

Part 3:

Comments not on the EIR

From: eircomments
To: Al Dugan
Date: 6/22/2012 5:03 PM
Subject: Re: Housing and transportation

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> Al Dugan <aldugan2002@yahoo.com> 6/18/2012 3:18 PM >>>

SB 375 is a flawed law based on false theories on centering housing in density around transportation corridors and has no scientific data to support this theory. Housing has a larger carbon foot print than autos and living near high volume traffic is not healthy. This law was sponsored by and is used by developers, builders and institutional investors (the follow the money "triad") looking to build high density affordable housing that is currently the only way to keep the building industry going after the housing bubble broke.

SB 375, used to rationalize affordable housing calculated on flawed growth projections fortunately is often not built as it does not make sense except to the "triad" that benefits from it. The elimination of the Redevelopment Fund by Governor Jerry Brown also brings reality to the affordable housings as it eliminated the 20% subsidy.

Well buckle your seat belt...the same developers, builders and institutional investors "triad" have sponsored SB 1220 and the same politicians who proposed SB 375 have submitted SB 1220. SB 1220 the proposed CA senate bill will add a \$75 fee to each filed document of a property sale to fund a \$1billion fund administered by the state of CA to fund affordable housing but in reality is a massive subsidy for developers, builders and institutional investors to build affordable housing based on flawed SB 375 assumptions and unsupportable growth assumptions.

Don't try and template Marin to match the rest of the Bay Area, as it is not the same and does not wish to be the same.

Sent from my iPad

From: eircomments
To: AP
Date: 6/22/2012 5:02 PM
Subject: Re: Community & educational development

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> "AP" <mail@usportweb.net> 6/17/2012 1:21 PM >>>
PRESS RELEASE

The American Grants and Loans Catalog is now available. Our new and revised 2012 edition contains more than 2800 financial programs, subsidies, scholarships, grants and loans offered by the US federal government.

In addition you will also have access to over 2400 programs funded by private corporations and foundations. That is over 5200 programs available through various sources of financial providing organizations.

NEW: You will also have access to our live Database that is updated on a daily basis. This product also provides daily email alerts as programs are announced.

The Database is also available with IP recognition. This allows you to login without a username or password (Great for libraries or educational institutions who want their users to access the database).

Businesses, students, researchers, scientists, teachers, doctors, private individuals, municipalities, government departments, educational institutions, law enforcement agencies, nonprofits, foundations and associations will find a wealth of information that will help them with their new ventures or existing projects.

The document is a fully searchable PDF file for easy access to your particular needs and interests. Simply enter your keywords to search through the publication.

It is the perfect tool for libraries and educational institutions to use as a reference guide for students who require funds to pursue their education.

Contents of the Directory:

- Web link to program announcement page
- Web link to Federal agency or foundation administering the program
- Authorization upon which a program is based
- Objectives and goals of the program
- Types of financial assistance offered under a program

- Uses and restrictions placed upon a program
- Eligibility requirements
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7/10/2012

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland CA 94607

Fax: 510 817 5848

Dear Ms. Nguyen,

The citizens of Vallejo have been carefully studying the "One Bay Plan" for Vallejo, in particular the PDA area which is located in our historic downtown. I have noticed a trend over the last ten years that must be reversed for the PDA to be successful in our downtown. Affordable housing that lower middle class folks use to be able to afford, is being replaced by section 8 vouchered housing. Lower middle class folks are moving out of the area due to the fact their landlords can get more rent from section 8 vouchers from poor and very poor tenants who have section 8 housing vouchers.

Due to the middle and lower middle class folks being shut out of the housing market in the downtown, it is now mostly filled during the day with folks associated with crime loafing around in the downtown, selling drugs or worse their bodies. The downtown historic and beautiful in every way is no longer used by the citizens as they shun the crime that has become concentrated in this area.

Vallejo's downtown is over 100 years old, in the 1960's it was the first RDA area and 56 million dollars was spent to rehab the area (many noteworthy buildings were razed including the Andrew Carnegie Library and a Julia Morgan designed building.) This "redevelopment" of the area was a success for about 20 years, and then the downtown started falling apart as large chain businesses moved into "malls of America" leaving the downtown's virtual ghost towns of retail.

With the new PDA project slated for Vallejo's Historic downtown area, we would like the MTC and ABAG to be put on notice that this area of Vallejo is currently at 60 percent of low income housing, as per the 2000 Census, which is indirect conflict with a recommended 20 percent for an area to be vibrant. We will be against any additional requirements of low income/section 8 housing that might be required for the housing element associated by being a PDA. We are attracting the poor from other surrounding cities and counties who come (often they are sent by their own Housing Authorities) seeking cheap housing and social services. We know that CEQA seeks to protect not only the environment, but also communities that are disadvantaged. We are sure that adding more poor folks to an area that is already at a 60 percent ratio of low income would only harm both the tenants as well as the historic status of the downtown.

