seat walls, along with tables and umbrellas and plantings. In total, the project 20,646 square feet of public open space (8,250 square feet is required) and 7,382 square feet of private open space (1,375 square feet is required).
#1	Please include the meeting minutes from the Council Economic Development Committee (CEDC).	Meeting minutes attached.

ITEM #1 PH 21-073

Proposed Mixed-Use Project Consisting of Nine (9) Live/Work Lofts Fronting Mission Boulevard and 46 Townhome Units Totaling 55 Units, Requiring Approval of Vesting Tentative Map 8556, Major Site Plan Review, and Density Bonus (Application 202005195) Located at 27177 and 27283 Mission Boulevard (Assessor Parcel Nos. 452-0056-007 and 452-0056-008). TTLC Moreau-Pestana-Acton LLC/3 M Properties LLC, and James and Nadine Pestana (Applicant/Owners).

Documents and Public Comments



COUNCIL ECONOMIC DEVELOPMENT COMMITTEE

MEETING MINUTES – May 6, 2019

CALL TO ORDER: Mayor Halliday called the Regular meeting to order at 4:05 p.m.

ATTENDANCE (September 2018-July 2019):

Committee Member	Present 5/6/19	All Meetings Year to Date		Meetings Mandated By Resolution	
		Present	Absent	Present	Absent
Mayor Halliday (Chair)	✓	7	0	6	0
Council Member Mendall	✓	7	0	6	0
Council Member Salinas	✓	4	0	4	0

* Council Member Salinas appointed as of Feb 2019

OTHERS IN ATTENDANCE:

Kelly McAdoo, City Manager; Jennifer Ott, Deputy City Manager; Laura Simpson, Director of Development Services; Sara Buizer, Planning Manager; Paul Nguyen, Economic Development Manager; Catherine Ralston, Economic Development Specialist; Elizabeth Blanton, Associate Planner; Suzanne Philis, Senior Secretary; Leah Beniston and Kelley Rutchena, The True Life Companies; Kim Huggett, Chamber of Commerce

PUBLIC COMMENTS

Hayward Chamber of Commerce President and CEO Kim Huggett announced upcoming events and that the B Street Apartments (formerly known as the Green Shutter Hotel) were available for lease.

1. APPROVAL OF MINUTES OF REGULAR MEETING APRIL 1, 2019

A motion to approve minutes with minor corrections was made by Council Member Mendall with a second by Council Member Salinas. Minutes from the April 1, 2019 Regular Meeting were approved.

2. PRELIMINARY CONCEPT REVIEW FOR A NEW HOUSING DEVELOPMENT LOCATED AT 27177 AND 27283 MISSION BOULEVARD BY THE TRUE LIFE COMPANIES.

True Life Land Acquisition and Development Manager Kelly Rutchena gave the presentation noting the 2.5-acre property was located across the street from Moreau Catholic High School and was zoned ST4 under the City's form-based code.

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Council Member Salinas mentioned that Bowman Elementary School, located behind the site, may close. He said he wasn't sure if that would impact the project, but regardless, he wanted to maintain the Council's desire for retail space on the ground floor of all new development along Mission Boulevard.

Council Member Mendall said any commercial use, not just retail, would be acceptable over exclusively housing. Ms. Rutchena asked him if he would consider a live/work option and he said yes, but it wasn't his first choice. He said the front of the development along Mission should have a commercial feel.

Council Member Mendall suggested True Life have a conversation with the school district to confirm the plan for Bowman Elementary because he had heard the school was going to be rebuilt to front Mission Boulevard. If that was the case, he said he was OK with no retail behind the school, but if HUSD was selling the property then he encouraged True Life to assemble the parcels into a larger development. He also noted a larger development would make it financially feasible to include the ground floor commercial space.

Council Member Mendall expressed support of a higher density development of two buildings of stacked flats rather than multi-story townhomes. He also confirmed with representatives that the proposed development would not have garages facing Mission.

