

**PLANNING COMMISSION MEETING
THURSDAY, MAY 14, 2020**

DOCUMENTS RECEIVED AFTER PUBLISHED AGENDA

ITEM #2

PH 20-024

PARCEL GROUP 9

**REZONE OF 2.67 ACRE-SITE IN
INTERSECTION OF
APPLE AVENUE AND OAK STREET**

PUBLIC COMMENTS

- 1- AMBER JAYANTI**
- 2- TYLER DRAGONI**
- 3- STACY SNOWMAN**

From: Amber Jayanti <
Sent: Monday, May 11, 2020 1:10 PM
To: CityClerk <CityClerk@hayward-ca.gov>
Subject: Written Comment for meeting on May 14

Dear People: Parcel/area 9 is usually highly trafficked, yet due to the coronavirus quarantine traffic has been much, much less than normal.

Before moving ahead with any plans for development, my family and I are requesting that a traffic study of this Parcel (Parcel 9),, be completed at a time when the flow of traffic has returned to normal. Please confirm your receipt of my request.

Thanking you in advance, Amber Jayanti and family.

Hayward Planning Commission Re: Rezoning of Parcel #9

5/14/2020

PH 20-024

Subject:

Proposal to rezone a 2.67-acre site located at the intersection of Apple Avenue and Oak Street (Assessor Parcel Nos. 415-0160-052-00, & 415-0170-037-00), requiring a zoning map amendment and approval of an addendum to the Hayward 2040 General Plan EIR. Application No.202000605, City of Hayward (Applicant and Owner).

A rezoning of parcel number 9 in order for a “free way hotel” is not in the community’s best interests. I strongly urge the planning commission to deny staff’s recommendation for the following reasons:

- Rezoning to meet a Cal-Trans imposed deadline in a slapdash manner with the nascent idea of a freeway-hotel going forward does damage to the community’s livability and irreparable harm to the much-stressed housing market.
- This parcel of land, only after a specific plan is created, should be reserved for the affordable-housing project planned for the Ruby Meadows parcel. Ruby Meadows should be preserved. The myriad of different land-use issues, jurisdictions and stakeholders necessitate a specific plan for the Cal-Trans parcels.
- The rezoning is contrary to Hayward’s specific plan. The last specific plan for North Hayward was passed by the Hayward City Council in July 1994. The North Hayward plan needs to be updated or followed. A hotel is contrary to the plan.
- Re parcels 8 & 9: The vacancy of so much land requires a specific plan to be done with community input, community and professional vetting.
- The neighborhood residents, nor neighborhood infrastructure can reasonably support a hotel. Foothill Blvd. is infrastructurally outdated and in its current state, dangerous to both motorists and pedestrians. This infrastructure deficiency should be resolved before more development, most plausibly by a specific plan forward for the area.
- The City of Hayward needs to be a proactive neighbor to the unincorporated communities of Castro Valley and Cherryland in proceeding with city border development that impacts those communities. By seeking a holistic zoning approach, the regional community moves forward together with the best possible use of the land for humans, not just city budgets.

Sincerely,

Tyler Dragoni, Eden Area resident

From: Stacy Snowman <
Sent: Wednesday, May 13, 2020 10:38 PM
To: CityClerk <CityClerk@hayward-ca.gov>
Subject: Agenda Item #2 PH 20-024 Proposal to Rezone a 2.67 Acre Site

Thank you for this opportunity to provide comment about this proposed rezoning. I had originally called in and spoken to the planner about this when it was first brought forward but then went out of town and did not have a chance to follow up my verbal comments with written comments (although I trust that he incorporated my telephone call input in his notes).

I understand that this next step is simply a matter of changing zoning, but I find it difficult to consider that isolated step without putting it in the bigger context of what we know will follow since sometimes things take on a life of their own and it is "too late" to try to get those context components to be part of the decision making. The site under consideration is next to the north end of Foothill Blvd and the character of that stretch (from Castro Valley Boulevard to Hazel) is the context I want to bring forward while this rezoning is being considered. This stretch has taken on the character of what we refer to in design as "leftover space". It does not contribute anything positive to that to which it has nexus and it ends up that way because other decisions are made without understanding that it is integral to a bigger context. I have lived on Cotter Way, which is just down the street from the subject parcel, for 30 years, and my comments derive from my observations while living in this neighborhood. It is my belief that if this decision to re-zone is made without the commitment to tackle the issues described below, that any development in that area will be a losing proposition (whether it is residential development or a hotel). And I do understand that in the normal course, the decision to re-zone is always made ahead of doing anything I describe below- but that does not mean that the decision makers cannot make the rezoning decision subject to making these contextual changes.

