

Planning and Land Use Management Committee (PLUM)

Hearing date: August 15, 2017

Council Case#: 17-0401 (VTT-73816-2A)

Speaker Comments: John Finnegan

Position: Opposed to Appeal

(188 words – 1:02 min)

Mr. Chairman and Committee members

My name is John Finnegan

I live in the Merit Tract Subdivision.

30-plus years experience as a Senior Cartographer and civil engineering draftsman has provided me with the professional and technical expertise to recognize an unsafe Right-of-Way transition design.

I assert that the Bureau of Engineering is knowingly and willfully violating a City code mandate with their recommendation for the Rounded Block Corners at the intersection of the proposed Private Street Easement and the Hoover Street Right-of-way.

Over the past 12 months, I have delivered to the Planning Commission, related Committees and the City Clerk’s office copious amounts of information containing expert findings-of-fact, and City and State code citations supporting my assertion. It has been determined that the content of this material is sufficient to support a judicial review of the decisions of this Committee and the City Council, should it become necessary.

I strongly urge you to deny this appeal and disapprove this development based on Section 66474.61 (d) of the California Subdivision Act; quote , *“This site is not physically suitable for the proposed density of development”* for lack of adequate access.

Date: 8/15/17
Submitted in PLUM Committee
Council File No: 17-0401
Item No.: 8
Communication
from public

Council Case#: 17-0401 (VTT-73816-2A)
(Proposed 15 unit Development 17236 S. Hoover Street)

Position: Opposed to Appeal; Opposed to Development

My name is Dr. Lucinda Aborn

I am a resident of the Merit Tract

I am currently Dean of Disabled Students Programs and Services at a California Community College

I work extensively with ADA Accessibility Guidelines and Americans with Disabilities Act.

I have grave concerns regarding the Bureau of Engineering's placement of the right-of-way transition at the intersection of the proposed Private Street and Hoover Street.

As I understand it, they recommend using the existing sidewalk as the basis for the transition curve instead of the property line. This would result in a wheelchair user being forced to enter the intersection 10 feet closer to a vehicle exiting the proposed development and turning right. This proximity can have serious consequences. Being closer to a vehicle would reduce both the line of site and reaction time of the driver, turning North.

Although the resulting sidewalk may have adequate width for a required curb ramp, the design of the intersection itself is unsafe and presents increased opportunity for a tragic vehicle / pedestrian encounter.

I ask the council to deny this appeal and disapprove this unsafe and poorly design development.

Sincerely,



Lucinda Aborn, PhD, C.R.C.