Mayor Halliday said the Council's vision was high density housing and commercial uses along Mission Boulevard and she couldn't approve a project without a commercial component. She was sorry to hear they were having problems securing a daycare provider for the commercial space but noted with Moreau High School and St. Clements Church, there was enough vehicular and foot traffic at the site to attract other services. She also expressed support for stacked flats, a better presentation toward Mission and some connectivity within the development.

Council Member Salinas commented that there was a big need for daycare and at that site made perfect sense. Mayor Halliday cautioned against any commercial or retail services that were not appropriate near a school.

True Life Vice President of Entitlements Leah Beniston thanked the committee and said the feedback was very helpful. She said that they would continue to speak to daycare providers when the project was further along and it was more realistic to sign a lease. She also commented that the cost for new construction was substantially higher than improving an existing structure.

Council Member Mendall commented that they were going profit on the housing units and that should subsidize the construction cost of the commercial component. Overall, he said, they would still come out ahead. Ms. Beniston said that wasn't exactly true and noted the site required a lot of grading and site preparation.

Council Member Salinas mentioned a new program at both CalState East Bay and Chabot that taught adults how to open and run a daycare center. Ms. Beniston said SoHay developers were also looking for a daycare provider and that project would be up and running before theirs. She said they would reevaluate what services were needed later in the process.

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Council Member Salinas also mentioned the Packing House in downtown Anaheim which was a new destination spot that combined food and entertainment. When he visited, he said it was packed with students and people of all ages. Mayor Halliday agreed a food-oriented use could do well at that location.

Mayor Halliday reiterated that if Council allowed housing-only developments to go in along Mission and left no room for commercial there would be no way to correct the situation later.

3. PARK NEXUS STUDY FEE CALCULATIONS

Associate Planner Elizabeth Blanton gave the presentation noting the park impact fee calculations showed the maximum allowable park in-lieu fees for both residential development (current practice under the Quimby Act) and non-residential developments (if added under Mitigation Fee Act). She asked the Committee to provide direction on 1. whether park impact fees should be applied to non-residential developments; 2. should fees be reduced below the maximum allowable, and if so, by how much and for which type of developments; 3. were there any types of development that should be exempt from park fees such as accessory dwelling units (ADUs), affordable housing or senior housing; and, 4. should park impact fees for residential be set by development type or bedroom count.

Council Member Salinas asked why Oakland's fee were so low. City Manager McAdoo observed that Oakland didn't charge any park fees at all.

When comparing fees charged by neighboring cities, Council Member Salinas asked if it made a difference that Hayward had a separate Park District. City Manager McAdoo said that Hayward gave most impact fees to HARD (Hayward Area Park and Recreation District).

For context, City Manager McAdoo added that besides the park in-lieu fee, Council was also considering a traffic impact fee and modifying the affordable housing ordinance to either raise fees or require units on-site for new development. She mentioned that earlier that day a developer had complained to her about how high fees were in Fremont and said that was why some of their projects were not being constructed. She cautioned the Council to think about these factors and find a balance.

City Manager McAdoo also mentioned that charging fees by bedroom count versus building type helped to keep costs affordable for studios and 1-bedroom units.

Planning Manager Buizer pointed out this was a NEXUS study and there was no reason why fees had to be set at the highest level. She also said staff would recommend that fees have an inflationary factor that would have fees adjust over time rather than becoming stagnant.

Council Member Mendall thanked staff for the report and said the comparison of fees to other cities was excellent. He asked if fees could be set high but with the flexibility to be lowered by Council if certain amenities were included. Planning Manager Buizer said developers wanted certainty and expressed that too much ambiguity with the total cost of impact fees could cause problems. Council Member Mendall acknowledged the point but asked staff to consider it because trade offs had been successfully negotiated in the past.

Deputy City Manager Ott said the ordinance could state that these fees could be negotiated in the development agreement. Council Member Mendall was supportive of this idea.

