



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

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## *The HAPA News*

March 31, 2012

### *HAPA Meeting April 15th*

The next HAPA meeting will be at my house, 2787 Hillcrest Ave., at 6:30 p.m. on April 15. Dinner is included. Potluck contributions appreciated, not required. We'll order something in. We'll be reminding members of the Steering Committee to come, and others are also welcome.



### *HAPA 2012 Dues*

Thank you for your renewed membership in HAPA. The continued support of HAPA's small band of supporters is critical to the success of our mission, and is greatly appreciated. There are still a few renewals outstanding - your contributions are eagerly anticipated.

We did not have diabolical intentions in using of the particular postage stamp that we put on the envelope for you to return to us; nevertheless, maybe it did inspire more of you to send in your dues. Here's a little note from Mary Mikkelson: "That stamped envelope was a clever way to make people feel guilty, if they didn't pay up! (Especially, a Mother Teresa stamp!)"

It's never too late to send in your dues contributions, plus donations up to \$1,000,000. Please make your checks payable to S.F. Study Center, with HAPA on memo line.



### *Good News from Caltrans Tenants*

Lory and Dan Hawley sent us this update:

We are in the process of buying our Cal Trans house on Highland Blvd. We've been told we are the first to be so far into the process; "the tip of the spear" they call us...

The city of Hayward has been terrific and committed to the process.

As you know, Cal Trans is selling these homes "as is" which is fine with us as we have kept up with the maintenance over the 30 plus years we have rented. We have always treated our house as if we owned it already. We have approx. \$5500.00 in misc. damage to fix in order to have a lender give us a loan. We are fine with that.

Most of the other houses have proved to have so much damage that the "as is" condition has proven not to be cost effective for the tenants to purchase their homes so they are either taking their stipends and buying a home elsewhere or just taking the money. July 2012 is when all the tenants will be given notices to move, with I believe a 60 day window to complete moving out.

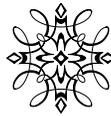
We understand at this point that one other family is buying their home on Highland, which means we will be living in a ghost town...a very odd and spooky thought.

Cal trans will be tearing down a number of homes on Highland (thank god!) as they are really beyond repair (many are on the steep sloping side of the street). These boarded up homes have been occupied by homeless people and many have been stripped of metal (wiring, pipes, etc.).

The home owners on Highland are watching this next phase with hope that the blighted neighborhood they have been enduring all these years may finally get major improvements (we are also hoping that will be the case as we wish to do major remodeling, but need to know which direction the quality of the neighborhood will be going).

It is amazing to think that our dream of owning our home is about to happen and we owe you and all the other "fighters" for this to happen a big THANK YOU!!!!

Warm Regards, Lory Hawley



## *Bayview Village Progresses*

I contacted the Urban Land Institute looking for someone who might help with Bayview Village. They put me in touch with Charlie Long, one of their leaders for sustainability. He is a member of the ULI (Urban Land Institute) Public/Private Partnership Council and a ULI faculty member who teaches about real estate development. Over the years he has participated on 14 ULI advisory panels and now co-chairs the ULI Sustainability Committee for the San Francisco District Council—and more. Charlie Long is the author of *Finance for Real Estate Development*, a ULI book published in 2011. More information at [www.linkedin.com/in/charlesalongproperties](http://www.linkedin.com/in/charlesalongproperties).

We are far apart at the moment on parts of the pro forma, but he has a couple of ideas that we should move forward with. One of them is some kind of a public/private partnership; more on that later. Another idea should help us deal with the “parking problem”—that is, the lack of parking in Bayview. I think we can sell the project with a ratio of one parking space per 10 housing units; nobody else in the business agrees. In fact, going to one parking space per dwelling unit is just at the edge of being able to get investors.

How can we reconcile reduced automobile dependency with so much parking? We can decrease the number of units by eliminating a building and putting in parking. This parking will be leased, not sold, to the people who buy units nearby. They will pay a market rate, that is, what they are willing to pay—probably something between \$50 and \$150 per month. This rate goes up and down from time to time according to demand. The homeowners leasing the parking may figure out that they are better off parking their car off-site, or giving up the car altogether. If the homeowner decides to give up their parking, then new units would be built on the vacated land and the homeowner would be paid for the land. Thus, they have a financial incentive to reduce their dependency on having a car close by. They save by not paying for parking and by not owning a car, and they get money for the land, all based on the underlying economic realities. The increased parking also increases our ability to get financing for the project. Pretty slick, huh?

