

## Other Comments

### Summary of Comments From Councilmember Chao:

1. Consider requiring applicants to include a document to indicate how the project complies with the strategies in the Bike and Pedestrian Plans and the General Plan.
2. Identify and plan paths for pedestrians/bicyclists from the pedestrian sidewalks/bike paths to reach store fronts, the entrances of buildings, or bike parking spaces. Consider strengthening General Plan Policy 3.6, which requires parking lots to include clearly defined paths for pedestrians to provide a safe path to building entrances.
3. Consider requiring that the square footage and number of bedrooms of all units be listed in plan sets, in addition to average unit size. BMR units and their sizes should be identified. The average size for BMR units of different types (studio, one-bedroom etc.) should be listed.
4. Consider limiting the amount of “amenity space” any use can claim. For instance, limiting the amount of amenity space for office or residential use to 20% of total space. Retail use might allow larger amenity space if the amenity space is open to the public.
5. For projects applying density bonus, consider prohibiting exceptions from regulations in the BMR manual, such as percentage of BMR housing units, quality or size of BMR units, or inclusionary requirement.
6. Consider requiring projects using density bonus to maintain the average unit size before and after applying density bonus.
7. Include more details in P-Zoning so that a streamlined project has sufficient objective standards to follow. For example, set a minimum percentage for retail use and add specific slope line and setback limitations when development abuts single family neighborhoods.
8. Consider requiring residential parking that is counted for residential FAR to be open to tenants for free in multi-family buildings, and prohibit selling the parking separately.
9. Consider prohibiting more than one active development proposal for any particular property at a time.