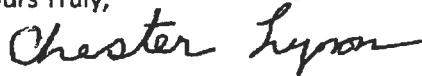
We look forward to a "new and vibrant" downtown, which will be the jewel of transportation, as a "Priority Transportation Area." We want to see business "thrive and survive," We want the entire area to be visited by a diverse shopping and traveling population, not by just the poor folks who live nearby.

We know the MTC would like this to also be a successful project, and can ensure that the Vallejo PDA become a "model" for PDA planning. Please address our social issues that will directly affect this project! If these social issues that have a noose around the neck of our downtown are not addressed, the money used to build the Vallejo PDA will just be good money thrown after bad, don't forget Vallejo is use to large Federal projects, we did spend over 56 million dollars of RDA monies in the 1960's to

completely rebuild our downtown. A review of our currently status downtown shows that 56 million dollars only made the downtown successful for about 20 years, so not a very good return for the amount of money spent. In fact some of the redevelopment of the 1960's as already been reversed to the "tune of" millions of dollars.

Please, think first of the concentration of low income housing that exist in this area before requiring more to be built for the housing element. Unlike most communities that will become PDA's, we already have our housing element in place. We should be required to build extra market and high rent living spaces for the middle and upper middle class.

Yours Truly,

A handwritten signature in black ink that reads "Chester Lyons". The signature is written in a cursive, flowing style.

Chester Lyons, Retired Contractor

411 Valle Vista Ave. Vallejo CA 94590

From: eircomments
To: libertyletters@comcast.net
Date: 6/22/2012 5:03 PM
Subject: Re: Agenda 21

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> <libertyletters@comcast.net> 6/20/2012 1:17 PM >>>

Good afternoon.

Please, please STOP your continued efforts to run my life!! I resent your efforts to change my way of life, and eliminate my freedom and liberty.

A recent article, in the West County Times, told the truth about the projected population growth, in the bay area. Once again, your figures are wrong!

Leave me alone, leave your job, in gov'ment, and try to become a greeter at WalMart. You're not qualified, but maybe they'll make an exception.

Denise K. Gianni

From: eircomments
To: Don Frascinella
Date: 7/2/2012 6:45 PM
Subject: Re: Comments

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> Don Frascinella <don.frascinella@yahoo.com> 6/29/2012 8:59 AM >>>

The plans should not assume any new taxes without a vote of the people. I am strongly opposed to a VMT tax. This is big brother invading my personal space and I refuse to pay any taxes based on my personal behavior that have not been approved by the voters.

I will fight this tax as strongly as I am fighting the Obama health care tax

Don Frascinella
900 B Street
Union City CA 94587
Tea Party Supporter

Sent from Don's I Phone

From: Ashley Nguyen
To: Brenda Dix; Stefanie Hom
Date: 7/9/2012 3:39 PM
Subject: Fwd: EBBC Comments on Plan Bay Area EIR Scoping
Attachments: EBBCcommentsPlanBayArea.pdf; Part.002

Pls see attached. Please compile with the other written comments, and forward to Hannah.

Ashley Nguyen
Senior Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
Tel. 510.817.5809 | Fax 510.817.5848

>>> Dave Campbell <dave.campbell@ebbc.org> 7/6/2012 2:29 PM >>>
Ms. Nguyen

Attached as a pdf is the comment letter of the East Bay Bicycle Coalition for the Plan Bay Area EIR Scoping Process. Thank you for considering our comments as part of this process and we look forward to evaluating the results of the alternatives studied in the EIR. Please feel free to contact me if you have any questions regarding our concerns.

Dave Campbell
Program Director
East Bay Bicycle Coalition
email: dave.campbell@ebbc.org
office: 510.845.7433
cell: 510.701.5971

Team EBBC is forming for Climate Ride 2012 and you can support our efforts in many ways. Join the Team and enjoy a 5-day scenic, fully supported bike tour from Eureka to SF in September, or make a donation to the Team and help our efforts to raise money for the work we do to make the East Bay more bike friendly. www.ebbc.org/climateride



EAST BAY BICYCLE COALITION

Working for safe, convenient and enjoyable bicycling for all people in the East Bay

July 6, 2012

Ashley Nguyen
EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland CA 94607-4700

Re: Formal Scoping Comments for Plan Bay Area EIR

Dear Ms. Nguyen:

The East Bay Bicycle Coalition supports studying Alternatives 4 and 5 in the Plan Bay Area EIR-the Elimination of Inter-Regional Commuting and Environment, Equity and Jobs Alternatives. The goal of the next Plan Bay Area should be shortening trip lengths so that people can live, work and enjoy life in their communities without having to travel for hours to get to work or school. Communities also need to be walkable, bikeable and well-served by transit. In addition, under-served communities need the most attention and improvements, as they are the most reliant on walking, bicycling and transit and spend a disproportionate amount of income on transportation and housing.