Council Member Mendall said fees should be immediately increased by 50% and questioned why they hadn't been raised sooner. He said he was open to the idea of charging fees on all development types, but expressed concern that unlike housing, adding fees might hurt the City's ability to attract retail, commercial and industrial uses. He said he would consider approving fees on non-residential developments at no higher than the industrial level.

Going down the list of questions from staff, Council Member Mendall said no, or very low, for number one; he wasn't sure about number two, commenting that jumping to the max made him nervous but maybe in the context of other development fees; three, no exemptions except for affordable senior housing and at least zero bedroom fees for all types; and four, by bedroom.

Finally, Council Member Mendall emphasized the need to complete a traffic impact fee study so Council could make the two decisions together. City Manager McAdoo said it would be another year before staff could come back with an analysis of traffic impact fees and she didn't want to wait until then. Council Member Mendall agreed and asked if staff could compromise by looking at neighboring jurisdictions' traffic impact fees and provide a typical range or average.

Council Member Salinas said he appreciated staff's comments about the ambiguity of costs for development and said it had been a big issue in the past. He expressed support for Deputy Manager Ott's suggestion of using the development agreement to add flexibility. One thing he didn't want to do was to raise fees so high that it stymies development.

Going down the list of questions from staff, Council Member Salinas said he supported at least a token fee on all development so the City could start adding amenities like linear parks; he didn't want to increase fees so high that developers questioned coming to Hayward; for number three, he was unsure and expressed more concerned at the amount of traffic and cars generated by ADUs; and yes, he preferred fees based on bedroom count.

Mayor Halliday pointed out the City's ability to raise fees would be moot if current state legislation passed especially regarding ADUs. She also said a developer recently pointed out to her that although fees were lower in Hayward, so were values. She said the City should really look at that before raising fees and noted that could change with all the new development.

Going down the list, Mayor Halliday said she was very reluctant to consider fees for non-residential developments at any rate higher than the very minimum and expressed surprise at the capital improvement fees charged by other cities; no to raising fees to the maximum but instead look at rates for similar cities like San Leandro and Union City; yes to a 0 bedroom fee for ADUs (which would cut current costs in half); and yes on bedroom count.

Council Member Mendall confirmed that moving forward all fees would be adjusted for inflation.

4. UPDATE ON VACANCY RATES AND TRENDS FOR DIFFERENT PROPERTY TYPES

Economic Development Specialist Catherine Ralston gave the presentation that included rates and trends for office, industrial, retail and multi-family residential.

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Council Member Mendall confirmed that the office space at City Center was not showing in her office vacancy rates because it was not currently on the market.

Council Member Salinas asked if there was a difference between vacancy and totally uninhabitable. Specialist Ralston said if the property wasn't on the market, it wasn't being counted.

Mayor Halliday asked for the definition of a power center. Specialist Ralston explained that a power center was a created downtown and gave the example of Santana Row in San Jose.

Council Member Mendall and staff identified the source of three growth spikes on the Multi-Family chart as the affordable housing project by the South Hayward BART station, the AmCal project next to BART and the senior housing at 880 A Street.

Council Member Salinas said when he and his wife recently visited Arizona, the number topic of conversation was the cost of living in California. He said he didn't hear one good opinion about California.

Council Member Mendall said he appreciated the data, especially the numbers showing a demand for office space. He said preconceptions about the lack of demand for office in Hayward needed to change. He said if he was a developer for office space, he would be looking at the empty lot by the Hayward BART Station. Deputy City Manager Ott said staff was in discussions with BART about office at that location. Council Member Mendall said the City should be pushing for more development of commercial office space.

Mayor Halliday also thanked staff and predicted the desire for brick and mortar retail would come back as shoppers realized touching and feeling the product was more satisfying than looking at pictures. Council Member Mendall disagreed saying his kids never leave their rooms to shop. City Manager McAdoo said retailers were changing how they interact with shoppers by creating more flexible return policies. Mayor Halliday said Macy's reported negative sales because more items were returned than purchased.