## *Hayward Downtown Plan Revision Comments*

*Following are my comments, edited for the HAPA News, to San Luis Obispo students (“you”) on their report to the City, which was summarized in the staff report of March 2010 to the Hayward City Council. (I’ve not seen the SLO report itself.)*

### **Shuttles, mini-loop**

There is little detail on the proposed shuttles. You did not seem to have my data on the CSU shuttle. The route of the proposed northbound shuttle has been forced by the mini-loop, which prevents northbound on Mission Blvd, to go through the Farmer’s Market instead, and also moves the route further away from downtown. A route along Main and B St. would serve downtown better. You did not comment on the mini-loop (which reduces intersection delay at the cost of longer, inconvenient routes through downtown, more traffic downtown, reduced pedestrian quality, and less attractiveness of the downtown area). Would a “street diet” help downtown livability by narrowing overly-wide arterials? What would be the livability benefit compared to costs of induced restraint? (Induced restraint is the reduction of auto travel caused by increased travel time; drivers adjust their trips in many ways.)

### **BART Station Area**

What would be the impact of parking charges and shuttle access on parking demand at the station? (“Access” refers to reaching the station to begin a round trip on BART. Parking charges can reduce auto access and increase access by walking and transit. A fast, frequent free shuttle can increase access.) Have you looked at walk-access to shuttle stops? For South Hayward, shuttles on Tennyson would serve many walk accesses. BART has data the street locations where riders start their trips, which allow estimating the number of shuttle riders. Riders living close a BART station are likely to dominate ridership at that station.

The plan should move the BART cab stand from the north side of A St. to the lane in the parking area by the sidewalk at the station exit on the east side, and also post a sign with common fares plus tip so people won’t be so afraid of the potential fare from using a cab.

Is expanded BART parking in the new plan based on economic life cycle costs or on subsidizing car trips? The plan should consider converting the BART garage to residential use instead of even more parking, traffic, and car subsidies.

The plan should call for a small gift, candy and flower shop along west side lower level exit between the steps and the garage.

### **Access to Downtown**

The downtown redevelopment plan should include

- parking deregulation (no zoning requirement that developers build parking),
- unbundling (parking not included in rent),
- shared parking (anyone can use a space),
- SFPark (easy-pay technology, no time limits, charge based on willingness to pay, spaces usually available),
- land-based revenues for shuttle capital (developers and property owners contribute to capital costs) and
- land-based revenues for operations (rents, HOA fee, or property tax contribute to operating costs; everyone rides free).

The plan would need management of TCMs (Transportation Control Measures) and parking/shuttle dynamics (parking charges contribute to shuttle operations).

How much mixed use (residential and commercial in same building) are you planning? Do you

have some pro forma (financial analysis) or input from a Retail Real Estate Consultant? (I've been impressed by Randol Mackley, a consultant). Mixed use is fashionable but needs grounding in market economics; the Cannery is an object lesson here. (The planning for the Cannery area greatly over-estimated the retail that new development could support.)

### **B and Main**

The proposed wider B St. with parallel parking reduces access to business, and more width improves sight lines, which speeds up traffic. Have you studied the impact on speed? Bike lanes could make the street worse by speeding up traffic. Traffic calming (road and visual features that slow traffic) would help make a "complete street" (one which serves cars, buses, bikes, and pedestrians). Did you consider designing B St. to have one lane with diagonal parking, no stripes, and room for bike and vehicle flow? Hans Monderman of Denmark has shown how to slow traffic with high safety. The Netherlands has the strongest policies (16.3 million people, 18 million bicycles) and some German and Danish cities have done well. Do you have access to someone who knows modern European practice?

Main St needs diagonal parking and would be a good place to experiment with backing into the space instead of the usual head-in concept. More parking at low cost would help access to downtown. The same problem of the plan making B St. faster, more dangerous, and less supportive of business applies to Main St.

The Foothill - B Main - A interior block behind Masonic Hall needs rationalization for parking (incorporating the whole area into one lot for easier use).

### **Funding improvements**

The parking charge concept outlined in "Creation Care for neighborhoods" (a paper I wrote including a planning process for involving people to get support for limited paid parking) could be tried in part of the Lucky lot and the lot behind Masonic Hall.

### **Performing Arts**

Do you report on what is going on now at CSUEB Hayward, Chabot, HARD, and IOOF? Frank Goulart and his musical group have some expertise here. Besides the high economic cost of a new venue, the community should be using existing space before we think about more theater capacity. Abstractly, a new facility is a nice idea, but would take a lot of volunteer action to make it work. Existing theaters seem to meet the need, but I don't have expertise in this area.

### **Usability of urban open space**

The best ideas come from William Holly Whyte, Fred Kent, and the Project for Public Spaces. Did you look at use of existing parks? Why does the park between City Hall and BART get so little use and the little park at Mission and B get so much?

### **Bikes in general**

Did you consult with the East Bay Bicycle Coalition? Do you have evidence of demand for bike use? Did you study how much the land use generates bike trips? the pattern of Origins and Destinations? bike Level of Service and functionality? Or did you just plan lanes without thinking about whether there would be any bike trips, or the quality of the lane as perceived by bike riders? The same Whyte thinking about what really works for public spaces also applies to bike lanes. What is the impact of the width of the future Foothill and Mission Blvds as a barrier to bike-ability? Bike parking at BART now is very bad; do you propose redesign for safe parking?

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