We also request that the Plan Bay Area address how AB 32 and its mandatory goals of reducing GHG's to 1990 levels by 2020 and 80% below 1990 levels by 2050 are going to be met in the Bay Area. The current approach under SB 375 uses a "per capita" approach, which MTC staff have admitted is going to result in an increase in GHG's, not a reduction as required by law. We are eager to see MTC's plan that actually address the goals of AB 32, whether as a part of the Plan Bay Area or as part of another initiative.

Thank you for including our comments in your Environmental Impact Report scoping process.

The East Bay Bicycle Coalition serves over 3,500 members in the East Bay, promoting bicycling for people of all ages and abilities. We thank you for your support of complete streets and know that this new policy is going to help achieve the goals of AB 32, but much more will need to be done than this policy and a per capita decreases in GHG emissions.

Sincerely,

Program Director
East Bay Bicycle Coalition

From: eircomments
To: Elaine Reichert
Date: 6/22/2012 5:01 PM
Subject: Re: This Plan sucks.

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> Elaine Reichert <g.r-elaine@comcast.net> 6/12/2012 7:28 PM >>>
MTC and ABAG are pulling numbers out of thin air with no basis in reality and foisting unwanted density on our communities. The public comment for this has been a farce.
Dump it now and let communities make their own decisions.
Elaine Reichert
San Rafael, CA 94903

From: eircomments
To: fred@grangebox.com
CC: 'Jeffrey Rhoads'; Dwayne Hunn; Leah 'Dreger
Date: 7/2/2012 6:44 PM
Subject: Re: Attached is a map created by MTC.

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org

Please provide your questions on the map to eircomments@mtc.ca.gov.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> "Fred Grange" <fred@grangebox.com> 6/27/2012 9:45 AM >>>
Metropolitan Transportation Commission,

Ashley Nguyen,

Kearey L. Smith, GIS Coordinator

101 Eighth Street

Oakland, CA 94607

Phone: (510) 817-5738, Fax: (510) 817-5848

Dear Mr. Smith and / or Ashley Nguyen,

Please send Mr. Smiths email address.

Attached is a map created by MTC.

Please forward this onto who I might discuss the map with.

Please ask that they contact me. Thank you.

Fred Grange

Francisco Properties

200 Tamal Plaza, Suite #115

Corte Madera, Calif. 94925

ph: 415-456-2712, fx: 415-459-4103

Fred@GrangeBox.Com www.GrangeBox.Com

Comparing PDAs and TPP-Eligible Areas

M Metropolitan Transportation Commission
Planning, Financing and Coordinating
Transportation for the nine-county
San Francisco Bay Area

Research and Demographic Unit

Geographic Information Systems Unit



Re: Why are you surrendering?

From: eircomments

To: melaniemorgan@abc-sf.com; Gegh3@aol.com; briansussman2@yahoo.com; officervic@yahoo.com
BC:

Date: Tuesday - July 10, 2012 11:03 AM

Subject: Re: Why are you surrendering?

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

The Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5700

>>> 07/10/12 7:17 AM >>>

Dear "Citizens Alliance For Property Rights":

You are surrendering a good term "social equity" to the enemy. The word "equity" means fairness. What they want is not fair.

We want property rights given us by God (see the commandments "thou shalt not steal" and " thou shalt not covet") and when people do not respect our God given rights they are actually working against true social equity!

Viva Cristo Rey!

Yours for genuine social equity, asking and offering prayers,

Frederick C.. Greenhalge,Jr.

From Dictionary.com the following:. Ads

eq·ui·ty [ek-wi-tee] Show IPA

noun, plural eq·ui·ties.

1.

the quality of being fair or impartial; fairness; impartiality: the equity of Solomon. Synonyms: disinterest, equitableness, impartiality, fair-mindedness, fairness, justness, evenhandedness, objectivity; justice, probity.

Antonyms: bias, discrimination, inequity, injustice, partiality, partisanship, prejudice, unfairness, unreasonableness; injustice.