Council Member Mendall asked staff to share the information about office space with other Council Members.

5. FUTURE MEETING TOPICS AS OF MAY 6, 2019

Council Member Mendall suggested keeping the schedule of upcoming topics flexible so the new Economic Development Manager could get settled and develop a work plan. Deputy City Manager Ott noted that master plans for the 238 Project were going to start filtering through the Committee and would push the listed topics back. Council Member said he was fine with that.

Council Member Salinas said he would like to see information about enforcement efforts of the City's ordinance included with the report on the impact of cannabis. City Manager McAdoo said a full report, including feedback from PD, would be coming back to the full Council. She noted an annual check in to Council was required for dispensaries. City Manager McAdoo said enforcement wasn't related to Economic Development and said it shouldn't be included on Future Meeting Topics. She said the impact of cannabis pushing other businesses out of the industrial sector was something ED staff could address.

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Council Member Mendall said he wanted Economic Development staff to weigh in on effect of cannabis on the market. Council Member Salinas noted he spoke to one downtown property owner who was holding out for cannabis businesses to lease his space at the cost of other businesses.

Mayor Halliday said there was an assembly bill that would force the City to expand the number of cannabis businesses in Hayward from three to 10. She said she was preparing a letter of opposition.

Economic Development Manager Nguyen said Development Services staff was preparing a report for June on a possible vacant building ordinance.

COMMITTEE MEMBER ANNOUNCEMENTS AND REFERRALS

Council Member Mendall requested an update the Development Pipeline Brochure. He said he brought the brochure to community meetings and people loved it. Staff said an update was underway.

Economic Development Manager Nguyen announced the upcoming Business Appreciation Event on May 16th at Stonebrae County Club. He invited members to attend.

ADJOURNMENT: The meeting was adjourned at 5:51 p.m.

From: Steven Dunbar <[REDACTED]>
Sent: Thursday, September 2, 2021 3:38 PM
To: Jeremy Lochirco <Jeremy.Lochirco@hayward-ca.gov>; List-Planning Commission <list-planningcommission@hayward-ca.gov>; CityClerk <CityClerk@hayward-ca.gov>
Cc: [REDACTED]; [REDACTED]; Alex Ameri <Alex.Ameri@hayward-ca.gov>; Sara Buizer <Sara.Buizer@hayward-ca.gov>; Richard Patenaude <Richard.Patenaude@hayward-ca.gov>; Kelley Rutchena <[REDACTED]>
Subject: Re: Townhomes at Hayward Planning Commission, Sep 2 Meeting

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Mr. Lochirco and staff,

Given the late hour, I am going to simply copy the planning commission and city clerk on this email and commissioners read through this discussion. Please consider this my public comment for this item.

Thank you kindly for confirming and furthering my understanding of the project and application legal timeline, as well as details on the status of the Mission Boulevard project. As you may have expected, Bike East Bay strongly supports the completion of that project to connect the other segments of Mission Boulevard that have bike lanes and to create a cohesive all ages and abilities network. As my prior personal experience can attest, Whitman and Soto are no substitute for protected bike lanes on Mission.

One more question for you: Are on-street parking spaces credited towards development applications on a by-right basis? (ie must we grant them credit for the spaces on the street?)

I would note that I've had similar comments in the past on other developments along Mission Boulevard with respect to "trail" designs through residential developments - see attached email thread. This isn't a complaint, I do understand the department is very busy and staff members get promoted or move to other opportunities, I simply offer it as a reminder.

