

PLANNING COMMISSION MEETING THURSDAY, FEBRUARY 14, 2019

**DOCUMENTS RECEIVED
AFTER PUBLISHED AGENDA**

WS 19-011

**HAYWARD DOWNTOWN
SPECIFIC PLAN
DRAFT EIR**

Comments from Sherman Lewis

What do you want for Downtown Hayward?

The proposed downtown plan is “take it or leave it.” This survey allows you to make choices.

<p style="text-align: center;">Accessing Downtown</p> <p>A more dynamic downtown needs a way to get more people there. Should we emphasize housing downtown, rapid shuttle access from Cal State East Bay and Chabot, surface parking, walking, bicycling, and other non-auto modes?</p> <p style="text-align: center;">Agree Disagree No opinion</p>
<p style="text-align: center;">The Loop</p> <p>Number your top two preferences, 1 for first choice, 2 for second.</p> <p>___ Keep as it is ___ Change to two-way using a large oval roundabout</p> <p>___ Change to two-way using a traffic circle ___ Change to two-way using traffic lights</p> <p>Note: Changing the Loop will reduce through traffic and increase traffic going to downtown. In either case, traffic will sometimes be congested.</p>
<p style="text-align: center;">Reforming the Loop should be a top priority for funding</p> <p style="text-align: center;">Agree Disagree No opinion</p>
<p style="text-align: center;">Make A Street two-way</p> <p>Consider this as a separate issue apart from The Loop.</p> <p style="text-align: center;">Agree Disagree No opinion</p>
<p style="text-align: center;">B Street and C Street</p> <p>Convert to two-way streets Keep as a one-way pair Undecided</p>
<p style="text-align: center;">Unbundling</p> <p>“Unbundling” means a renter pays separately for the unit and the parking, and the two rents combined equal the “bundled” rent. It saves on rent if the parking is not needed and reduces traffic, but may tempt a renter to park on a neighborhood street. Many people can live downtown without owning a car (see public cars below) and they have a more sustainable life style. Hayward should unbundle parking downtown.</p> <p style="text-align: center;">Agree Disagree No opinion</p>

Protecting neighborhoods from spillover parking

Unbundling can create problems on neighborhood streets. The City has been successful in controlling spillover parking by the main Post Office, Chabot, South Hayward BART and other places. The City should manage neighborhood parking spillover with low-cost permit programs.

Agree

Disagree

No opinion

Pedestrian Safety and Walkability on Foothill, A Street and Mission

Make crossing easier and safer with narrower roadways, pedestrian safety medians, and other improvements on wide streets with less width for cars.

Agree

Disagree

No opinion

A Street at Lucky

To improve traffic flow and provide a safe crossing for seniors at the new senior housing, build a center median on A Street to prevent left turns going in and out of Lucky.

Agree

Disagree

No opinion

Parking structures

Parking for free in a parking structure is convenient but costly for taxpayers, causes more traffic, subsidizes parking, induces more air pollution and global warming gases, preempts space for parks and housing, and competes with surface parking, transit, and other modes of access.

____ Parking structures are needed despite the costs.

____ We should emphasize alternative modes and the environment.

____ No opinion

Bicycle lanes

____ Have bicycle lanes on most streets even if not used and parking is reduced OR

____ Have bicycle lanes where they are most likely to be used and minimize loss of parking.

____ No opinion

Greyhound Bus Station at Hayward BART

The Greyhound bus station is an eyesore and inadequate and needs to be replaced with an attractive, spiffier station where people can get out of the rain.

Agree

Disagree

No opinion

Taxis

Deregulate taxis to compete more fairly with Lyft and Uber; let them use software for e-hailing like Lyft and Uber.

Agree Disagree No opinion

Taxi stand at Hayward BART

The taxi stand on the north side of B Street is inconvenient and feels unsafe at night. It can be and should be relocated to be right outside the exit.

Agree Disagree No opinion

Pilot program, back-in diagonal parking

We are used to head-in diagonal parking, but back-in diagonal is actually safer. Using it would take some practice and we try a pilot program on Main Street to see how people respond.

Agree Disagree No opinion

Downtown circulator

Create a fast, frequent, and free downtown circulator from Hayward BART to Lincoln Landing, using signal preemption and rapid bus concepts.

Agree Disagree No opinion

Smart Parking Meters where parking is usually full

Smart meters vary the charge based on willingness to pay, credit cards, and smart phones. They make it easier to park close to a store. They get more turnover to help merchants and are more efficient than two-hour time limits. They have flexible time limits—just pay for what you use and produce revenues to improve downtown. **Free spaces will be nearby.** This would start with a pilot program on B Street.

Agree Disagree No opinion

Car-free living downtown?

People think car-free living means living without using a car. That is not true if public cars are available. Public cars are car share, car rental, taxis, and e-hail like Lyft and Uber. A person living downtown could walk and transit for most trips and use public cars occasionally and save money. The City should promote public cars to support not having to own a car and having a more sustainable lifestyle.

Agree Disagree No opinion

Housing project by Green Shutter Hotel

The City owns the lot at C Street and Main Street by the Green Shutter, which has been renovated inside and is selling units successfully, with no parking. The City is considering building on its lot and has not decided how much parking (unbundled) there should be. Your preference? Check all that apply.

☐ The project should have no parking.

☐ The amount of parking should be based on a market analysis that charges the owner the full cost, which is likely to be high in a place where people can live car-free (see next question).

☐ Parking should be minimized as long as spillover parking can be avoided.

☐ There should be one space per unit.

☐ There should be more than one space per unit.

Transit Links

The City is studying conventional bus service from downtown to Cal State East Bay and to the Civic Center at Winton and Amador, Southland and Chabot. Such service tends to be infrequent and slow and have few riders. Rapid bus would be fast, frequent, and free, but is more expensive to run and needs good ridership to be worth it. The City should study rapid bus for these corridors.

Agree Disagree No opinion

Small Downtown Convention Hotel

The City should look into the feasibility of a Downtown hotel/convention center with special access from BART located in the vacant lot north of B Street and west of Montgomery Street.

Agree Disagree No opinion

East Bay Greenway

Promote the East Bay Greenway Project for a long walking and bicycle path on vacant land between Western Avenue and the Union Pacific tracks from Hayward BART to Oakland.

Agree Disagree No opinion

For more discussion on these ideas, visit: <http://tinyurl.com/y27gqe8o>

For more information on the downtown Specific Plan, visit:
<https://www.hayward-ca.gov/downtown-specific-plan>

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