

**CITY COUNCIL MEETING
TUESDAY, OCTOBER 6 2020**

**DOCUMENTS RECEIVED
AFTER PUBLISHED AGENDA**

eCOMMENTS RECEIVED

Public Comment

eComments received for October 6, 2020 Hayward City Council Meeting:

Item	Name	Comment	Position
<p>The Public Comment section provides an opportunity to address the City Council on items not listed on the agenda or Information Items. The Council welcomes your comments and requests that speakers present their remarks in a respectful manner, within established time limits, and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Council is prohibited by State law from discussing items not listed on the agenda, your item will be taken under consideration and may be referred to staff.</p>	<p>HAYWARD CONCERNED CITIZENS HCC</p>	<p>HAYWARD CONCERNED CITIZENS DO NOT SUPPORT the 7 demands to defund our police agendized by groups including Hayward Collective, Hayward Community Coalition & several city council candidates. Our petition (http://chnг.it/LkQYZh2Kk9) has amassed over 700 signatures in 5 weeks, affirming that HayCoCoa’s opposing petition does NOT represent a majority consensus. City Council is responsible for ensuring appropriate use of our voter-approved measure A, C, D & T funds toward public safety enhancement.</p>	<p>Oppose</p>

ITEM #4 CONS 20-479

ADOPT A RESOLUTION APPROVING A FINAL MAP OF TRACT 8518, STONEBRAE CLUBHOUSE VILLAS, SUBDIVIDING A 20-ACRE SITE INTO TEN (10) LOTS FOR SINGLE-FAMILY HOMES, ONE COMMON USE LOT FOR THE TEN LOTS AND TWO LARGE REMAINDER LOTS, INCLUDING PORTIONS OF EXISTING DRIVING RANGE AND OPEN SPACE AND AUTHORIZE THE CITY MANAGER TO EXECUTE A SUBDIVISION AGREEMENT. TRACT 8518 IS THE PLANNED AND PHASED DEVELOPMENT OF THE COUNTRY CLUB COMPLEX APPROVED IN THE BLUE ROCK COUNTRY CLUB (STONEBRAE) VESTING TENTATIVE TRACT MAP 5354 – APPLICANT/OWNER - STONEBRAE L.P.

PUBLIC COMMENTS

From: Steven Dunbar <>

Sent: Tuesday, October 6, 2020 4:35 PM

To: List-Mayor-Council <List-Mayor-Council@hayward-ca.gov>; Cityclerk - Livermore <cityclerk@cityoflivermore.net>

Subject: Oct. 6, Item 4, Stonebrae (Fire Risk?)

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

Hayward Councilmembers and Mayor,

I'm of course here to talk about bike lanes and pedestrian safety, but I noticed this development up against the forest hills and wonder if it will be insurable, whether it adds risk.

The staff report unfortunately didn't provide a reference to when the tentative tract map was approved, but it looks like it was 2017 after a cursory search of Legistar. I didn't immediately find the Fire review in that packet, but maybe staff can speak to it.

Best,
Steven Dunbar



Planning Application No.: 201904051- PD Amendment
Project Address: 23 Stonebrae Country Club Dr (TRACT 8518)
Parcel No.: 085A-6428-026-00
085A-6434-003-00
085A-6444-001-00
Business Name: Stonebrae Villas (Stonebrae LP)
Applicant Name: Joanna Callenbach
Review Date: September 25, 2019
Reviewed by: G. Arredondo/ A. Westfield
Project Planner: Damon Golubics
Proposed Work: Amend PD to allow for 11 attached townhomes of varying size between 4,844 sq. ft. to 4,972 sq. ft. in limited area near clubhouse at Navan Lane. Plan shows (1) duplex (buildings 1,2), and (3) triplex (buildings 3,4,5 – 6,7,8 and 9,10,11) buildings in the WUI. Buildings are less than 30ft. to the eave and 20ft. access road proposed to be extended from Navan Lane to the turnaround at the end of site, the road then tapers down to an accessible cart path

CONDITIONS OF APPROVAL

Fire prevention

Access:

