ZA 8-21-2019
Item #5.a.
(2 pages)

Planning Department <planning@edcgov.us>

Re: Objection to Variance V18-005/Chellappan - hearing on 8/21/19

1 message

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exd4u@aol.com <exd4u@aol.com>   Tue, Aug 20, 2019 at 6:19 PM
To: planning@edcgov.us
Cc: melanie.sasha@edcgov.us, ginabrit@aol.com, rbrecek@aol.com, tom.purciel@edcgov.us, charlene.tim@edcgov.us

Adding item #5 fallacy to the documentation submitted by the petitioner as APpendix J:

5. The drawing show the car coming out of the "middle" garage. If the car were to come pout of the garage closest to the gate, I believe it would be basically invisible until the very last moment (for a car driving out of the subdivision).

-----Original Message-----
From: Planning Department <planning@edcgov.us>
To: exd4u <exd4u@aol.com>
Cc: melanie.sasha <melanie.sasha@edcgov.us>; Gina Di Napoli <ginabrit@aol.com>; Roland and Penny Brecek <rbrecek@aol.com>; Tom Purciel <tom.purciel@edcgov.us>; Charlene Tim <charlene.tim@edcgov.us>
Sent: Thu, Aug 15, 2019 8:39 am
Subject: Re: Objection to Variance V18-005/Chellappan - hearing on 8/21/19

Your public comment sent on August 15, 2019 at 6:38am has been received for the Chellappan Variance project (V18-0005) that is agendized for the Zoning Administrator's August 21, 2019 meeting. Thank you.

On Thu, Aug 15, 2019 at 6:38 AM <exd4u@aol.com> wrote:
> As a resident of Lakepointe community, I have serious concerns about the dangers of approving this variance request.
> Specifically, placing a driveway on a blind curve on top of a hill is just an accident waiting to happen.
>
> FIRST:
> The documentation submited in Appendix J of the request appears to have four fallacies:
>
>   1. The car is shown about 4 feet already into the road, while it should be 10 ft back from road edge (or on the edge at most);
>   2. The car is shown facing the street, while in reality it would be backing out from the garage;
>   3. The analysis does not take into account the downgrade slope of the garage driveway.
>   4. The depicted line of sight extend "beyond the dip in the road", but if a car is "in" the dip, it would not be visible.
>
> All these factors <u>significantly reduce</u> the line of sight documented in Appendix J.
>
> SECOND:
> We performed an actual "drive by" test, with the assistance of a Police Chief and a Civil Engineer.
> We found that coming out from the subdivision the absolute earliest we were able to spot the very top of the roof of a car coming out from the garage location was about 140 ft. away (and that was specifically looking for the very first portion of the car roof, while in reality a driver would not spot that, and would have to see at least a portion of the car before he can react - so it would be less than 140 ft)
> Given that most cars drive at 25-30 mph, the optimostic 140 ft is significantly below the 155-200 ft required by the WSDOT Design Manual (see attachment for picture and reference)
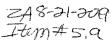>
> THIRD:
> Should this variance be granted, I officially request the following:
>
>   1. This email and its attachment to be included in the records;
>   2. The full names of all the commitee members, so that when an accident will happen they can explain to a judge why safety considerations were ignored;
>   3. A full copy of the meeting notes and the commitee decision.
>
> Thank you

--- Enzo di Napoli
916.293.6674

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ZA 8-21-2019
Item # 5.a

Planning Department <planning@edcgov.us>

Fwd: OBJECTION TO VARIANCE V-18-0005

1 message

Gina Di Napoli <ginabritmi5@gmail.com>   Tue, Aug 20, 2019 at 9:02 PM
To: Planning Department <planning@edcgov.us>, Melanie Shasha <melanie.shasha@edcgov.us>, charlene.tim@edcgov.us,
Tom.purciel@edcgov.us
Cc: Roland And Penny Brecek <rbrecek@aol.com>

To Whom It May Concern:

It has come to my attention that the above variance has been requested. This variance affects Guadalupe
Drive, which is a narrow road that has a blind curve and various gradients along it's path. I am currently the
Chief of Police for San Jose State University and have more than 35 years in law enforcement, some of
which were as a Commander in charge of the Traffic Division and the major collision investigation unit for
the Sacramento Police Department, so I have responded to many major collisions involving serious injuries
and death.

The area on Guadalupe Drive where the variance is requested, would present a serious traffic safety issue.
There is barely room in that area for two vehicles and I have personally witnessed vehicles nearly colliding
when passing in opposite directions, as it is impossible to see an approaching vehicle when you are coming
around the curve.. Because of the gradient, the camber in the road, a hill on one side and a sheer drop on
the other, vehicles tend to drive to the center of the roadway and with the road being so narrow, this in itself
is a traffic safety problem.

Adding a three car garage next to such a narrow piece of roadway, where there is zero room for expansion
would be a serious traffic safety issue and it would be an accident waiting to happen and in my expert
opinion, there would not be much of a wait, especially as, depending upon the speed, there would barely
be three seconds in which to react. I am attaching a short video that I hope will clearly show the dangers of
having a vehicle or vehicles entering or exiting in this part of the roadway, especially when there is a much
wider and safer area that could be used closer to the intersection with Francisco Drive.

Thank you for your attention in this matter..

Gina Di Napoli
Chief of Police
SJSU Police Department
377 S, 7th Street
San Jose, CA 95192
Tel: (408) 924-2185

Fax: (408) 277-3512

☐ **Video.MOV**
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