This north end of Foothill Blvd has a unique character and among others, serves four key functions:

- #1 it is a **feeder** from Hayward to a major freeway (which suffers from incredible congestion itself despite best efforts to widen 238 over the years) & vice versa;
- #2 it serves as a **community connector** as it is one of only two ways to get from north Hayward to Castro Valley (these two neighboring communities are walled off from each other by the freeway with only Grove Way and Castro Valley Blvd (at the end of Foothill) and one foot bridge that can be accessed via side streets that also have some no/access limitations (the next opportunity to get to Castro Valley is down town and complicated by one way streets);
- #3 it is the **gateway** that introduces/ is the handshake for, travelers and residents who come from the north on 580/238 to the city of Hayward,
- #4 it is a **residential neighborhood**.

At the moment, due to a number of historic actions or inactions, this area is not doing well at any of these four functions.

As a **feeder** to the major freeway, the east lanes of Foothill Blvd back up every day (not during the pandemic but at all other times), all the way to Hazel and sometimes further, with cars waiting to either turn right at Grove or, mostly, to get onto the 580 freeway in either direction. And the cars coming from 580 into Hayward are backed up at the Grove and Hazel lights as well. This causes all kinds of congestion and challenges for anyone trying to get down Foothill to get to Grove to turn left or right or to get to Castro Valley Blvd. Not to mention those of us who live in the area and want to get out of our residential street onto Foothill. Trying to get positioned into the proper lane to be able to navigate onto either the right side exit to Stockton vs the middle route to 238 to 880 or the left lane to 580 north is very dangerous and involves a lot of racing engines and last minute lane changes. All of this car-centric behavior is what is going on right in the vicinity of the subject parcel and completely ties up Grove Blvd as well. It is not sensible to think that hotel traffic (or any additional traffic generated by development of the

subject site) could possibly find its way out of that parcel into this congestion without a complete re-thinking of the traffic mess that already exists. A traffic light allowing cars to come onto Foothill would be needed and that would be a change in the expectations of drivers who take this route- but the problem is that unless there was an ability to turn south, one would have to drive all the way up to Castro Valley Boulevard and do a u-turn to get going south again. And the side street that exits onto Grove Way would need a traffic light to prevent cars from having to wedge themselves into the lineup that is already there. There would be no way to turn across the Grove Way traffic to get into the site. So, my point is that this stretch of Foothill Blvd from Hazel to, and past the freeway, up to Castro Valley Blvd. is nothing more than a glorified, long, "on ramp" and "off ramp" for the freeway. It has that character- something you just drive past real fast. Keeping in mind that our Hayward General Plan focuses on making Hayward more pedestrian and bicycle friendly with complete streets- this area is in no way compliant and has been solely dedicated to cars and even then, not well dedicated to cars. We have a problem here and this proposed rezoning and addition of a hotel could be a catalyst for finally turning this stretch of Foothill Blvd into a complete street in a residential neighborhood again, but only if everyone making this rezoning decision is committed to solving the defects in this area. Without that level of commitment, adding more cars to an already overtaxed area is inappropriate. And the developer of the hotel would certainly be well within their rights to say that they would not want to develop a parcel that is so inaccessible and in an area where their clientele could not walk to anywhere.

As a **community connector**, the character of Foothill between Grove and Castro Valley Boulevard (as well as Grove to Hazel) functions as a barrier, much like the freeway does. You can drive between Castro Valley and Hayward (subject to the caveats described in the feeder discussion) but there is no way you will want to walk or bicycle. The two communities seem far away from each other but they are just lands on two sides of a hill! There is nothing that cries out that this side is Hayward and that the other side is Castro Valley. It just looks like an abandoned end of a road sort of place. It would be good for local businesses in both communities to create more ties.

