



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*

November 10, 2012

HAPA is finishing up its 34<sup>th</sup> year. I am finishing up my 72<sup>nd</sup> year. Let us celebrate all life while we have breath.

### *HAPA CATS CAPS OHHA Seasonal Celebration*

This is the annual get-to-gether (what is a gether?) organized around the concept of a potluck and a fair amount of chaos, in my house, not exactly a formal event, and otherwise we tend not to even see each other.

You may want to know when it is—Sunday December 9 at 5:30 (doors open at 5). We'll try to get everybody calmed down, sitting, and eating, by 6 to 6:15. Latecomers may have to eat in the hall standing up, depending on rules to be passed by those who get there before 6 pm. This year we are adding the Old Highland Homeowners Association board to the usual suspects of HAPA, Citizens for Alternative Transportation Solutions, and Citizens Against Pollution. OHHA and HAPA worked together suing the CSU and will have similar interests in the Hayward General Plan Update.

### *California Supreme Court grants review to HAPA and City in case against CSU; Campaign for Better Access Continues*

The California Supreme Court has granted review of the City of Hayward/HAPA/OHHA v. Cal. State University case, but deferred further consideration until it decides a closely-related case now under consideration by the court. The City-HAPA case, challenging CSU's long-term plans for expanding its Hayward campus, raised important issues about the California Environmental Quality Act (CEQA): mitigation of impacts, whether impacts on public safety even qualify as environmental impacts, and whether a traffic consultant, and ultimately a public agency, can reject an alternative without providing any evidence to justify its decision.

The Supreme Court already has before it another case, City of San Diego v. Cal. State University, where the central issue is whether CSU can limit its consideration of mitigating off-campus impacts to asking the legislature for money. That issue is also presented in our case. In addition, in our Hayward case the court of appeal had held that the impacts of fire protection were not environmental impacts and that City had to provide adequate fire protection to the campus even if CSU didn't provide funding and regardless of the effects on the City's financial

situation. Finally, the court of appeal had ruled that CSU could rely on its traffic consultant's opinion that HAPA's "real transit" alternative couldn't mitigate traffic impacts despite the consultant's providing no evidence to support its opinion. With the Supreme Court having accepted review, the court of appeal's decision becomes "unpublished" and is no longer a precedent under California law.

-Report from Stuart Flashman, HAPA attorney

## *What Can Hayward General Plan Update do?*

Two meetings have been held so far. The Nov. 8 meeting was to discuss transportation needs and solutions. I don't know how it came out.

The next meeting will be a workshop on November 29, Thursday at 7p-9pm. The next is Dec. 1, Saturday, 10am-12pm. The location is City Hall, 777 B St., second floor, either the Council chamber or the meeting room at the end of the hall.

HAPA has hired a student to work on General Plan issue, how it might affect Cal State EB Hayward, and other HAPA priorities.

So far, it's stuff we've worked on before. We need to recover the third access to the campus when Campus Drive was closed (for no good reason). The new master plan calls for an entry road focused on the new Student and Admin Building, which would be opposite Parkside Drive. The challenge is to make the route to Harder a little inconvenient, but not too inconvenient, so that traffic can sort itself out among more efficient routes. The decrease in traffic and pedestrian issues at Bee/Hayward and Loop Access will be balanced by an increase at the new access and on Harder, but with less delay and congestion overall.

Next, HAPA hopes the City will support more strongly the improvement in shuttle access to the campus, which will require elevated bus stops, bus preference traffic signals, right lane jumping on city streets, and a good spot at the Hayward BART station.

Third, HAPA supports the City's continued support of Bayview Village, and new policy to apply the same principles to Mission Blvd. from Bee to downtown. Those principles are functional density, the grocery store trip, short corridors, land-based shuttle finance, fast/frequent/free shuttles using class pass and eco-pass, rapid bus technology, neighborhood system analysis to achieve economies of scale for non-car modes, transportation pricing reform, fees for parking based on market demand, reduced parking requirements and unbundling (renting parking separately from living space).

The combination of CSUEB Hayward, Bayview, and Mission support for shuttles would support a shuttle frequency of under four minutes from before 8am to after 10 pm.

## *Sustainability at CSUEB Hayward*

The campus has solar collectors on the roof of Meiklejohn Hall, is about to inaugurate six eclectic vehicle chargers, is working on a community garden, and has a Sustainability Project led by Prof. Michael Lee with a good bunch of faculty and administrators. In other ways, CSUEB Hayward is behind other CSUs. HAPA has hired another student to work on sustainability issues and telling people about the Beeline Bus idea.

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