1. Fire apparatus access roads shall be designed and maintained to support 75,000 pounds, the imposed load of fire apparatus, and shall be surfaced to provide all-weather driving capability. An unobstructed vertical clearance of not less than 13 feet 6 inches shall be provided for all fire apparatus accesses.
2. Fire apparatus access road 20 feet to 26 feet wide shall be posted on both sides as a fire lane; fire apparatus access road 26 feet to 32 feet wide shall be posted on one side of the road as a fire lane. "No Parking" signs shall meet the City of Hayward Fire Department fire lane requirements.
3. Address and premise identification approved numbers shall be placed on all buildings in such a position as to be plainly visible and legible from the road or street fronting the property. Dimensions of address numbers or letters on the front of the buildings shall be approved by the fire department.

4. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be **26ft. exclusive of shoulders**.
5. Emergency vehicle turnaround provision demonstrates access to the property that is within the standards of the Hayward Fire Department.
6. Hammerhead turnaround(s) shall meet the minimum specifications as noted in Appendix D of the California Fire Code (CFC).

Water Supply:

1. A fire flow shall be provided in accordance with the California Fire Code Table B105.1 based on the construction type and building area when building exceeding 3,600 square feet. A fire flow reduction of up to 50 percent is allowed when the building is provided with automatic sprinkler system in accordance with NFPA 13. The resulting fire flow shall not be less than 1,000gpm. Site Improvements will be required to meet this demand in the WUI area.
2. The minimum number of fire hydrants shall be provided in accordance with the Hayward Fire Code Ordinance and the California Fire Code (CFC). The average spacing between hydrants is 300 feet. Any portion of the building or facility shall be within 400 feet of a fire hydrant. Spacing and locations of fire hydrants shall be subject to review and approval by the Hayward Fire Department.
3. All buildings on site are required to install an overhead fire sprinkler system(s). An underground fire line will service each fire sprinkler system. An underground fire service line shall be installed in accordance with NFPA 13d Modified Standards. **(A separate fire department permit, and approval is required prior to installation).**

Fire Protection:

1. An audible alarm bell (device) shall be installed on the exterior of the fire sprinkler system riser. The device shall activate upon any fire sprinkler system water flow activity.
2. An interior audible alarm device shall be installed within the dwelling in a location to be heard throughout the home. The device shall activate upon any fire sprinkler system water flow activity.
3. An interior audible alarm device shall be installed within the dwelling in a location to be heard throughout the residence. The device shall activate upon any fire sprinkler system water flow activity.
4. All bedrooms and hallway areas shall be equipped with smoke detectors, hard-wired with battery backup. Installation shall conform to the California Building Code (CBC) and NFPA 72 Standards.
5. CO detectors should be placed near the sleeping area on a wall about 5 feet above the floor. The detector may be placed on the ceiling. Each floor needs a separate detector.
6. All buildings are required to install an automatic fire sprinkler system in accordance with NFPA 13. A separate fire permit is required for the fire sprinkler system installation. A State Licensed C-1 Fire Sprinkler Contractor shall be responsible for