2.

something that is fair and just: the equities of our criminal-justice

system.

3.

Law .

a.

Also called *chancery* . the application of the dictates of conscience or the principles of *natural justice* to the settlement of controversies.

b.

Also called *chancery* . a system of jurisprudence or a body of doctrines and rules developed in England and followed in the U.S., serving to supplement and remedy the limitations and the inflexibility of the common law.

c.

an equitable right or claim.

d.

equity of redemption.

4.

the monetary value of a property or business beyond any amounts owed on it in mortgages, claims, liens, etc.: Over the years, they have carefully avoided tapping into their home equity for unnecessary expenses.

5.

Informal . ownership, especially when considered as the right to share in future profits or appreciation in value.

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(<http://www.theeasyloansite.com/EquityLoan>)

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Origin:

1275–1325; Middle English *equite* < Latin *aequitās*. See *equi-*, -*ty*2

Word Story

Equity is a great example of a word that started out with a general sense that developed more specific senses over time, while still retaining the original meaning. The very first meanings of *equity* in English were a direct translation from the original Old French *équité*, a word whose Latin root means “even,” “just,” and “equal.”

It was not until the late 16th century that a new meaning—one that placed *equity* in the arena of law—emerged. Perhaps because many of the usages of *equity* involved legal disputes over rights and claims of ownership, by the turn of the 20th century, the word started being used in another sector: finance. It was at this point that terms such as “home equity” and “equity loan” became common finance terms. At the same time, *equity* started popping up in terms of stock and asset ownership.

In 1913, a small group of actors founded the labor union, Actors’ Equity Association—proof that the original sense of *equity* was still very much alive. This union, often referred to simply as “Equity” (with a capital E),

fighters for the rights of actors in the spirit of equity's Latin roots.

Citations

"Made a judge, and the judge of an adored woman, he found in his soul the equity of a judge as well as the inflexibility."

—Honoré de Balzac, *Farragus: Chief of the Dévorants*, transl. by Katharine Prescott Wormeley (1895)

"This settlement, which is made upon the wife for the separate benefit of herself and the children as a provision for their maintenance and comfort, is known as the wife's equity."

—James Schouler, Arthur Walker Blakemore, *A Treatise on the Law of Domestic Relations* (1921)

"[H]ome equity borrowing has enormous disadvantages. Home, sweet home is the collateral. If you fall behind on payments, the bank could take it."

—Mark Green, Nancy Youman, *The Consumer Bible: 1001 Ways to Shop Smart* (1998)

"Equity represents ownership in the firm and consists of retained profits and shares issued either privately or through a stock market."

—Robert Y. Redlinger, Per Dannemund Andersen, Poul Erik Morthorst, *Wind Energy in the 21st Century* (2002)

"Equity insisted that striking actors be allowed to return to the positions they held at the time of the walkout."

—Matthew Kennedy, *Marie Dressler: a Biography* (1999)
Dictionary.com Unabridged

Based on the Random House Dictionary, © Random House, Inc. 2012.

Cite This Source | Link To equity

Equity is always a great word to know.

So is extortion. Does it mean: the crime of obtaining money or some other thing of value by the abuse of one's office or authority
judicial deliverance from a criminal charge on a verdict or finding of not guilty

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Example Sentences

Money released from housing equity was not funnelled into other forms of saving.

Instead of borrowing money to pay back shareholders, companies now need to raise equity to pay back creditors.

Hedge funds may have performed badly this year but their losses have been far lower than those of equity markets.

EXPAND

Collins

World English Dictionary equity (ˈɛkwɪtɪ)

— n , pl -ties

1. the quality of being impartial or reasonable; fairness
2. an impartial or fair act, decision, etc
3. law a system of jurisprudence founded on principles of natural justice and fair conduct. It supplements the common law and mitigates its inflexibility, as by providing a remedy where none exists at law
4. law an equitable right or claim: equity of redemption
5. the interest of ordinary shareholders in a company
6. the market value of a debtor's property in excess of all debts to which it is liable

[C14: from Old French *equite*, from Latin *aequitās*, from *aequus* level, equal]

Equity (ˈɛkwɪtɪ)

— n

Full name: Actors' Equity Association the actors' trade union

Collins English Dictionary - Complete & Unabridged 10th Edition
2009 © William Collins Sons & Co. Ltd. 1979, 1986 © HarperCollins
Publishers 1998, 2000, 2003, 2005, 2006, 2007, 2009

Cite This Source

Etymonline

Word Origin & History

equity

early 14c., from O.Fr. *equite*, from L. *aequitatem* (nom. *aequitas*) "equality, conformity, symmetry, fairness," from *aequus* "even, just, equal." As the name of a system of law, 1591, from Roman *naturalis aequitas*, the general principles of justice which corrected or supplemented the

EXPAND

Online Etymology Dictionary, © 2010 Douglas Harper

Cite This Source

American Heritage

Cultural Dictionary

equity definition

A body of rules or customs based on general principles of fair play rather than on common law or statutory law.

equity definition

In real estate, the financial value of someone's property over and above the amount the person owes on mortgages. For example, if you buy a house for \$100,000, paying \$20,000 down and borrowing \$80,000, your equity in the house is \$20,000. As you pay off the principal of the loan, your equity will rise.