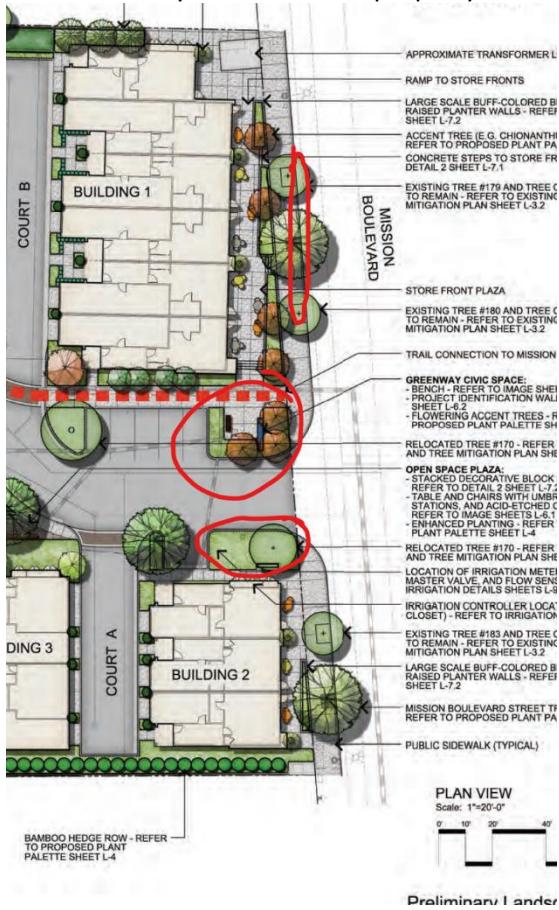
To the applicant who I see is attached here:

Please do work with staff to make the trail alignment somewhat more in line with trail design standards. If the trail is completed through other properties, then you should expect that bicyclists will use it even if you don't wish them to do so (human behavior), and safety should be designed on that principle. Some options may include moving the trees slightly further away from the main crosswalk for visibility, and / or providing a raised crosswalk / speed table to match visibility and driving speeds for safety.

It may be possible to rearrange the landscaping at the front of building 1 and 2, the sidewalk trees in the same area, and perhaps even squish building 1 and 2 up against Court B and A to the maximum extent, in order to provide acceptable space for a Class IV raised bike lane in front of your property while maintaining some amount of parking along Mission Boulevard. Staff is certainly able to provide you with the plans for Mission Boulevard between A St and Rose St as an example of what may be possible. I hope you consider this possibility.

I would also suggest that you do move some or all of the proposed bike parking from the center of the development to the street frontage, either by trading some of the bike parking and greenway space to maintain your permeable space overall (and this is preferable for user safety and comfort) or by placing bike racks parallel with the roadway between the sidewalk trees, as circled in the picture below.

While I recognize the requirements under SB330, I believe these adjustments will be in the best interest of both the city and the future property owners from both a liability and a quality of life perspective.



Thank you for your consideration.

Sincerely,
Steven Dunbar
Board Secretary, Bike East Bay

On Thu, Sep 2, 2021 at 2:30 PM Jeremy Lochirco <Jeremy.Lochirco@hayward-ca.gov> wrote:

Good afternoon Mr. Dunbar,

Thank you for the email related to the TrueLife multi-family project at 27177 and 27283 Mission Boulevard and the comments from Bike East Bay related to bicycle improvements on-site and along Mission Boulevard.

As you referenced in your email, the applicant filed a pre-application in June 2020 and was able to vest their development fees and related standards at that time, having satisfied the State's SB330 preliminary application submittal criteria. Per SB330 legislation, the City cannot require the applicant build or contribute towards the development of a Class IV bike facility, as shown in the City's Bicycle and Pedestrian Plan, as that Plan was not adopted until September 2020. The previous Bicycle Plan, which was adopted in 2007 and in effect when the SB330 Preliminary Application was filed in June 2020, did not indicate Mission Boulevard as a designated bicycle facility. Despite the fact that the project's applicant is not obligated to contribute towards the construction of the Class IV facility, it does not preclude the City from pursuing the development of a Class IV facility and/or other multi-modal improvements on Mission Boulevard. In fact, that effort started with the adoption of the updated Bicycle and Pedestrian Master Plan in 2020 and continues into this year.

