



H A Y W A R D   A R E A   P L A N N I N G   A S S O C I A T I O N

Vol. XXXI No1

## *The HAPA News*

January 14, 2009

HAPA now 31 years old. Yikes!

**City Council to consider “Form-based Code”: February 3, 8 pm: Story on p. 2**

## *Russell City Power Hearing*

**January 21 at 6:30 pm in the Council Chambers at 777 B Street**

The Bay Area Air Quality Management District will hold a hearing on air pollution issues relating to Calpine’s Russell City Energy Center.

Points you can make:

- Russell City produces way to much air pollution and greenhouse gases, **including toxic air contaminants..**
- Russell City does not solve the problem by diluting the pollution.
- Russell City continues fossil fuel dependency and impedes development of sustainable energy, which will provide more jobs for more people for a longer period of time.
- Russell City smoke stack creates a hot air plume endangering air navigation over a heavily populated urban area.
- Russell City will be an eye sore on our shoreline.
- Russell City energy is not needed here; it goes to industry elsewhere and the Central Valley.

From BAAQMD website [http://www.baaqmd.gov/pmt/public\\_notices/2008/15487/index.htm](http://www.baaqmd.gov/pmt/public_notices/2008/15487/index.htm)

“The District is issuing a proposed Statement of Basis and proposed permit conditions for the amended Prevention of Significant Deterioration ("PSD") Permit (application # 15487) for the Russell City Energy Center, a natural gas-fired, combined cycle power plant with a nominal output of 600 megawatts. It is proposed by Russell City Energy Company, LLC, an affiliate of Calpine Corporation, and is to be located in Hayward, CA. A public hearing at Hayward City Hall will be held on January 21, 2009. Public comments are due by January 22, 2009.

Dates	Activity*
January 21, 2009	Public Hearing in Hayward for Russell City Energy Center permit
January 21, 2009	Public Hearing in Hayward for Russell City Energy Center permit
December 10, 2008	Corrected Notice of Public Hearing and Notice Inviting Written Public Comment on Proposed Amended PSD Permit Corrected Project Fact Sheet
December 8, 2008	Corrected Proposed Statement of Basis for Amended PSD Permit, Proposed Permit Conditions and Appendices”

\*Each activity is actually a link to a document with a lot of substantive information.

Contact Rob Simpson, HAPA Board member, for more information: [Rob@redwoodrob.com](mailto:Rob@redwoodrob.com)

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## *Form-based Code*

**City Council to consider “Form-based Code”  
Currently set for February 3, 8 pm**

Form-based code is a fancy name for giving developers a better idea of what sort of development a City wants. Form-based code designates the appropriate form and scale of development rather than just specifying the way the land will be used. Form-based code indicates the general character of development.

We will **need your support** when the City Council reconsiders this matter.

Form-based code would help solve some problems in South Hayward, where a development was consistent with the zoning for land use, but people did not like the “form”—how high the building was. Form-based code would also help create an attractive pedestrian-friendly development along Dixon St.

We need to have a walkable neighborhood around the South Hayward BART station and to improve safety issues on Dixon Street. Developers can’t build what the community wants if we are too vague about what we want. Form-based code has design principles that support social interaction, consistency over a larger area, and visual appeal.

Form-based code includes holding an intensive community meetings, called a charrette. In the process planners respond to the desires of the community and the needs of the developers to come up with consensus recommendations for how the development in a community should proceed.

Form-based codes could be, probably should be, used throughout Hayward.

You can find out more about form-based codes at <http://www.formbasedcodes.org/>. Also, I have a power pint show written by Lois Fisher, a leading form code expert, for HAPA. The City staff report is on at <http://www.hayward-ca.gov/forums/SHBART/shbartforum.shtm>.