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Related Words

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Actors' Equity Association

authorized capital

capital structure

chancellor

common law

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Matching Quote

"There is but one law for all, namely that law which governs all law, the law of our Creator, the law of humanity, justice, equity—the law of nature and of nations."

-Edmund Burke

MORE

From: eircomments
To: gd@devarchitects.com
CC: Ashley Nguyen; Chair ConsCom Sierra Club-mike ferreira; Irvin Dawid; Sierra Club Bonnie McClure
Date: 6/19/2012 5:19 PM
Subject: Re: EIR for OneBayArea

Hi Gita,

Information on the Plan Bay Area EIR process will be posted online on MTC's One Bay Area website:
http://www.onebayarea.org/plan_bay_area/land_use.htm

In addition to the San Jose meeting, we will be holding four other EIR Scoping meetings:

Wednesday, June 20, 2012
6:00 p.m. to 8:00 p.m.
Joseph P. Bort MetroCenter
MTC Auditorium
101 Eighth Street
Oakland, CA 94607

Monday, June 25, 2012
1:30 p.m. to 3:30 p.m.
Solano County Events Center
601 Texas Street
Fairfield, CA 94533

Tuesday, June 26, 2012
10:00 a.m. to Noon
San Francisco Planning + Urban Research (SPUR)
Public Assembly Hall – 2nd Floor
654 Mission Street
San Francisco, CA 94105

Wednesday, June 27, 2012
1:30 p.m. to 3:30 p.m.
Embassy Suites Hotel
Novato/Larkspur Room
101 McInnis Parkway
San Rafael, CA

Thanks,
Stefanie

The Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5700

>>> "Gita Dev, FAIA" <gd@devarchitects.com> 6/14/2012 11:12 AM >>>
Good Morning Ashley,
Will the presentation that is being done June 21st at the Martin Luther King Lib in San Jose on the EIR for the OneBay Area Plan be posted

online for those of us who cannot attend?
Is there a repeat presentation elsewhere in the Bay Area?
Thanks for your assistance
Gita Dev
Sierra Club, Loma Prieta Chapter
Sustainable Land Use Committee

--

Gita Dev, FAIA
Dev Architects . 485 Mountain Home Road . Woodside . CA 94062
415.722.3355 650.851.3355
www.devarchitects.com

From: eircomments
To: Joe Crosslin
Date: 6/22/2012 5:03 PM
Subject: Re: Regarding empact meetings

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> "Joe Crosslin" <jg@jgcrosslin.com> 6/20/2012 9:46 AM >>>

I would like to let you know that I oppose the development of high raise and compact housing. These should be decided by the individual cities and not forced opinion as was done in Pleasanton, California. You are not a voted body and people should be voting on the desirability of these developments and not be FORCED to comply. This is not a Communist county as yet.
Glorian Crosslin

OneBayArea EIR COMMENTS

From: James Bennett <jamben143@yahoo.com>
To: "eircomments@mtc.ca.gov" <eircomments@mtc.ca.gov>
Date: Monday - July 9, 2012 3:48 PM
Subject: OneBayArea EIR COMMENTS
Attachments: Mime.822

The entire OneBayArea 'process' is flawed in every way. You have aligned yourself with New World Order globalists who wish to morph our American Free Market landscape into an oppressive Smart Growth model which has been socially engineered to crash economies, crash property rights and forfeit citizens choice in terms of how and where they live. Watching my brothers and sisters go along to get along with this tyranny was truly sad.

What environmental issues should be analyzed?

Societies that employ such a dense housing model are environmental disasters.

Are there alternatives that should be analyzed?

Option #1, leave our Free Market landscape alone. The ONLY societies that have forced this kind of model on it's people are oppressive ones. Always failures.

What mitigation measures would help avoid or minimize any negative impacts?

How do you mitigate tyranny?

How can local jurisdictions and other agencies use this EIR?

The question is so disingenuous, it's not even worthy of an answer.

