



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

September 20, 2010

HAPA Meeting

The HAPA Board will meet on Saturday, October 2, at 2787 Hillcrest Ave., Hayward. Gathering and dinner 6:00 to 6:30 p.m., meeting to start at 7:00. Looking forward to seeing you. If you'd like to come and you are not on the Board, please let us know you're coming.



Quarry Village Developments

Zeta:

Andrew Silverman of Zeta has given HAPA construction cost estimates and specifications for two of the unit types that we are planning for Quarry Village. The costs turned out to be too high; the reason turned out to be the cost of the "green energy."

I decided to split the green energy costs from the rest of the building and to imagine that the buyer of a QV unit would get a loan to pay for the Green Energy. Then we can compare the cost of the green energy with the average PG&E bill.

I also had problems with the estimates of the cost for the solar thermal and solar PV systems. I did a lot of research and also talked to two new HAPA consultants, David Springer and Bill Dakin at Davis Energy Group in Davis, CA. The best thermal energy may be a 4X10 ft roof collector that heats water directly into the hot water tank. The hot water tank has an electrical heating element near the top for winter days when the collector only manages to pre-heat the water. This system can also have a small "drain back" tank that allows the water in the collector to drain out if the system gets too hot or too cold. I still need to find out if the minerals in Hetch Hetchy water might build up on the collector. If that's a problem, then we would use a DBHX (drain back heat exchange) system. The DBHX system uses distilled water and an 8-gallon heat exchange tank. The heat exchanger then has a second pump and connection over to the hot water tank. The DBHX system is more expensive than a drain back system using house water.

The PV system also was hard to figure out because the technology is changing and costs are coming down. I got the best advice from Matt Brost of Sun Power. It looks like the PV system for about 3 KW is going to cost about \$19,500 all in. The thermal looks like it's going to cost about \$4,000.

When we put this new information into the building costs, it turns out that the green energy still costs more than the average PG&E bill, but when we put in tax rebates and incentives the green energy costs less. It's that close.

In working with Zeta, I realize that I needed new floor plans that matched the widths of the modules that will be built in a factory, from 10 ft. to 16 ft. wide. The Zeta estimate was based on the new floor plans.

The Grading Plan:

Another reason for new floor plans was to redo the site plan. So I did in fact redo the whole site plan and used a new concept for how the walkways would work. Evidently, we can get a few more units on than previously planned. The layout of these new building footprints is now the basis for a new grading plan.

Jim Toby of Lea & Braze Engineering has produced a new grading plan using AutoCAD, which I should have done in the first place. I was hoping to get by with about 120,000 cubic yards of cut and fill but it looks like it's going to be more like 190,000 cu. yd., still not too bad for a site of this size.

The Proforma:

Dave Jacobson has been diligently working on our very complex proforma. We are really getting close to having something to take to investors. Dave has been educating me about how much everything costs, and the numbers look somewhat negative at this time. Our costs are too high or our absorption rate is too low. Once we have everything in the model and some estimates, we can go through it and figure out what to do. At this time we have all of our costs and now we need to start working on our cash flow over time.

The Web Site:

I recently retained Nikki Ragsdale to work on the website. We have done some tweaking of minor issues to improve the site a little bit. As you can see from the above, we will soon have a lot of updating to do. Once the simple stuff is done, Nikki will be helping us with new design ideas for www.QuarryVillage.org.

HAPA v. CSU

HAPA sued the California State University system because it violated the California Environmental Quality Act when it approved the EIR for the new campus master plan for CSUEB Hayward. We argue that a fast, frequent, free shuttle proposed by HAPA would work better than a parking structure and then the structure would not be needed. We filed our complaint on October 23, 2009, starting a long process of settlement conference, administrative record, opening brief, reply brief, response to the reply brief, and finally a hearing before Judge Frank Roesch on September 9, 2010. Judge Roesch gave both sides a lot of time. I was there listening to our attorney, Stewart Flashman, the City attorney, and the two CSU attorneys make oral arguments. We are still waiting for the judge's decision, and also for word from CSU that they won't let a construction contract pending the outcome. If we lose, I want to appeal. If they lose, they will probably appeal.

Litigation is unlikely to solve the problem. We need to persuade the CSU system to at least study the rapid bus. HAPA has an excellent PowerPoint presentation on the issues, which we have sent to City of Hayward officials and to our legislators. Assemblywoman Hayashi has sent a very helpful letter to CSUEB President Mo Qayoumi, but so far no help from Senator Corbett. (Letter from Hayashi is attached.)



Whither Access to South Hayward BART?

