

Mogensen, Andrew

From: Carol <whoareu17@aol.com>
Sent: Thursday, May 13, 2021 1:53 PM
To: Mogensen, Andrew
Cc: Cutter, Pauline; Cox, Deborah; Azevedo, Bryan; Aguilar Jr, Victor; Simon, Fred; Lopez, Corina; Ballew, Pete
Subject: Parking Study related to 1388 Bancroft Ave.

May 13, 2021

Dear Mr. Mogensen,

I am writing this in regard to the "1388 Bancroft Parking Study" 5-3-2021, requested by the city of San Leandro. My questions generate from the Rapid Parking Report by Dixon Resources Unlimited in reference to Joaquin Ave. between Bancroft Ave. and San Jose St. This section of Joaquin Ave. will be greatly impacted by the new apartment complex at 1388 Bancroft Ave.

When viewing the report online, I (along with several others I talked with) found the report difficult to understand and requires clarity.

As an example," Memorandum for 1388 Bancroft Parking Study: page 2: Key Results: Dated May 3, 2021" states:

"The parking occupancy map, which displays the aggregated results of the study, demonstrates that there is plenty of available on-street parking in the parking area throughout the day. This is especially true for the immediate block faces around the 1388 Bancroft Ave. site."

Depending on what time of day was considered morning, afternoon or evening would impact this report. Will you clarify the hours considered morning, afternoon and evening?

In addition, on pages 1 through 12 of the "Parking Occupancy Collection Range Maps" I am concerned not to see reference to the no parking red curbs or 2 hour limited parking notations along Joaquin Ave. between Bancroft Ave. and San Jose Street.

On Joaquin Ave. between Bancroft Ave. and San Jose St. there are several red curbs, which I understand to mean, "No Parking." From the start of Joaquin Ave. at Bancroft Ave. the curb is red; 625 – 631/635 Joaquin Ave. have red curbs; 646 and 656 Joaquin Ave. have red curbs.

On the entire block of Joaquin Ave. between Bancroft Ave. and San Jose St. on both sides of the street there are “2 hour Parking 9 AM to 6 PM except Sunday & Holidays” signs. Is the parking availability percentage projected by the Parking Survey, based on the totality of curb space? Or is availability based on total curb space with consideration of red curbs or limited time parking restrictions currently in place?

Why aren't there “No Parking Allowed” black lines on the maps pages 1 to 12 on Joaquin Ave. between Bancroft Ave. and San Jose St.? Shouldn't the red curb areas have black lines? I believe the black lines should also be on the map on Estudillo Ave. between most of Bancroft Ave. and San Jose St. The curbs on that portion of Estudillo Ave. are also painted red or white!

It is important to have noted that one of the data collection days was Wednesday, March 3, 2021. This is Street Sweeping Day! This fact can greatly influence parking availability percentage data. Was it taken into consideration that the first Wednesday of each month is Street Sweeping Day? I know that families on Joaquin Ave. between Bancroft Ave. and San Jose St. move their cars on those days to allow for the street sweeper.

Another item I would like clarified is:

In a letter to Mayor Cutter dated April 29, 2021 from Thomas R. Silva of Eden Realty it states; “A total of 60 parking spaces, 55 on-site (not including three AB11000 Bonus Spaces) and five curbside parking spaces are included in the project.”

Does this mean five curbside spaces will be taken from public parking for the sole use by 1388 Bancroft Ave. residents? Is the city going to remove the red curbs on Estudillo Ave. and Joaquin Ave. to accommodate the 1388 Bancroft Ave. apartments? And, if it is curbside parking, wouldn't those spaces be for any public parking?

I noted the Green Trip letter attached to the letter to Mayor Cutter is dated March 31, 2020. That is over one year old. Does the city know if that Green Trip letter is still valid? Green Trip is partially based on less cars more public transportation. How have public transportation ridership numbers changed over the past 1.5 years, during the pandemic? What are the projections of usage of public transportation into future years?