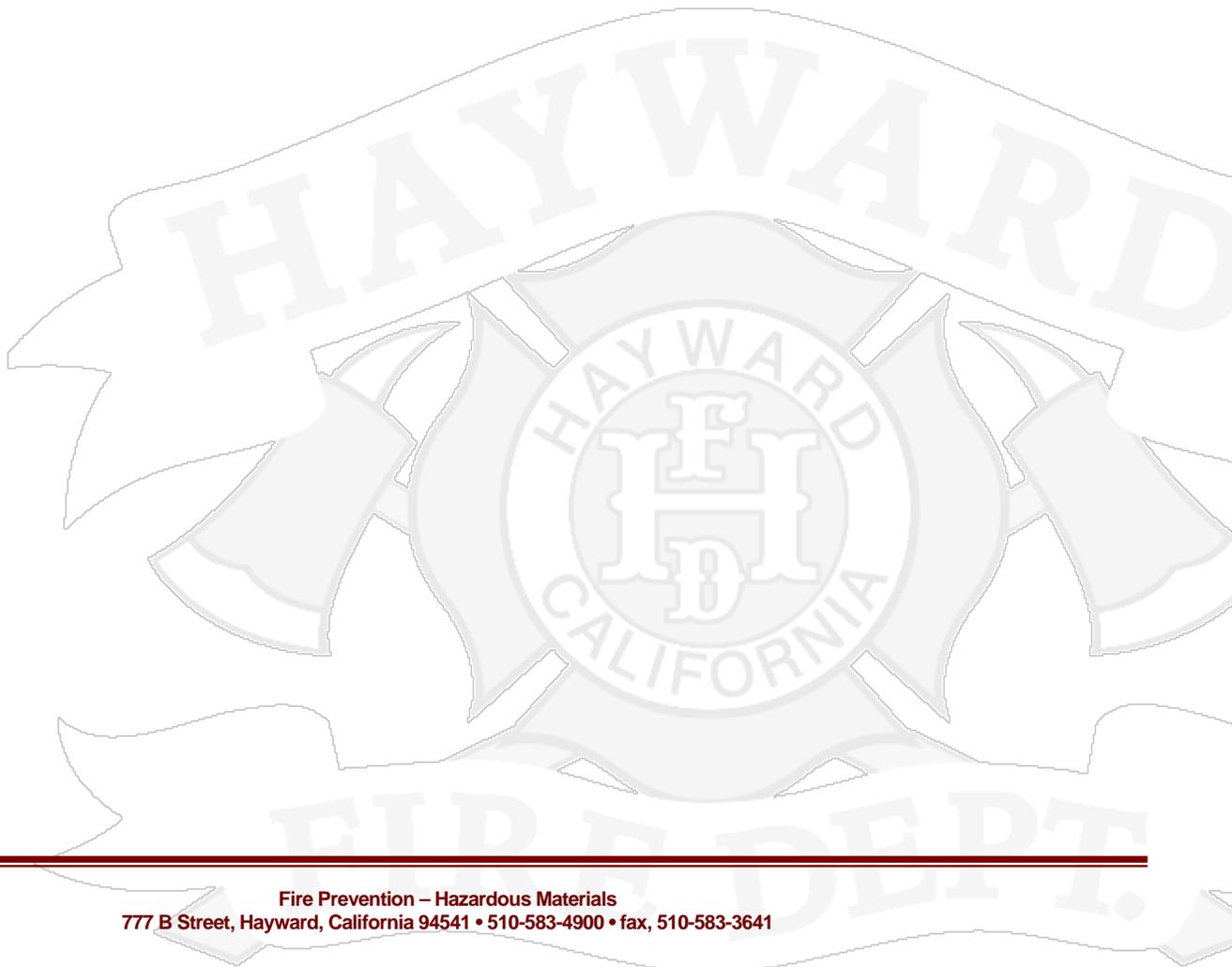
- the fire sprinkler system installation. Maximum static pressure of 80 PSI should be used when the test data indicates higher pressures. **(Deferred submittal by licensed C16)**
7. A maximum static pressure of 80 PSI should be used when test data indicates higher pressures. Residual pressures used in the calculation should also be adjusted accordingly.
 8. Underground fire service lines that serve NFPA 13 systems shall be connected to the city water main per Hayward Public Works Dept. SD-216.
 9. The building is located within the City of Hayward Wildland/Urban Interface Area, and shall meet the construction requirements (as reflected on the approved plans) as stated in the City of Hayward Hillside Design and Urban/Wildland Interface Guidelines, which includes Class A roofing materials and exterior non-combustible siding materials (stucco), double-pane windows. Do not use wood shake or treated wood shake roofs. The building construction shall comply with the requirements contained in the California Residential Code Section R327.
 10. This project is subject to additional conditions/standards based on Fuel Management Plan developed for the Stonebrae community.
 11. Deck shall comply with requirements of the Hayward Fire Department Urban Wildland Interface Deck Construction.
 12. Within ten feet of a structure, construct fences with an open wire mesh or noncombustible material to prevent fire from spreading to the structure.

