

**PLANNING COMMISSION MEETING  
THURSDAY, JANUARY 9, 2020**

**DOCUMENTS RECEIVED  
AFTER PUBLISHED AGENDA**

## **ITEM #1 PH 20-001**

**Proposed Residential Development Consisting of Nine Detached Single-Family Homes with Six Accessory Dwelling Units on a Single Parcel Located at 25036-25096 Carlos Bee Boulevard (Assessor Parcel Number 445-0170-039-13) Requiring Approval of Zone Change and Tentative Tract Map (8473) and adoption of a Mitigated Negative Declaration with Mitigation Monitoring and Reporting Program Application No. 201802159.**

**LETTER FROM DAN FERNANDEZ, SOUTH HAYWARD RESIDENT**

**12.20.2019**

December 20, 2019

To: Leigha Schmidt  
Senior Planner  
Development Services Dept.  
City of Hayward

Dear Leigha,

First off, let me apologize if my comments have a negative tone. I have lived in Hayward for ten years now and I have witnessed multiple cases of poor traffic planning associated with various traffic improvements just within a mile or two of my home. It appears to me that the traffic planners in Hayward lack either the skill, the focus or the effort to arrive at good planning prior to the rollout of new road projects. As just one example, when Mission Blvd. was repaved and median planter strips were added to remove the left turn on to Palisade St. for traffic traveling south on Mission, traffic up Palisade St. (and Highland) had to make a left turn at Highland Ave. The left turn light at the intersection was timed to allow only three to five cars to pass at any one cycle. This, of course, caused major congestion on Mission as cars, at peak hours, became backed up beyond the left turn lane and into the left lane of the main highway. It also took forever to make that turn. If the problem had been corrected quickly it would have been a minor inconvenience. It took several months, however, for the issue to be corrected even though it was a nightly occurrence.

My comments on the Carlos Bee Project concern the problems that are sure to happen when all the traffic from the development is required to enter and exit on to Overlook Ave. You are aware that four new residences have been added in the last year to Palisade St in the first block below Overlook. Also, a new project (single family or multi-family?) is under construction on the corner of Overlook and Palisade. Finally, you are also aware of the Parcel 6 development that intends to add 600 new units just at the end of Overlook and Palisade. That project's plans, at this point, call for a new intersection on to Carlos Bee approximately 100 yards above the current intersection at Overlook and Carlos Bee. It also plans access routes directly on to Overlook and on to Palisade. The sum of the traffic from all this added development will unquestionably create an extremely dangerous situation at the intersection of Overlook and Carlos Bee, and NO changes or improvements to deal with that problem have been included in any of the proposed plans!!

What are the issues? If you stand at that intersection and look East on Carlos Bee, you will notice that the view of oncoming traffic is very limited due to the slope of the road at that point. You will also notice the downhill slope increases from about that point all the way to Mission. The posted speed limit on most of Carlos Bee is 35mph and it is reduced to 30mph just in that area to try to address the danger created by cars exiting Overlook on to Carlos Bee. Now, my unscientific observation from using that intersection almost daily is that cars almost always do not observe the speed limits. The faster the drivers in fact travel, the more dangerous the intersection becomes.

When you look at the eastbound uphill traffic on Carlos Bee you see there is no left turn lane at Overlook. This means, of course, that cars having to wait for clearance to turn, block one of the two lanes headed uphill. For the reason I just mentioned above, the ability for those cars to see oncoming traffic is not good. At peak hours, in dark months especially, that turn gets very risky and encourages

drivers to enter Outlook at higher speeds than are safe. At least one deer has died in a collision at that spot just because of those conditions. Will a pet, a child, a senior, a bicyclist be the next casualty?

Now, a fact that is easy to overlook (pun intended) is that conditions are risky, at best, for one car to negotiate that access point. If you suppose that several, or many, cars are lined up to enter or exit Carlos Bee at a given time you can imagine how much greater the risk becomes. If you imagine a traffic light at the main entrance to Parcel 6 turning green for the downhill traffic on Carlos Bee you understand the impossible danger created by drivers racing to beat the oncoming pack of speeding cars either to enter Overlook or to enter Carlos Bee. The oncoming drivers, again, have limited vision of what they are approaching. I'm not a betting man, or a traffic planner, but I think I would place good money on the likelihood of serious accidents occurring at that intersection weekly, if not daily if no changes are made to the current plan.

