

**SPECIAL PLANNING COMMISSION MEETING  
THURSDAY, OCTOBER 28, 2021**

**DOCUMENTS RECEIVED AFTER  
PUBLISHED AGENDA**

## **ITEM #1 PH 21-085**

**Proposed Demolition of an Existing 74,750-Square-Foot Commercial Building and Construction of a New 47-Lot Single-Family Residential Subdivision on a 5.4-Acre Site Located at 1000 La Playa Drive (Assessor's Parcel Number 442-0038-001), Requiring Approval of General Plan Amendment, Rezone and Vesting Tentative Tract Map Application No. 202004457, and Approval of a Mitigated Negative Declaration with Mitigation Monitoring and Reporting Plan Prepared for the Project in Accordance with the Requirements of the California Environmental Quality Act (CEQA);**  
**Applicant: D.R. Horton Bay, Inc.; Owner: Quach's Hayward LLC.**

### **Public Comments**

October 28, 2021

Item 1

Members of the Planning Commission

I am requesting you do NOT approve this GP amendment, zoning change, and proposed development as currently presented.

This infill parcel is conducive to a mix of housing types in a prime location with amenities for low-income residents. However, the proposal is solely single family! Let's set the bar for infill a bit higher - consistent with comments made by you and by Council members at the recent joint session, and with new state legislation.

I acknowledge the restrictions of the Airport Land Use Commission which, while necessitating a limit on density, recognized the critical need for housing; I acknowledge the applicant's need for a profitable project and the designated 4 moderate income units, but the developer's interest is not necessarily compatible with the highest and best use for City residents. The positive comments of the City Council and Planning Commission members at their Oct. joint meeting acknowledged the importance of taking a more assertive role in achieving City affordable housing goals. And yet this development does not reflect the Affordable Housing Policies which direct the City to achieve "a range of residential densities, housing types, prices, ownership, and size."

While this development is maxed out on density allowed by the airport, the plan should be improved to include a **variety of housing types** and levels of affordability, such as duplexes and fourplexes, strategically located. Instead of 4 moderate-income single-family homes, designate 2 moderate and 2 low-income.

I am requesting staff and developer Burlington go back to the Airport LUC (if necessary) and renegotiate a diversity of *housing types* within the airport's defined density restrictions BEFORE approving the GPA, the Zoning Change, and any new development.

Ro Aguilar, Hayward resident

## **ITEM #2 PH 21-089**

**Proposed Development of a New Industrial Campus with Two Industrial Buildings Measuring Approximately 233,000 Square Feet and 155,000 Square Feet and Related Site Improvements Requiring Major Site Plan Review and Conditional Use Permit Approval and Review and Approval of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Former Berkeley Farms Site  
Located at 25450-25550 Clawiter Road  
(Assessor Parcel Numbers 439-0080-001-00 and 439-0080-003-14).  
George Condon on behalf of Dermody Properties (Applicant);  
DPIF2 CA 25 Clawiter Road LLC (Property Owner)**

### **Public Comments**



## CITY OF HAYWARD

### *Memorandum*

**DATE:** October 27, 2021  
**TO:** Planning Commission  
**FROM:** Leigha Schmidt, Acting Principal Planner  
**SUBJECT:** **Agenda Item II (PH-21-089) – Continuation to November 18, 2021**

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Following publication of the October 28, 2021, Planning Commission agenda, the Planning Division received a high volume of emails and comments related to the proposed redevelopment of the former Berkeley Farms site located at 25450-25550 Clawiter Road in Hayward.

Due to the volume of comments received about the proposed project and related environmental analysis, the City and applicant have elected to postpone the Planning Commission public hearing on this item to **Thursday, November 18** to allow staff time to review and respond to comments.

All comments and responses will be provided to decisionmakers ahead of the November 18 public hearing on the project.

## **ITEM #3 MIN 21-137**

**Minutes of the Planning Commission Meeting of October 14, 2021**

### **Public Comments**

**From:** Velda Goe <[REDACTED]>  
**Sent:** Thursday, October 28, 2021 3:06 PM  
**To:** List-Mayor-Council <List-Mayor-Council@hayward-ca.gov>  
**Subject:** FYI: PUBLIC COMMENT Special Planning Meeting Thursday Oct. 28, 2021 Item #3 MIN 21-137 Minutes of Planning Commission Meeting of Oct.14, 2021