Hazardous Materials

- 1) **Grading** – Currently there are no know structures on site. However, as a condition of approval, prior to grading: Structures and their contents shall be removed or demolished under permit in an environmentally sensitive manner. Proper evaluation, analysis and disposal of materials shall be done by appropriate professional(s) to ensure hazards posed to development construction workers, the environment, future residents and other persons are mitigated.
- 2) **Wells, Septic Tank Systems or Subsurface Structures** – Any wells, septic tank systems and others subsurface structures shall be removed properly in order not to pose a threat to the development construction workers, future residents or the environment. These structures shall be documented and removed under permit from appropriate regulatory agency when required.
- 3) **Hazardous Materials/Waste and their vessels discovered during Grading/Construction** – If hazardous materials/waste or their containers are discovered during grading/construction the Hayward Fire Department shall be immediately notified at (510) 583-4910.
- 4) **Underground Storage Tanks, Oil Water Separators, Hydraulics Lifts** – If found on the property, the underground vessels/structures shall be removed under a plan filed

with Hayward Fire Department and appropriate samples shall be taken under the direction of a qualified consultant to ensure that contamination has not occurred to the soil or groundwater. A follow up report shall be required to be submitted that documents the activities and any conclusions. Below are specific requirements on each:

- a. Underground storage tank and associate piping (plan, sampling and Hayward Fire Department permit and follow up report is required)
 - b. Oil Water Separators (plan, sampling required and follow up report is required)
 - c. Hydraulic Lifts (plan, sampling and follow up report is required)
- 5) **Hazardous Materials/Waste during Construction** - During grading and construction hazardous materials and hazardous waste shall be properly stored, managed and disposed.



ITEM #10 LB 20-051

**Huntwood and Patrick Avenues
Complete Streets: Adopt a Resolution
Approving Complete Streets
Improvements (Report from Director
of Public Works Ameri)**

PUBLIC COMMENTS



October 6, 2020

To: City of Hayward Mayor and Council
City of Hayward
777 B Street
Hayward, CA 94541

Re: **Support for Huntwood and Patrick Aves Complete Streets - Item 10**

Dear Mayor Halliday and City Councilmembers:

On behalf of Bike East Bay, I am writing in strong support of the Huntwood and Patrick Avenue road diets and complete streets improvements. These two projects are supported by a robust outreach process from the Bicycle and Pedestrian Master Plan and will benefit all users by calming traffic, shortening pedestrian crossing distances, minimizing lane-change and turning conflicts, and adding high-quality bicycle facilities.

While I am indeed enthusiastic about the addition of class IV protected bike lanes, it is important to emphasize that the greatest benefit of this project, in my view, is the pedestrian safety improvements. High speeds and multi-lane crossings are extremely dangerous for people walking and rolling, and these projects will significantly improve the conditions.

As you know, these projects will provide safe and active access to key community destinations like Mia's Dream at Tennyson Park, the future Eden Youth and Family Center, Weekes Park and Community Center, Weekes Library, as well as multiple elementary schools and houses of worship.

In addition to the good virtual outreach conducted on these projects, it is important to also remember the in-person outreach that has already occurred as part of the Bicycle and Pedestrian Master Plan process. Specifically, there was a [well-attended public workshop](#) in September of 2018, where a large group of monolingual Spanish-speaking parents came to share their feedback on safety conditions on Patrick Avenue and Tennyson Road. They shared

harrowing experiences of trying to cross the street with strollers and the discomfort of waiting for the bus on high-speed corridors. In the midst of a pandemic and the beginning of the school year, these community members should not be expected to provide this feedback again. For equity, their input should be weighed heavily along with the virtual communications you have received this year.

While we are disappointed that the protected bikeway will not extend to Whipple, we understand that there are special considerations in the industrial areas. Please consider requesting narrowed travel lanes, widened bike lanes, and enhanced crosswalks to provide as much safety benefit as possible without a road diet. There are some design details we are discussing with staff and will continue to collaborate with the team to ensure a safe and operational final design. Specifically, we still have some concerns about daylighting for visibility near driveways on Patrick Avenue, and refining intersection designs to reduce conflicts.