I also thought at a previous public meeting in regard to the building of the apartment and parking at 1388 Bancroft Ave., the city council said parking should be bundled for renters and no extra fee should be charged. Please clarify this as I noticed that in Mr. Silva's letter to Mayor Cutter it states, “Each parking space, with the exception of the three accessible spaces, shall be separately rented for a monthly fee for the exclusive use of a specific resident or ride share operator.”

I look forward to receiving clarification on my questions regarding the findings of the Parking Study, Green Trip certification and bundled parking.

Sincerely,

Carol Jewell

645 Joaquin Ave.
San Leandro, CA 94577-5113
510 351-4163
WhoAreU17@aol.com

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Sent via email to amogensen@sanleandro.org

May 25, 2021

Andrew Mogensen, AICP, Planning Manager
Planning Services Division
City of San Leandro
835 East 14th Street
San Leandro, CA 94577

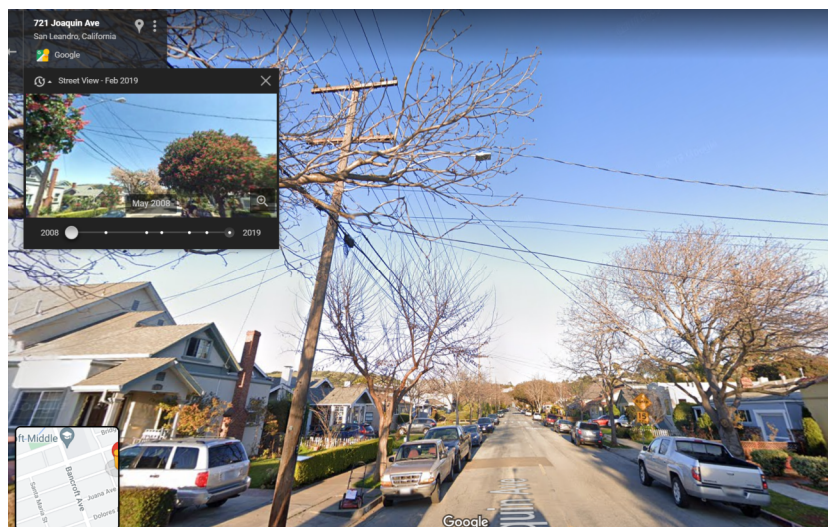
RE: Memorandum for 1388 Bancroft Parking Study

Dear Mr. Mogensen,

I appreciate the opportunity to comment on the Memorandum for 1388 Bancroft Parking Study (Memorandum) prepared by Dixon Resources Unlimited and dated May 3, 2021. As a 10-year resident of Joaquin Avenue and licensed civil engineer, I have the following comments for your review and consideration:

- **Lack of Supporting Data.** The memorandum fails to provide supporting data to confirm key findings. For example, the report should include a listing of partial license plates numbers recorded or include FTP links to photos or videos so City of San Leandro (City) staff or local residents can verify parking turnover. Inclusion of the data in the memorandum is very critical for complete transparency and verification as Google street view time lapse archives confirm very high parking occupancy for most streets as shown below in Figure 1 – Joaquin Avenue 700 block.

Figure 1 – Joaquin Avenue 700 block.



- **Assumptions and Footnotes:** The memorandum does not include a listing of assumptions and critical footnotes. The memorandum presents that there is ample parking available in Joaquin Avenue, between Bancroft Avenue and San Jose Street; however, the report does not footnote that this block and other streets in the area have a 2-hour parking restriction that heavily influences parking turnover as shown in Figure 2 – Joaquin Avenue, between Bancroft Avenue and San Jose Street. The maps in the report should clearly identify streets that currently have 2-hour parking restrictions to fully understand parking trends. As a resident in Joaquin Avenue, I can share with you that parking occupancy in Joaquin Avenue is very high which explains the establishment of 2-hour parking restrictions, and it also shows the need for private properties to post “Private Property, Clients Parking Only” as observed at 1388 Bancroft (see Figure 2). In addition, the memorandum failed to evaluate parking trends on garbage pick-up day, Mondays, when many residents struggle to find places to stage garbage bins and are forced to place the garbage bins in front of their driveways which can be a fire evacuation hazard. In fact, I don’t remember the last time the frontage of my property being available during street sweeping day; City staff should consult with street sweeping operators to confirm the very little parking available.