**CAUTION:** This is an external email. Do not click on links or open attachments unless you know the content is safe.

----- Forwarded message -----

**From:** Velda Goe <[REDACTED]>  
**Date:** Thu, Oct 28, 2021, 2:51 PM  
**Subject:** PUBLIC COMMENT Special Planning Meeting Thursday Oct. 28, 2021 Item #3 MIN 21-137 Minutes of Planning Commission Meeting of Oct.14, 2021  
**To:** <[list-planningcommission@hayward-ca.gov](mailto:list-planningcommission@hayward-ca.gov)>, <[cityclerk@hayward-ca.gov](mailto:cityclerk@hayward-ca.gov)>  
**Cc:** Alex Ameri <[Alex.Ameri@hayward-ca.gov](mailto:Alex.Ameri@hayward-ca.gov)>, Elizabeth Blanton <[elizabeth.blanton@hayward-ca.gov](mailto:elizabeth.blanton@hayward-ca.gov)>, Jennifer Ott <[jennifer.ott@hayward-ca.gov](mailto:jennifer.ott@hayward-ca.gov)>, Kelly McAdoo <[kelly.mcadoo@hayward-ca.gov](mailto:kelly.mcadoo@hayward-ca.gov)>, Rishi Gogna <[REDACTED]>, Parvesh Gogna <[REDACTED]>, mary agualo <[REDACTED]>, Bill Wynn <[REDACTED]>, Paul Wong - 91 Neighbor <[REDACTED]>, Patty Burton <[REDACTED]>, Richard Williams <[REDACTED]>, Sherry Bruno <[REDACTED]>, Brenda Senturia & Gary Cooper 91 <[REDACTED]>, Kathy and Chuck Spayne - 91 Neighbor <[REDACTED]>, Savitha Moorthy - 91 neighbor <[REDACTED]>, George Drapeau <[REDACTED]>

## Greetings Planning Commission Members:

Firstly, I have requested a correction to the Planning Commission Oct. 14, 2021 Minutes to more accurately reflect my Public Comments; which I have confidence that Denise Chan will do.

Secondly, I am not sure if any of the addresses of this email, save the neighbors in the University Campus Neighborhood Association (UCNA), on whose behalf I am writing this letter, actually LIVE in our Hayward Highland neighborhood, so here are a few items that currently show on the internet about our neighborhood.

## Hayward Highland

Northern California is a great place to raise a family. There are a tons of exciting things to see and do in this beautiful area.

One popular city in the Eastern San Francisco Bay area is Hayward. This city is a popular location for families and students. California State University-East Bay Campus is located in the heart of Hayward.

Hayward Highland is a neighborhood located in Hayward, California a short distance from the university campus. The neighborhood is largely comprised of higher end luxury homes and has an overall lower crime rate average than other neighborhoods in the area.

The neighborhood with the highest Livability Score is Hayward Highland.

It has a population of around 6,445 people. There are many things to do around the neighborhood to keep families entertained. The Pioneer Pool, the campus pool, is open to the community and a popular destination.

## Key Findings

- Hayward Highland has a [Livability Score](#) of 77/100, which is considered exceptional
- Hayward Highland [crime rates](#) are 41% lower than the Hayward average
- [Cost of living](#) in Hayward Highland is 16% higher than the Hayward average
- Hayward Highland [real estate](#) prices are 37% higher than the Hayward average
- [Rental prices](#) in Hayward Highland are 52% higher than the Hayward average

So there you have it. And therein, among many others, is why we have selected Hayward Highland as our homes - most of us over 20 years ago, and is why, much to our dismay, we are being forced into a surprising long and protracted battle, since 2017, with the City of Hayward to protect ourselves; our families and our homes against the very real and unacknowledged danger the City is placing us in by not taking the responsible steps to undo the harm they have inflicted on our neighborhood and stop the procession to increase that harm with the current planning of Parcel 6.

Since the 'battle cry' of the Parcel 6 proponents are that there will be NO IMPACT on Campus Drive, let us review some facts.

1) When we first started complaining to the City in 2017 about excessive speeding, recurrent type of accidents, no crosswalks, no parking, noise and traffic; after the team of Alex Ameri, Kelly McAdoo and Fred Kelley met with me in my home to observe the same and walked the neighborhood with me, they said all they could do was put up signs and an unmonitored LED Speed readout. I protested and followed up with letters stating those were proven ineffective mechanisms for slowing speed, but it was offered as an all or none proposition.

