

**PLANNING COMMISSION MEETING
THURSDAY, SEPTEMBER 28, 2023**

**DOCUMENTS RECEIVED AFTER
PUBLISHED AGENDA**

Staff Responses to Commissioners' Questions



September 28, 2023 – Planning Commission Questions

| ITEM # | QUESTION | STAFF RESPONSE |
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| <p>#1 PH 23-036</p> | <p>Will the 2 garage spaces per unit and two additional visitor spaces be equipped with electric vehicle chargers? The staff report states that "the project will be required to...provide parking spaces that are electric vehicle-ready," yet I don't see any reference to EVCs on the VTTM, and I don't believe it's addressed anywhere else in the staff report. I'm also not clear on whether "electric vehicle-ready" means that the applicant will be required to install the actual units, or if they just need to ensure that the necessary outlets are available.</p> | <p>The Reach Code Ordinance, adopted in November of 2022, requires that all new all new buildings and modifications to existing buildings resulting in new parking spaces must have electric vehicle (EV) charging infrastructure installed above and beyond that required by the California Green Building Standards Code. Under the Reach Code, EV Chargers are not required; only that the garage parking spaces are required to provide "Level 2 Ready" spaces, which have a complete electric circuit with wiring and an "Electric Vehicle Outlet" or electric vehicle supply equipment (EVSE). Under the Reach Code Ordinance, EVSE includes the conductors, power outlets, electric vehicle connectors, and all other equipment to transfer energy from the premises wiring to the electric vehicle.</p> <p>Given that the Reach Code is administered by the Building Division, providing the electric vehicle infrastructure is a condition of approval and must be shown on the building permit set of plans, and not the architectural plans submitted for planning entitlement review and approval.</p> |
| <p>#1 PH 23-036</p> | <p>There also is no mention of solar panel installation. Is this a requirement for this project?</p> | <p>Yes. Effective January 1, 2020, the California Solar Mandate requires installation of solar panels for new single-family and multi-family development projects. As this is a requirement of the building code, this requirement must be satisfied at the building permit phase, consistent with Title 24 requirements.</p> |

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| <p>#1 PH 23-036</p> | <p>I'm not clear on when the removal of protected trees is allowed and when it is prohibited or discouraged. Although the value of the replacement landscape and hardscape materials is the same as the trees that would be removed, wouldn't trees that are in good condition (as assessed by the arborist) make them less likely to be removed? I'm especially wondering about trees 7,8,9, and 10 which are redwood trees located in an area that would not appear to hinder the project; and as the arborist noted they would be the best candidates for preservation.</p> | <p>Per the Tree Preservation Ordinance in the Hayward Municipal Code, the City Landscape Architect is given the sole purview to decide to grant a tree removal permit. The decision by the City Landscape Architect to grant a tree removal permit is based upon criteria listed in the Tree Preservation Ordinance. The City Landscape Architect's decision to grant a tree removal permit may be appealed to the Planning Director.</p> |
| <p>#2 PH 23-037</p> | <p>The Project Summary states that 2.1 parking spaces are required per unit for a project of this size, however it also shows that only 2 spaces per unit will be provided for a total of 20 spaces. Is the applicant required to address the other parking space that seems to be required since $2.1 \times 10 = 21$ spaces, not 20?</p> | <p>Hayward Municipal Code Section 10-2.406(a) allows a developer to take credit for one (1) vehicular parking space by providing four (4) bicycle parking spaces. In the case of this project, the developer is providing eight (8) bicycle parking spaces, which equate to two (2) additional vehicular spaces, thereby bringing the total parking credit to 22 spaces. When the project's original development plan that accompanied the original Rezoning and Vesting Tentative Tract Map applications was approved by the Planning Commission and City Council back in 2015, the project also only included 20 vehicular spaces and 8 bicycle spaces, so the amount of parking being proposed today is identical to that which was approved in 2015. It should be noted that there is also on-street parking available along Walnut Street and B Street, if residents or their guests need additional parking for any reason.</p> |