Many of my associates are submitting comments for which I have collaborated on.

My efforts will be in creating accountability to any elected public official complicit in this tyranny. In addition, recall efforts are already underway for members of the OneBayArea Executive Committee. This will become a hot potatoe that public officials won't want to touch.

How do you think it will look in court when you deny the EIR extension?

It's like one enormous inverse condemnation class action case. As you have damaged millions of property owner's marketability and access to their property. Without bona-fide notification efforts.

Have you no spine? No morals? No discernment? Ashley, what about the kids?

5% of America is developed. Have you flown lately?

The environmental impact would be devastating. OneBayArea will ruin the BayArea economy. Period.

It will take away the American Dreams and the real estate investment for millions of citizens, investments that took a lifetime to foster.

OneBayArea will take away the property rights of millions in the Bay Area. Period.

But then again, THAT'S THE WHOLE IDEA.

OnebayArea will forfeit choices in terms of where and how millions of people live and their transportation options.

My fellow activists will be submitting what we came up with. I have to work. You know, make your own way. Find a way to be of service. If I don't, I don't make money. Kind of a different dynamic than you people are used to.

You should all be ashamed of yourselves. I hope a day comes that you omit this position from your resume for fear of well deserved ridicule.

As I've said. A lot of bad things are coming down the bike path this year. Just know that the cabal you have aligned with are behind all of them.

Global warming is the biggest lie of the 21st Century. The UN Globalists even know it. E-mail correspondence has been intercepted to that effect. Most all the scientists and climatologists know it (those not on the UN grant dole).

You either a) don't understand the scope of detriment you are complicit in, or b) you are evil. I would think that through our efforts, we would have eliminated 'a'.

Everyone is OK with me. I don't recognize any socio-economic polarity. No polarity in color or race. How someone looks or lives. The only polarity that matters is oppressor and oppressee.

Congratulations. Guess which one you are Ashley? You and your cohorts have been brain washed (literally) and find a way to justify this over lunch, I'm sure.

However, there is no excuse. How dare you. Really, how? I can't get my mind around it. Makes me sad. You know, emotion? Empathy. Never mind. I don't think you would understand.

From: eircomments
To: James Bennett
Date: 7/10/2012 3:23 PM
Subject: Re: OneBayArea EIR COMMENTS

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> James Bennett <jamben143@yahoo.com> 7/9/2012 3:47 PM >>>

The entire OneBayArea 'process' is flawed in every way. You have aligned yourself with New World Order globalists who wish to morph our American Free Market landscape into an oppressive Smart Growth model which has been socially engineered to crash economies, crash property rights and forfeit citizens choice in terms of how and where they live. Watching my brothers and sisters go along to get along with this tyranny was truly sad.

What environmental issues should be analyzed?

Societies that employ such a dense housing model are environmental disasters.

Are there alternatives that should be analyzed?

Option #1, leave our Free Market landscape alone. The ONLY societies that have forced this kind of model on it's people are oppressive ones. Always failures.

What mitigation measures would help avoid or minimize any negative impacts?

How do you mitigate tyranny?

How can local jurisdictions and other agencies use this EIR?

The question is so disingenuous, it's not even worthy of an answer.

Many of my associates are submitting comments for which I have collaborated on.

My efforts will be in creating accountability to any elected public official complicit in this tyranny.

In addition, recall efforts are already underway for members of the OneBayArea Executive Committee. This will become a hot potatoe that public officials won't want to touch.

How do you think it will look in court when you deny the EIR extension?

It's like one enormous inverse condemnation class action case. As you have damaged millions of property owner's marketability and access to their property. Without bona-fide notification efforts.

Have you no spine? No morals? No discernment? Ashley, what about the kids?

5% of America is developed. Have you flown lately?

The environmental impact would be devastating. OneBayArea will ruin the BayArea economy. Period.

It will take away the American Dreams and the real estate investment for millions of citizens, investments that took a lifetime to foster.

OneBayArea will take away the property rights of millions in the Bay Area. Period.
But then again, THAT'S THE WHOLE IDEA.

OnebayArea will forfeit choices in terms of where and how millions of people live and their transportation options.

My fellow activists will be submitting what we came up with. I have to work. You know, make your own way. Find a way to be of service. If I don't, I don't make money. Kind of a different dynamic than you people are used to.

You should all be ashamed of yourselves. I hope a day comes that you omit this position from your resume for fear of well deserved ridicule.

As I've said. A lot of bad things are coming down the bike path this year. Just know that the cabal you have aligned with are behind all of them.