So, despite our protest and offer to aid in the location of the ill-advised unmonitored LED Speed Readout devices, the City installed a number of static signs, 2 unmonitored LED Speed Readout devices just feet away from the existing signal light already on Highland and Campus Drive and seemingly, just to 'irritate?' us, INCREASED the speed to 40 mph from 25 mph and ADDED a lane going uphill from 2nd and Campus Drive to Highland - where the most dangerous curves exist and in front of the homes along those curves.



When we again protested, we were told about the 85th percentile, which allowed an increase to the speed (Kelly) and that they DIDN'T add a lane, they just restriped what was there and added bike lanes (which are almost NEVER used because of the long, steep incline) and, further, if we didn't like it, we should move (Fred).

I am sure you can sense our complete amazement, especially for our 30+ year residents, that those were the responses and actions of our Hayward representatives who put Residents FIRST.

So, needless to say, time has proven those expensive improvements WERE ineffective and further due to the added lane and speed readout:

- we have experienced MORE traffic, speeding AND accidents along the 2nd added lane.
- we have monitored drivers going 50 mph *daily* - racing each other in the 2 uphill lanes - with the amenity now of a sped readout to see who won.

<https://oaklandside.org/2021/10/25/oakland-speed-limits-ab43-road-safety/>

2) The recently completed 2nd Street Development across from Hayward High School of 97 detached single family homes, Parkside Heights, was also deemed to have NO IMPACT on Campus Drive. Yet even with that 'low' number of homes, we experienced a dramatic increase in the number of cars, speeders, blaring motorcycles and music blasting from cars, constant freeway like conditions for the morning, midafternoon end evening commutes and more irate drivers who tailgate you as you try to use warning and blinkers to get in your driveway and whip by you fast and close to express their annoyance. Same with trying to rush into that stream to exit or hold your breath to try to run across the street to pick up the new residents habits of throwing trash on the green belt.

The noise that prevents you from talking to your neighbors - we have to scream above the din, the increased gunk in the air evidenced by its collection on our plants and unseen in our lungs when we try to do yardwork - in constant trepidation of a curb jumper and the constant onslaught of cars has not only lowered our quality of life, the values of our homes and our lifespans, but is now being poised by the City of Hayward to be repeated.

By Rose Hills - another project that is tagged by the City to have NO IMPACT on Campus Drive.

<https://airqualitynews.com/2020/01/27/living-near-a-busy-road-increases-the-risk-of-dementia-parkinsons-and-multiple-sclerosis>

<https://www.oprah.com/omagazine/living-near-heavy-traffic-and-noise-may-affect-your-health>

<https://www.epa.gov/greenvehicles/light-duty-vehicle-emissions>

<https://www.epa.gov/mobile-source-pollution/research-health-effects-exposure-risk-mobile-source-pollution>

3) Even with the commonly know research about the dangers of living on a busy street and around a heavily trafficked area, as cited above; Parcel 6 - Rose Hills Development is being tagged as having NO IMPACT on Campus Drive.

We are to be silenced with the promise of hiring traffic consultants, consultants to consult the consultants and a TDM, LTA and multi-modal plan to 'get people out of their cars' will safeguard us against impacts from Rose Hills.

That's alot of money for these folks to be paid who don't live here and will do a drop in the bucket service to prove there is no impact; side by side to the cost of these big buses that run empty up and down Campus Drive all day and night; side by side these huge construction trucks lumbering up and down Campus Drive to the new developments as we speak (this ISN'T a truck route.

We KNOW from over 40 years of experience from OURSELVES, THE EXPERTS WHO LIVE IN THIS NEIGHBORHOOD - that without physical deterrents to absolutely prevent the new onslaught of 2,000+ Rose Hills residents, and sphere of people who are in their circle - not even counting all the public who will clamor up and down Campus Drive to get to the new Public Park and trails - THE 1,000 OR SO EXISTING RESIDENTS (not evwn including CSUEB Dorm residents) WHO **MUST AND DO USE CAMPUS DRIVE FROM ALL THE CAMPUS DRIVE FEEDER STREETS EVERY DAY**

**ARE CURRENTLY AND WILL BE AFFECTED AND WILL SUFFER THE IMPACT.**

Having timed this several times, it takes a tweak over 1 minute to travel from the Carlos Bee Rose Hills Entrance. WE know, if given a choice, folks will choose the all popular, unmonitored, no traffic controls Campus Drive to get to their daily destinations over the now logger jammed and to be even more so Mission Blvd and avoid the ill conceived, dreaded Loop.

We KNOW THIS TO BE TRUE.

Please LISTEN TO US - THE EXPERTS.

Respectfully,

Velda Goe

University Campus Neighborhood Association UCNA