Thanks to Councilmember Bill Quirk for information for this article. (home 510-581-5498, cell 510-329-7475, email [BillQuirkForHayward@Comcast.net](mailto:BillQuirkForHayward@Comcast.net))



## *Comments submitted on CSUEB Hayward Master Plan*

Many submitted comments in spite of the holiday deadline, December 24, 2008: HAPA, City of Hayward, Rob Simpson, attorney Stuart Flashman, Prof. Jed DeVaro, and the Old Highland Homeowners Association. The City comments were 14 pages long. One comment was "...the City had requested that the DEIR include an evaluation of the provision of rapid bus service and how it would be implemented. This, however, was not included in the DEIR."

HAPA comments also had many pages. Attached to this email of the News are some of our major findings.



## *EBRPD report on HAPA's Walpert Fund*

In her letter to HAPA of July 29, 2008, Nancy Wenninger, Land Acquisition Manager, reported:

"Pursuant to our 'Memorandum of Agreement for Walpert Ridge Open Space Funding,' I am pleased to provide an update regarding East Bay Regional Park District's efforts to acquire land adjacent to Walpert Ridge. In September 2007 the fund balance, including accrued interest, was \$1,549,530.80. Since then, an additional \$85,365.98 in interest has been accrued, for a total of \$1,634,896.78 (as of June 30, 2008).

"No funds were expended by EBRPD during the past year. However, the District has completed a feasibility study for an alignment of the Bay Area Ridge Trail from Garin to Niles Canyon and the Vargas Plateau. We are now awaiting the completion of the appraisal of the fair market value of a trail easement which would make this connection. I anticipate that we will make an offer to the

property owner in January 2009. Per our agreement, there will be an expenditure of about \$6,000 to pay for the appraisal from your generous donation.

“Since my last report, staff successfully negotiated a phased purchase of the 1,476-acre Tyler Ranch on adjacent Sunol Ridge, thanks to the generous support of the Priem Foundation, a tax-exempt organization created in part for the purpose of preserving open space in the greater East Bay area. EBRPD closed escrow last September on an initial 320-acre parcel for \$1.44 million; the Foundation purchased the remaining 1,156 acres and is holding the property for up to three years to allow the Park District to raise the funds for a bargain sale at \$3.468 million. ...

“The District continues to pursue acquisitions in the general area of Walpert Ridge as opportunities arise. As you have already noted, our Board of Directors allocated \$ 11.6 million in the proposed bond measure extension to acquire and preserve parkland and trails and develop public access to Garin/Dry Creek Pioneer. Considering current economic conditions, passing the Measure will be a huge challenge. However, with the support of the public and people like you, we will be successful.”

The bond measure referred to above was, in fact, passed by the voters—good news for EBRPD and all of us.



## *2009 HAPA Dues are Due Still Only \$20*

Make check payable to “HAPA/SFSC.” (The SF Study Center continues as our fiscal sponsor, so your contribution is tax deductible.) Mail to HAPA, 28787 Hillcrest Ave., or we’ll soon be on your case.

**HAPA Board members:** Bruce Barrett, Evelyn Cormier, Sherman Lewis, Steve Murtaugh, Joy Rowan, Rob Simpson, Kieran Slaughter, Brian Stanke

Attached: CSUEB Hayward access issues.

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### **Rapid Shuttle and Parking Structure Compared**

Cost estimates in column G are the **incremental costs** for rapid bus or for a structure, based on preceding tabs. These costs would be added to the **base costs** for maintaining and rehabilitation of existing surface parking. In 2008-09, the **base fee** per quarter was \$60, or \$120 per year. Campus administrators have not said what would be needed, but are clear that the current fee is too low. The rapid rise in construction costs in 2007-2008 led to cancellation of bids that came in too high, but the decline in costs makes it likely a rebid will succeed. These variations, and uncertainty about how much parking demand will increase and be affected by increases in fees makes it difficult to make estimates of the base fee. The right column below assumes the base fee increases from \$60 to \$80 to cover costs of existing surface parking. At \$80 per year the yearly cost would be \$240 for the base fee. The incremental cost for a bus or a structure has to added to this base.