Global warming is the biggest lie of the 21st Century. The UN Globalists even know it. E-mail correspondence has been intercepted to that effect. Most all the scientists and climatologists know it (those not on the UN grant dole).

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Everyone is OK with me. I don't recognize any socio-economic polarity. No polarity in color or race.
How someone looks or lives. The only polarity that matters is oppressor and oppressed.

Congratulations. Guess which one you are Ashley? You and your cohorts have been brain washed (literally) and find a way to justify this over lunch, I'm sure.

However, there is no excuse. How dare you. Really, how? I can't get my mind around it.
Makes me sad. You know, emotion? Empathy. Never mind. I don't think you would understand.

From: eircomments
To: John D. Donahoe
CC: Ashley Nguyen
Date: 6/19/2012 5:06 PM
Subject: Re: NOP for the One Bay Area Plan EIR

Hi John,

The NOP can be found online on MTC's One Bay Area website:
http://www.onebayarea.org/plan_bay_area/land_use.htm

Thanks,
Stefanie

>>> "Donahoe, John D." <jdonahoe@stanford.edu> 6/12/2012 5:02 PM >>>
Ms. Nguyen:

I received an email today from the MTC inviting me to attend "one of the four public meetings to comment on the scope and content of the environmental information that will be evaluated in the Plan Bay Area EIR." Is there a formal "Notice of Preparation" or draft scope that one can review in advance of the four upcoming meetings? I have been following the Plan Bay Area planning process as it has moved along, but I am not quite sure what to comment on since I haven't seen a formal project description that normally accompanies a NOP.

I appreciate any assistance you can provide.

Thanks

JDD
John D. Donahoe
Associate Director, Development
Stanford University
Office of Real Estate
3160 Porter Drive, Suite 200
Palo Alto, CA 94304
(650) 724-4913

7/8/2012

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland CA 94607
email: eircomments@mtc.ca.gov
Fax: 510 817 5848

Dear Ashley,

I have reviewed the ABAG/MTC "One Bay Area" plan for Vallejo CA. In this plan Vallejo is a **Priority Development Area**, which encourages dense and infill housing, to make access to transportation a reality. I might be noted that Vallejo historic downtown is in walking distance to the Ferry, Bus line and car pool areas.

I agree that it is very important to make transportation accessible to Vallejo citizens and to the general public. My greatest concern is that there will be a mandate to build "infill" housing, and that a **certain percentage will have to be affordable low income housing**, which brings up the fact that our current **historic downtown is already 60 percent low income** with HUD projects and section 8 voucher assisted housing. We have two HUD based projects directly in our downtown that account for hundreds of very low income housing. Investors over the years have purchased homes in our downtown areas and filled them with section 8 vouchered housing as well.

The question is, since downtown Vallejo is already at 60 percent low and affordable housing ratio, **should ABAG give Vallejo an exemption** for any new housing that might be built for the dense infill, **to not have a low income element?** Most cities and counties will not have this issue with pre-existing low income housing stock and will need to build their mandated housing element.

Downtown Vallejo has many old and wonderful buildings that should be preserved. There are two residential areas that are Historic Districts and also should be protected. We are sure that ABAG would not want harm to come to these historically significant areas that speak to not only Vallejo's rich history, but also of California's history.

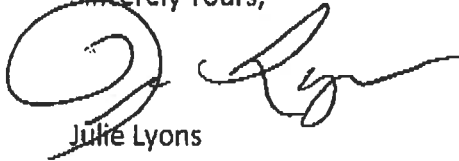
I would like to see downtown Vallejo become a successful PDA, and for that to be accomplished, **we have to have a reduction in the high ratio of low income housing that exists**

PG 1 OF 4

in the downtown area. This can be accomplished by exempting Vallejo's PDA from any low or affordable housing. Market rate rental projects should be on the only projects built to ensure the success of the PDA.

Should you be interested, I am enclosing a spreadsheet that shows the different "project based" housing in our downtown area, these statics are taken from the 2000 Census.

Sincerely Yours,

A handwritten signature in black ink, appearing to read "Julie Lyons", written over the typed name.