Figure 2 – Joaquin Avenue, between Bancroft Avenue and San Jose Street



- **Sensitive Receptors and COVID 19.** The memorandum did not include sensitive receptors or impacts of COVID 19 to the parking study. For example, the Bancroft Avenue Baptist Church is located across from 1388 Bancroft and pre-COVID 19 (and likely post COVID 19) church members rely on street parking to attend church functions—the parking demand is significant and noticeable to the local community. In addition, the ample parking at 1388 Bancroft and the very little street parking has been a critical mitigation during the typical pre-COVID 19 student drop-offs and pick-ups for Bancroft Middle School. When 1388 Bancroft is developed, there will be significant impacts to traffic in Bancroft Avenue, especially during student drop-offs and pick-ups for Bancroft Middle School, and future church functions.
- **Long-term Planning.** The memorandum did not consider the City’s long-term outlook for the local streets or development trends observed to date. Specifically, on Joaquin Avenue residents have observed that many of the single-family residents have constructed or are in the process of constructing in-law units to accommodate a second family and this type of densification has significantly impacted available street parking. Local residents have also noticed that young adults are moving back with their parents due to lack of affordable housing, this trend has also impacted available parking, so much that the majority of homes in Joaquin Avenue have at least three vehicles per household. The memorandum needs to consider current and future housing densification when reporting key findings.

If you have questions on my comments, please feel contact me at emilianoesperza@gmail.com.

Best Regards,

Emiliano Esparza, P.E.

Mogensen, Andrew

From: Bahar Navab <navab.bahar@gmail.com>
Sent: Tuesday, May 25, 2021 4:35 PM
To: Liao, Thomas; Mogensen, Andrew; _Council
Subject: 1388 Bancroft Parking Study

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Re: Memorandum for 1388 Bancroft Parking Study (Parking Study) and 1388 Bancroft – Parking Management Plan (PMP)

Dear Tom,

I am writing on behalf of the EENA Board of Directors. With respect to the Community Meeting scheduled for May 26, 2021 regarding the 1388 Bancroft Avenue housing development (1388), we have reviewed the above-mentioned documents, and have the following comments:

1. The Parking Study was conducted at times when Bancroft Middle School was not providing in-person instruction. This fact strongly taints the data the parking consultant relied on for the Parking Study's conclusions;
2. The Parking Management Plan (PMP) makes no effort to assure that residents of 1388 who have cars will actually use the parking at 1388;
3. The Parking Study does not show how many on-street parking spaces and how many parked cars are used to determine the Parking Study's saturation statistics;
4. The Parking Study's contention that it would be acceptable for neighborhood residents living near 1388 to have to walk two blocks (e.g. 800 feet) from car to home, or home to car, implies that it would be reasonable for older residents, residents with impaired mobility, those with young children (esp. with car seats and other equipment), or visitors to be forced to forego the opportunity to park nearer to their homes.

To address the above deficiencies, the EENA Board requests the following actions by the City:

1. Further consideration of the PMP should be deferred until the data used for the Parking Study can be updated to reflect parking conditions after Bancroft Middle School returns to full (or substantially full) in-person learning;
2. With respect to on-site parking at 1388, the PMP be revised such that there is no impediment to 1388 residents with a car to park that car on-site, and that residents of 1388 with cars be required to park at 1388, whether they pay for parking separately or not. Residents with a second car should have similar access, up to the parking capacity at 1388;
3. 1388 management should be required to report to the City, on a quarterly basis, on tenancy level and use of 1388 parking spaces so that the City can measure how well the parking management plan is working;
4. In the Parking Study update, the Parking Study should be revised to provide quantitative data and related mapping with respect to the number of on-street parking spaces and number of parked cars used to derived the Parking Study's saturation statistics;

Thank you for engaging us and considering our feedback and recommendations. We appreciate your partnership.

Bahar Navab
Board President
Estudillo Estates Neighborhood Association (EENA)

Cc: San Leandro City Council
Andrew Mogensen, City of San Leandro