So, what makes more sense? At the very least, some traffic controls at Overlook, another light, a left-turn lane on Carlos Bee seem an absolute necessity. Just in terms of the Carlos Bee Project, it would seem to make sense to create a main access point somewhere mid-point of the frontage on Carlos Bee instead of the access to Overlook. At least a stop sign and a left-turn lane should be figured in to that access point. The visibility would be considerably better for all drivers at that point, and the new trips created by the project would not add to the portending situation at the Overlook intersection.

My personal stake in these planning issues is that I am very afraid we will see significant increase in traffic on Palisade St by drivers who do not live in the existing residential neighborhood. Without going into detail, suffice it to say that increasing the number of drivers that speed up and down Palisade as a bypass route will cause great danger to residents, pets and wildlife. Palisade is steep and winding and has no traffic controls from Overlook to Mission. It does have two feeder streets without stop signs and a school in that stretch. Our neighborhood which has been relatively unchanged for fifty years is suddenly getting swamped with new housing projects. It would be completely disrespectful and unfair to us current residents to destroy the relative calm of our residential streets by turning them into secondary thoroughfares for the newcomers. Create more housing, fine, but do the planning necessary to blend with the existing and not degrade it.

Sincerely,

Dan Fernandez

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**LETTER FROM TUAN NGUYEN & LINDA NGUYEN**

**01.06.2020**

**From:** Tuan Nguyen  
**Sent:** Monday, January 6, 2020 2:31 PM  
**To:** Leigha Schmidt <Leigha.Schmidt@hayward-ca.gov>; List-Mayor-Council <List-Mayor-Council@hayward-ca.gov>; Sara Buizer <Sara.Buizer@hayward-ca.gov>  
**Cc:** Linda Nguyen  
**Subject:** 25036-25096 Carlos Bee Blvd Residential Projection (Application No. 201802159)

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Tuan Nguyen  
1105 Palisade Street  
Hayward, CA 94542

Leigha Schmidt, City Councils and Planning Commission  
City Hall  
777 B Street  
Hayward, CA 94541

Attention: 25036-25096 Carlos Bee Blvd Residential Projection (Application No. 201802159)

January 6, 2020

My name is Tuan Nguyen, my wife Linda Nguyen and I live on 1105 Palisade Street, Hayward CA 94542. I have examined the plans and we know the site well. We wish to object strongly to the zoning change from Single Family Residential (RS) to Planned Development District (PD) in the location 25036-25096 Carlos Bee Blvd Residential Projection (Application No. 201802159).

This property should remain as Single Family Residential (RS) zoning. The change in zoning and development of this project will disturb the landscape which will potentially risk a landslide. Per Zohreh Gharaati, the need for a retaining wall is not required with the new proposal of 9 houses (6 x 2 stories single family home and 3 x 3 stories single family home). As soon as the developer excavated the land, the land above grade will be disturbed and shifted downward. Without a retaining wall, this will shift the land above which is our properties and our neighbors, potentially causing a landslide and damaging our properties, possibly kill us in our sleep.

I understand that there's a housing shortage, that's why the City and Councils approved the Parcel Group 6: Carlos Bee Quarry development. We object to have these properties to build ADU in the back. Rohreh Gharaati stated that the addition ADU units are on the lower level to make it friendly for the use of the families. However, we believed that these ADU will be used for leasing properties, this is unacceptable. This type of property are not the typical property of this neighborhood, this neighborhood are single family two stories type of house with no ADU. This will cause a huge problem for the neighborhood with the shortage of street parking. The tenants from City View apartments are already parking in our neighborhoods, adding more home and ADU will cause a major street parking problems, not including future 500 townhomes/multi-family units and 500 student beds residents from the Parcel Group 6 development.

We love Hayward and support the Mayor, City Councils, and Planning Commissions with all the development projects to make City of Hayward beautiful, but we bought this property with these parcels behind our house are Single Family Residential (RS). We bought our house at a high value due to the city view and changing this property to Development District (PD) and allowing the owner Zohreh Gharaati to develop 3-stories house will obstruct our city view and privacy. This will depreciate the value of our property and neighbor property significantly. We're losing property value in our neighborhood with this project and lining the developer pocket that may not even live in City of Hayward.

I urged the Planning Commissions and City Councils to object this development and keep the parcel as is, Single Family Residential (RS) homes. From 6 single family residential homes to 9 single family residential homes will not make a dent in the housing shortage.

Thank you,  
Tuan Nguyen & Linda Nguyen