Cost Comparison per year	year = 3 quarters	Incremental cost increase	Added to \$240 base fee
<b>Rapid bus:</b> If parkers pay for rapid shuttle with access to equal structure, no structure (plan A):		<b>\$92</b>	<b>\$332</b>
<b>Unsubsidized structure:</b> If structure parkers pay for low cost structure, not net of surface parking:		<b>\$1,154</b>	<b>\$1,394</b>
<b>Subsidized structure:</b> If surface parkers subsidize low cost structure		<b>\$228</b>	<b>\$468</b>

Time Comparison, typical trip on bus corridor, estimate					
starting from Mission at B St. in downtown Hayward and going to center of library on campus	by AC Transit		by rapid shuttle	by rapid shuttle	by drive alone
time in decimal fractions	time	time	distance	time	distance
driving from Mission at B St. to Parking lot G using Hayward Blvd and new entry road				no congestion	
				8	2.47 miles
looking for a parking space and parking	3	3	3,700 feet		
walking to bus	3.4	3.4	900 feet		
average waiting for bus	7.5	5			
travel time on bus	18	8	2.18 miles		
looking for a parking space and parking				5	variable
walk to center of library	2.1	2.1	550 feet	4.3	1,130 feet
<b>total travel time</b>	<b>34.0</b>	<b>21.5</b>		<b>17.3</b>	

Waiting time is based on average half of the headway, which is 15 min for AC and 10 min. for rapid bus.

**How much is five minutes worth?** The success of a rapid shuttle using the assumptions of this study depends on about 29 percent of the 33 percent of all students who come through the downtown area to campus (a little less than 10% of all students) changing their mode to transit. The parking permit fee is likely to go to \$80 just to pay for maintenance and delayed repaving of some surface lots, independent of any structure or transit. With the subsidized structure approach, students would pay \$228 more and they would have no real transit alternative.

AC Transit 92 even if free at 34 minutes (68 minutes round trip) is too slow for most students, and AC will get slower with an articulated bus. With the rapid shuttle cost would be \$92 per year, and all students get free use of the bus.

On a per day basis, with the bus students would spend 20 minutes more and save \$332 on parking permits, which amounts to about \$2 a day for a five day student and about \$5 per day for a 2 day student.

**Alternative uses of land proposed for parking structure**

The structure preempts land with a view of the bay area, which could be used instead for student housing. Student housing proposed for the west low terrace could be moved up and become more accessible. Land saved from relocated housing could be used for recreation by students in adjacent housing.

**Additional advantages to a rapid shuttle.**

All students can use rapid shuttle, a great advantage especially to current transit riders and on-campus and near-campus residents, who would then not need a car. The shuttle would prevent additional congestion that would otherwise occur and would mitigate impacts of increased parking-based driving to campus. The shuttle would support redevelopment along the route for transit-oriented development and less car use. The shuttle would induce locational changes by students, who could live along the route and have free access to campus. Energy, pollution, and safety gains are important also.

**More ways to get access to campus.**

The "Transportation Demand Management (TDM) in the Plan needs more detailed development; it is now just a plan to plan. TDM could include Zip Car, which has a university program. City Car has student discount.

**BART vs. driving**

BART fare round trip from 12th St., Oakland is **\$5.60**

Average cost of driving: \$0.55 per mile

The RT driving distance from there to the campus is	17.8	<b>miles, car cost</b>	<b>\$19.40</b>
Marginal cost for gasoline per mile, at \$2/gallon, 30 miles /gallon	\$0.07	<b>gas only</b>	<b>\$2.37</b>

The big difference between average and marginal cost of driving, use of cheap cars, and lack of ped-transit alternatives pushes students into cars. Having a car and riding the bus yields marginal gains; having no car and using the bus has great gains, but the land use does not support a car-free lifestyle.