As a **gateway**, this is the place that gives anyone coming in from the north the first impression of Hayward. There is no signage announcing that Hayward is ahead. This area is complex because there is a piece of Alameda County and neighboring Castro Valley- but no reason not to point out that a left turn leads to Castro Valley and straight ahead to Hayward. And no reason why Alameda county has to look second class. Foothill is wide and encourages drivers to keep up their freeway speeds as they come in to the downtown. There is nothing that is pedestrian scale to give a hint that wide Foothill is not an extension of the freeway. Now that development is occurring in the Safeway shopping center and across the street, there is a need to calm the traffic the moment it comes off of 238 by introducing the idea that this is the gateway to Hayward downtown- narrow the street, put in angle parking from Hazel to Castro Valley Boulevard, add street trees, allow for pedestrian and bicycle use on Foothill. That will give hotel residents the opportunity to take a stroll downtown and to interact with the local businesses. Entry ways to communities should be planned and should show the character of the town. Its time to fix this issue and get Castro Valley and Hayward re-connected despite the freeway overpass.

As a **residential neighborhood**, this area is not welcoming. Foothill is so wide (which it would not need to be if it was not focused on being the longest freeway on and off ramp ever designed!). To compound matters, the blocks are so long that it is not possible for pedestrians to cross anywhere between Castro Valley Boulevard and Grove- that is an impenetrable barrier between businesses on one side of the road or the other. The same problem continues from Grove Way to Hazel. There is no "life" between Hazel and Castro Valley Boulevard and the street front is not activated by "eyes on the street". Complete street treatment needs to be applied to Foothill from Hazel to Castro Valley Boulevard and more traffic lights need to be added to create shorter blocks that will allow the neighbors on the east and the west of Foothill to cross easily and access the businesses (some yet to come) so as to activate the area. This area should be dominated by pedestrians and bicycles, not cars. If drivers come off of 238 and are confronted with a narrowing street with street trees, parking, businesses (with store fronts that have doors open on Foothill) and plentiful traffic lights creating pedestrian flow (and even allowing neighbors to turn on to their street without having to drive the full length and do a u-turn to get going in the right direction, then they will get the clue that this is a down town pedestrian-oriented area and if they want to short cut between 580 and 880, perhaps they would be better off just staying on 238 to get there. There is also an

opportunity to send traffic over Mattox to Mission - Mattox is a very wide street that can handle the off-flow. As a side note, just taking a walk down the streets connected to this parcel you will see how the immediately surrounding residential area has suffered from being a part of this disconnected, left over space with no identity. This project needs to take into account bettering those neighborhood areas by bringing pedestrian focused complete streets to that area too and not overwhelming them with backed up cars on their street.

So my point is, I know that we are in need of more housing in Hayward, but if for whatever reason it is decided the the higher and better use is a hotel, I will not have an issue with that (although I have my fingers crossed that it is not another hotel like the ones we already have on Foothill that have to have the police there all the time). What I will have an issue with is if this land gets developed without using this project to be the catalyst for fixing this leftover stub end of Hayward that has been forgotten- not part of the Downtown Hayward planning project, not part of Alameda County, not part of Castro Valley - just no-man and no-woman's land. Let's make a Hayward North Gateway Project. Let's do this right.

Stacy Snowman

ITEM #3

PH 20-026

**STICKY THUMB
23287 FOLEY STREET UNIT B
CANNABIS MICROBUSINESS**

**FARHAD DOCTOR (APPLICANT)
LIANG XIANGHUA (PROPERTY OWNER)**

PUBLIC COMMENTS

MANUEL KHANO, MANNY'S FOOT EXPRESS

To Whom It May Concern:

I am writing to you today to express my opinion on cannabis businesses in the Hayward community. I have been a business owner in Hayward for many years and have been involved with hayward community through my business, Manny's Foot Express Clothing Store.

I have known Farhad for many years and was proud to hear that he was opening a cannabis delivery service in Hayward. Through the years I have seen how medicinal and recreational cannabis has helped people from all walks of life. I know that Sticky Thumb will provide clean reliable products to customers in the comfort of their own home. This service is more essential now than ever.

I would like to conclude this letter by recommending the city council allow Sticky Thumb Delivery to provide safe and trustworthy products to your constituents, especially during this pandemic. Thank you for your time.

Manny
Manny's Foot Express
25125 Santa Clara st
Hayward CA 94544

MANUEL KHANO

A handwritten signature in black ink, appearing to read 'Manuel Khano', with a long horizontal line extending to the right.