Somehow I got involved in improving access to the south Hayward BART station as part of the planning for a transit-oriented development (TOD) in the station area. Hayward and BART won a \$30 million grant for infrastructure, of which about \$23 million is for a parking structure. I proposed what I still think is a better way of using that money, and State officials have told me they are willing to consider alternatives.

I proposed a complex set of policies that would work together to improve access better than a parking structure. What people don't realize about a parking structure is that, as it fills up, it takes more time to drive up to higher levels, search for a spot, walk to the elevator, and walk into the station. The same slowdown is true for neighborhood parking, where a quarter-mile walk might take 5 minutes but a half-mile walk takes 10 minutes. The rapid shuttle buses using Industrial, Tennyson, and Mission are a bit slower when the parking lots are empty but are faster as the parking gets slower. Also, the subsidy for transit access is a lot less than for the parking structure.

The complex set of policies is:

- A fast, free rapid shuttle from Huntwood along Industrial and Dixon to the station, with a travel time of 3.5 minutes using rapid bus technology.
- Providing free parking and free bus pass (Ecopass) for everyone using the shuttle.
- Unbundling parking costs from living space: a family would rent one separately from the other for the same total cost of the two bundled together.
- Sharing the parking that residents do not want to lease with other users, mainly BART patrons and Safeway shoppers.
- Charging for parking based on willingness to pay so that generally 85% of the spaces are filled.
- Using easy-pay systems for paying for parking with no time limits and easy enforcement, again using new technology.
- Building an alternative structure instead of parking which would be similar to the other buildings with residences above and one or two parking levels below.
- Setting up a Joint Powers Authority with the City of Hayward and BART to manage the TOD, the shared parking, parking revenues, the rapid shuttle, and the use of parking revenues to operate the shuttle.

Unfortunately, the consultant working for BART has recommended against the rapid shuttle idea. They did not actually study the shuttle idea, etc., as outlined above. They used aggregate data that ignored the tipping point at which the shuttle becomes significantly faster and cheaper than parking at the station.

What to do? Give up? I am planning to do a spreadsheet that will look only at the most cost-effective shuttle, the Industrial shuttle and show, year by year, how it would work compared with the parking structure, for BART ridership. I will also seek help from consultants who have a better reputation than I do.



La Raza Unida

La Raza Unida v. Skinner, at 40 years old, is one of California's longest-running lawsuits. It should come to a conclusion on October 4, 2010, at 10 a.m., courtroom 12, 450 Golden Gate Ave., San Francisco, Judge Thelton Henderson presiding. Basically, the original litigants and their survivors, mostly survivors, won this case, if only because the whole freeway involved died in the process. Like Death on the Orient Express, there are many stab wounds in the body of the freeway proposal. But here, we look only at the dismissal of the Federal case.

This dismissal clears it away so that a State lawsuit, also settled, now determines the disposition of the old 238 bypass right of way. This disposition has two major parts. The first is to use funds from the sale of surplus right of way to build highway projects in central Alameda County, including the infamous mini-loop in downtown Hayward. The second is the housing program that will provide for the relocation of Caltrans tenants and for some of them to purchase the houses that they live in. There are still some important loose ends in the Bunker Hill area, and the first priority for disposition will be to carry out the housing program.


The State lawsuit is linked to another decision, this one by the California Transportation Commission, which will approve the local agency transportation improvement program (LATIP) and the housing relocation and replacement program, as required by a special State law.

Quarry Village depends on HAPA or investors' ability to buy the quarry area properties from Caltrans, so we need to move the proforma along to try to find the money. It would help to have \$2 million. We think that Quarry Village overall will cost upwards of \$300 million.



Walpert Ridge Open Space Funds

Back in 2007, HAPA sued the US Fish & Wildlife Service for a "arbitrary and capricious" decision which endangered our friends on Walpert Ridge, the California red-legged frog and the Alameda striped racer. We lost out at the trial court but the appeals court issued a restraining order, making the developers go ballistic. So, when they were in such a good mood, we negotiated a settlement to allow their project, Stonebrae, to proceed. They had to pay to a special fund, managed by the East Bay Regional Park District, over \$1,500,000. EBRPD has done some great work to expand the open space on our part of Walpert Ridge; to resurvey land holdings from the southern part of the ridge; to advance the Bay Ridge Trail; and to negotiate with the landowner to acquire land using our money and additional money approved by the voters. Our money is accumulating interest and we now have \$1,748,114.04 to help the cause of our parks. See attached letter from Nancy Wenninger, Land Acquisition Manager.



Staff changes. Gail Lundholm is no longer working for HAPA. We greatly appreciate all her service, though her family and art grew to take priority. The new voice on the phone belongs to Nancy Schluntz, who is now assisting me.

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