As always, thank you for your support of safe and complete streets in Hayward. Please reach out if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Susie Hufstader". The signature is fluid and cursive, with the first name "Susie" being more prominent than the last name "Hufstader".

Susie Hufstader
Advocacy Manager
Bike East Bay

From: Bruce Dughi

Sent: Monday, October 5, 2020 2:33 PM

To: List-Mayor-Council <List-Mayor-Council@hayward-ca.gov>

Subject: 10. LB20-051 Huntwood and Patrick Avenues Complete Streets: Adopt a Resolution Approving Complete Streets Improvements

Hello Mayor Halliday and Hayward City Council,

I want to express my support for protected bike lanes everywhere in Hayward but particularly on Huntwood. Your proposed bollard idea is ok but I prefer a curb for superior separation/protection. Extruded asphalt curbs are relatively inexpensive, much more durable than bollards, more traffic calming and more effective to keeping cars out of the bike lane.

I presently use Huntwood (along with Whitman) to ride to/from Fremont and to access the Dumbarton Bridge to visit the Peninsula. This is a critical path since there are few other safe north/south options. Mission Blvd, especially near downtown Hayward, is particularly dangerous and stressful due to lack of cycling space, high speed/heavy traffic. Drivers are very impatient to drive behind cyclists-- extremely stressful.

Whitman needs work too since the new bike lanes are too narrow and placed in the door zone. Whitman could benefit from wider sidewalks that could be used as shared space for both cyclists and pedestrians. That would protect both cyclists and pedestrians. Moving the parked cars closer to the travel lane would better calm traffic. I know of a number of examples of 10' travel lanes adjacent to 8' parking lanes that work great to calm traffic. Cheers.

Bruce

From: frankandel3
Sent: Tuesday, October 6, 2020 1:52 PM
To: List-Mayor-Council <List-Mayor-Council@hayward-ca.gov>
Subject: More bike friendly roads please

I am an avid biker. I find that not nearly enough bike lanes connecting all city areas are available. Please start considering bike lanes in all projects moving forward.

South and East Hayward are disconnected from downtown because of the prioritization of high speed car corridors. More people are biking now because of shelter in place. We need safer streets designed for people who walk and bike NOW.

Car oriented urban design endangers people who walk and people who bicycle and is destroying our communities, our environment, and ultimately our planet. We must value the lives of human beings over cars. Bicycles are an important vehicle for transportation and for recreation. They are a critical component in counteracting climate change, creating safer neighborhoods, empowering underserved communities and kids, and improving health. Bicycle & pedestrian friendly cities are healthier for everyone at every level of living from our communities to our environment to our planet.

Sent from a tiny screen in my hand that I need glasses to read.

From: Hayes Morehouse
Sent: Monday, October 5, 2020 7:28 PM
To: List-Mayor-Council <List-Mayor-Council@hayward-ca.gov>
Subject: Support for Agenda Item 10, LB 20-051

Dear Mayor Halliday and Council Members,

I would like to share my strong support for the addition of protected bike lanes to Huntwood and Patrick Avenues. Having these two projects completed would make a big step toward complete streets in South Hayward and realizing the vision of the bike pedestrian master plan. I'm an avid cyclist and I've try to use my bike to get around Hayward whenever possible. However, the lack of well thought out bike network makes this both difficult and dangerous.

I fully support the development of this and other biking infrastructure in Hayward.

Thank you for your consideration.

Hayes Morehouse

Hayward, CA 94541

From: Jianhan Wang

Sent: Monday, October 5, 2020 4:55 PM

To: List-Mayor-Council <List-Mayor-Council@hayward-ca.gov>

Subject: Support for Better Pedestrian and Bicyclist Safety on Huntwood and Patrick Ave

Hello Mayor Halliday and City Councilmembers,

I'd like to voice my support for the proposed design concepts as shown on the [Huntwood](#) and [Patrick Ave](#) project websites.

I am a resident of Hayward and a League Cycling Instructor. I have walked, biked, driven, and taken BART around our city.