On January 27, 2021, the City and the Air District executed a funding agreement in which the City would receive reimbursable funds for the implementation of a Class IV Protected Bike Lane on Mission Boulevard between Harder Rd and Industrial Pkwy. Since the grant funding provided by the Air District is specific to implementation, staff will need to conduct all other project phases prior to the funding kicking in. Staff worked internally to identify a consultant team to provide preliminary engineering, public outreach, and design services. In late Spring 2021, Council adopted a resolution amending our on-call contract with AMG Inc. to allocate funds for the required design services. Transportation staff held a project kick-off meeting in Summer 2021 with AMG to determine project approach, data collection efforts and timeline.

The first data collection task conducted by the design team was to visit the site and establish the existing conditions. AMG created figures showing the existing right-of-way width, land uses, and parking restrictions along Mission Blvd. An analysis of the findings was completed in late July 2021, which identified the constraints along the corridor. The main constraint is the available roadway width. Staff and AMG also determined that a Parking Study is needed to identify and document existing parking availability and utilization along Mission Blvd. as well as on side streets. Staff is currently drafting the scope of the Parking Study, including appropriate time frames for data collection, which was a necessary consideration since school is now back in session and most businesses are open. It was important to ensure that the data collection reflected the actual conditions when most uses were operational. Transportation staff expects the data collection effort to take place by October 2021 and the data from that Parking Study will be used to inform next steps in the project, including extensive public outreach and engagement, as well as discussions with Council.

Our Transportation staff is aware of the proposed development at 27177 and 27283 Mission Boulevard. Since the Mission Boulevard Protected Bike Lane project efforts are concurrent with the Improvement Plan review phase for the proposed development, staff will continue to work with the applicant to align the decisions made in the Protected Bike Lane project with the final approved plans for the development.

Related to the trail improvement and bicycle parking on-site which are specific to the project, the applicant is aware of your comments and currently evaluating what improvements are feasible. As you previously noted, the on-site trail is not designed or intended to be compliant with trail design standards

but was intended to provide an informal pathway through the site, connecting to other informal pathways that were approved for other projects along Mission entitled prior to the adoption of the updated Bike and Pedestrian Master Plan and prior to SB330 guidelines. The applicant's team is looking at the design to see what options, if any, are available in response to your recommendations. If you have additional questions, the applicant and their development team will be available to respond during tonight's public hearing.

Thanks again for your comments and specific project-related recommendations.

Jeremy W. Lochirco

Acting Planning Manager

City of Hayward, CA

777 B Street

Hayward, CA 94541

 Direct: 510.583.4239

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PERMIT CENTER AND CITY HALL REOPENING: We are pleased to announce that City Hall and the Permit Center will begin a phased re-opening beginning on **Tuesday, July 6**. We will be open to the public for limited hours from 9 a.m. - 1 p.m. Monday through Thursday. City Hall will be closed on Fridays.

Adherence to social distancing guidelines and occupant limitations are still in effect and visitors will be required to wear a mask while in the building.

For your convenience, planning applications will continue to be accepted via email and a drop box system that is located outside the permit center doors.

For planning assistance, please contact the Duty Planner at 510-583-4216 or email at Planning.Division@hayward-ca.gov

To reach other permit center divisions, please call the numbers below, or e-mail your staff contact directly:

For the Building Division, 510-583-4140

For the Fire Prevention Department, 510-583-4900

For the Code Enforcement Division, 510-583-4143 or contact your code inspector directly or the telephone number shown on the letter you received.

For more information and updates on COVID-19, please visit: www.hayward-ca.gov/covid-19

From: Steven Dunbar <[REDACTED]>

Sent: Wednesday, September 1, 2021 12:14 PM

To: Sara Buizer <Sara.Buizer@hayward-ca.gov>
Cc: Alex Ameri <Alex.Ameri@hayward-ca.gov>; [REDACTED]; [REDACTED]>
Subject: Re: Townhomes at Hayward Planning Commission, Sep 2 Meeting

CAUTION: This is an external email. Do not click on links or open attachments unless you know the content is safe.