The bike lanes are placed well on the other side of parked cars and not sandwiched between drivers who open car doors without looking and high-speed car traffic. This will help prevent fatalities tremendously. There are even buffers in the proposed designs to further prevent potential conflicts that can lead to serious injury.

These stretches between intersections look safe enough to be ridden by people of most ages. However, the designs of intersections weren't really shown on those project websites.

I hope that the parking next to/leading up to intersections are removed so that bicyclists and pedestrians are more visible to drivers in those areas where crashes occur most frequently. Parked cars make it hard for drivers to see bicyclists, especially those who aren't very tall, and thus drivers can make the incorrect assumption that no one is going to be crossing paths with them, especially when they're trying to right and bicyclists are getting into position to go straight.

I also hope that there are plans for good street cleaning to help prevent bike tire punctures ensure a smooth riding and walking experience on Huntwood and Patrick Aves!

Best,
Jianhan Wang

From: Joan Lyon
Sent: Thursday, October 1, 2020 6:08 PM
To: List-Mayor-Council <List-Mayor-Council@hayward-ca.gov>
Subject: Patrick Ave Traffic

I am against this project. We need 2 lanes in both directions....we need to be able to park in front of our homes and not have a bike lane between the sidewalk and our parked cars. We need the 2 right and left turn lanes to get onto Tennyson Road. We need the two left turn lanes from Tennyson to Patrick Ave. The card you sent is wrong as we do not have right and left turning lanes in the middle of the street. Leave our street alone as it has so much traffic on it every morning and night with people driving their kids to school, going to work and coming home. On Sunday it is backed up to Roosevelt waiting for the signal to change on Tennyson. It is hard to get out of our driveway as it is now and it will be worse if we only have one lane and obstacles in our view. Please do not go ahead with this terrible Idea as we have enough trouble as it is. There are so many businesses on Patrick Ave, KFC, the Library, park, ball field, churches, schools and care facility so we need both lanes. I have been a homeowner on Patrick Ave since 1960 so please believe that I know what is right for this neighborhood.

Joan Lyon
Hayward CA 94544

Oct 1,2020

Above is a copy of a letter I sent as feedback and am sending it again to make sure you see it. I forgot to mention the police and fire department response to emergencies.. Gading/Patrick is the only street west of Huntwood that goes from Harder to Tennyson Rd between Hesperian and Mission. If Patrick Ave is only one lane it will be hazardous. Patrick Ave is the only way the resident in the Rieger area can get to Tennyson. There are many other reasons why this is a bad idea and I hope with your wisdom you will see the many difficulties it will present in our area of Hayward if completed. Please do not approve of this project.

From: Leilani Nguyen
Sent: Friday, October 2, 2020 1:51 PM
To: List-Mayor-Council <List-Mayor-Council@hayward-ca.gov>
Cc: Susie Hufstader
Subject: Huntwood and Patrick Avenue bike and pedestrian safety projects

Dear Hayward City Council,

I am a Hayward resident and a lifelong bicycle rider. I frequently bike locally and to downtown for shopping errands rather than drive.

Right now, South Hayward is disconnected from downtown because of the prioritization of high speed car corridors. I bike with my three children ages 22 months, 5 yrs, and 12 yrs and there are parts of Hayward we just cannot safely bike to or through. More people are biking now because of shelter in place. We need safer streets designed for people who walk and bike NOW.

Car oriented urban design endangers people who walk and people who bicycle and is destroying our communities, our environment, and ultimately our planet. We must value the lives of human beings over cars. Bicycles are an important vehicle for transportation and for recreation. They are a critical component in counteracting climate change, creating safer neighborhoods, empowering underserved communities and kids, and improving health. Bicycle & pedestrian friendly cities are healthier for everyone at every level of living from our communities to our environment to our planet.

Peace,
Leilani Nguyen
Hayward

*Any sufficiently advanced technology is indistinguishable from magic. ~ Clarke's Law
Spirit is the Ancestor of Technology. ~ Tien Nguyen, Vietnamese American shaman*