Hello Ms. Buizer and Mr. Ameri,

I saw the townhomes coming to the Hayward Planning Commission this Thursday and had some questions. If you could help me understand the situation (legal and otherwise), I will work with the local Hayward area advocates to craft a request that works for this situation.

Here is my understanding of the situation for Item 1 on the agenda:

The development had a prelim design in July of last year, but didn't submit final design until December, which was after the new Bike Master Plan was approved. There are some complications because the developer is asking for SB330-based project approval, so I'm not sure what can be required under SB330 if an application requirements change after the prelim application. If the planning commission decided the application was not in compliance with the city standards, the applicant would need to come back and actually resubmit under new requirements, including the protected bike lane.

I am also aware that staff is studying the parking situation along the Phase 1 segment of Mission Boulevard. However, the staff report says that the project will provide car parking spaces along Mission Boulevard, which would be in conflict with providing a Class IV bike lane along the same, or at best make the situation more contentious.

The staff report does not mention the bike facilities required along Mission Boulevard, so it's impossible to tell if the lack of those facilities are due to the application timeline mentioned above or whether it was just missed.

Additionally, it seems to me that the bike parking spaces are short-term spaces placed in the center of the development, instead of where they would be most useful, which would be in front of the live-work spaces.

Finally, the development proposes a "trail" as an amenity. To me this seems tenuous at best because it contains sharp corners, acts as walking paths to the front door of the residences, is not contained within the Bike Plan so is unenforceable to require of nearby developments (this is on the West side of Mission, not the east where the foothill trail is a requirement), and is otherwise generally non-compliant with trail design standards. It seems like describing this as usable civic space is difficult.

I invite you or others on staff to share your interpretation of the above via email or over the phone at [REDACTED]. If you are unavailable before the meeting, then hopefully this just gives you time to prepare for this line of questions in any case.

Thanks for your time and attention.

Sincerely,
Steven Dunbar
Board Secretary, Bike East Bay

[REDACTED]

From: Elisa Marquez <Elisa.Marquez@hayward-ca.gov>
Sent: Friday, February 2, 2018 12:19 PM
To: Steven Dunbar <[REDACTED]>
Subject: Re: Quick Comments on February 5th Econ Development Meeting

Thank you Steven for your thoughtful input.

Elisa

Sent from my iPhone

> On Feb 2, 2018, at 12:03 PM, Steven Dunbar <[REDACTED]> wrote:

>
> Councilmembers of the Economic Development Committee,
>
> Just a quick note for the time being. I may come back with further comments on other features of the development, but for now, this is mostly bike/ped feedback.
>
> I'm loving the live-work unit concept that allows for housing but gives good street frontage onto Mission, especially with the BART station nearby. We should maximize the bicycle and pedestrian amenities for such a location.
>
> For the preliminary drawings of the Roller Rink replacement site, I'm a bit worried on the usefulness of the throughway bike/ped path if each development keeps offsetting the path with hard angles and fairly narrow pathways.
>
> This will impact the convenience and safety of such a path, especially when completed and used heavily. I recommend considering what the width requirements would be to keep cyclists and pedestrians separated (just with paint). I also recommend being mindful of sharp corners especially with studded ADA ramps, as they can be quite slippery if cyclists have to turn while on the ramps. If cyclists have to turn every 250 feet across slippery ramps, the brave may opt for Mission and the timid may opt not to bike at all.
>
> Please also consider the sightlines that are blocked by trees for cars driving through, as the trees and driveway turn at the path crossing may result in a cyclist obstructed by a car's A-pillar. Perhaps create "Yield" signs for the cars in the driveway so they are mindful of cyclists moving along the path. Good lighting there is a must.
>
> Hopefully, this feedback is useful for the developer and for any future plans along the path corridor.
>
> Best,
> Steven Dunbar