Julie Lyons

326 El Camino Real, Vallejo CA 94590

PG 2 of 4

Contract, property, name_text	address_line1_text	owner_organization_name	owner_company_type	owner_address_line1	owner_city_name	assisted_units_count
CASA DE VALLEJO SEA BREEZE APARTMENTS	1825 SONOMA BLVD 121 Larissa Lane, Bldg 4	Vallejo Housing Partners, L.P. THOMAS & ANGELITA TOMANEK	Profit Motivated Profit Motivated	2878 Camino Del Rio South 26601 Durham Way	San Diego Hayward	136 71
ASCENSION ARMS	301 BUTTE ST	ASCENSION SERVICES INC.	Non-Profit	301 BUTTE ST	VALLEJO	42
MARINA TOWERS	601 Sacramento ST	Marina Tower Associates, a California Limited Part Vallejo Carolina Partners, a Calif Limited Partner	Profit Motivated	345 Spear St Ste 700 2750 North Texas Street	San Francisco Fairfield	136 105
MARINA HEIGHTS MARINA VISTA APARTMENTS	135 CAROLINA STREET 201 MAINE ST	Vallejo Maine I Partners, a Calif Limited Partners	Profit Motivated	2750 N. Texas Street 2750 North Texas Street	Fairfield	51
MARINA VISTA II	201 MAINE ST	Vallejo Maine II Partners, a Calif Limited Partner	Profit Motivated		Fairfield	99
REDWOOD SHORES	400 REDWOOD STREET	Redwood Shores Senior Housing, Inc	Non-Profit	345 Spear St Ste 700	San Francisco	119
MARINA TOWERS ANNEX	575 Sacramento Street	Marina Annex Associates, a California Limited Part	Limited Dividend	345 Spear Street	San Francisco	57

57
816
433

Comparison of Subsidized Rentals throughout Vallejo by Census Tract

Last Updated: 5/17/2006

Data Provided by Vallejo Housing Authority

Census Tract	Neighborhood	Total Housing Units	HCV Assisted	%	Project Based	%	Total Subsidized	%
2518.02	Mervyn's	903	125	14%			597	66%
2509	City Hall	1551	63	4%	472	52%	874	56%
2507.02	South Vallejo	1322	110	8%	811	52%	294	22%
2507.01	South Vallejo	1186	69	6%	184	14%	253	21%
2519.01	Floeden	1978	142	7%	184	16%	244	12%
2515	Washington Park	1491	150	10%	102	5%	150	10%
2512	Courthouse	1173	91	8%		0%	91	8%
2516	St. Vincent's	1240	92	7%		0%	92	7%
2510	Old City	1198	87	7%		0%	87	7%
2517.01	Vallejo Heights #1	1636	114	7%		0%	114	7%
2517.02	Vallejo Heights #2	760	45	6%		0%	45	6%
2511	Franklin Jr. High	1169	58	5%		0%	58	5%
2502	Hogan High	1474	73	5%		0%	73	5%
2519.03	Country Club Crest	1711	79	5%		0%	79	5%
2503	Cave School	1230	52	4%		0%	52	4%
2519.02	College Park	1778	73	4%		0%	73	4%
2518.04	Mimi Drive #2	1050	39	4%		0%	39	4%
2504	Hillway Homes	1285	45	4%		0%	45	4%
2505.02	Rollingwood	1244	40	3%		0%	40	3%
2506.01	Beverly Hills	1575	50	3%		0%	50	3%
2501.01	Wardlaw School	2585	78	3%		0%	78	3%
2514	Cooper School	2254	64	3%		0%	64	3%
2513	Highland School	1268	34	3%		0%	34	3%
2518.03	Mimi Drive #1	1515	34	2%		0%	34	2%
2505.01	E. Vallejo Little League	796	15	2%		0%	15	2%
2506.03	Glen Gove	3173	39	1%		0%	39	1%
2501.02	Northgate	2636	31	1%		0%	31	1%
2521.03	Alden Heights #1	1938	16	1%		0%	16	1%
2521.04	Alden Heights #2	1344	5	0%		0%	5	0%
2522.02	Hiddenbrook	2285	3	0%		0%	3	0%
2508	Mare Island	37	0	0%		0%	0	0%
	Outside Vallejo		13	0%		0%	13	0%
Totals		46785	1929	4%	1753	4%	3682	8%

Re: It's wrong

From: eircomments

To: DrKayDC@aol.com

BC:

Date: Tuesday - July 10, 2012 10:09 AM

Subject: Re: It's wrong

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

The Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5700

>>> 07/08/12 4:23 PM >>>

To Whom It May Concern;

As far as I am concerned, this is the governments subtle way to invade every aspect of our lives. It's called control. Obviously, I am against this plan.

Dr. Kay Stewart
1507 Foxhollow lane
Daly City, CA 94014

July 10, 2012

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 Eighth Street
Oakland CA 94607
Fax: 510 817 5848

Dear Ms. Nguyen

RE: "One Bay Plan/Vallejo as PDA"

We look forward to the "infusion of life" that the PDA will bring our very tired downtown, that is currently used by few citizens, and has been corrupted by crime. We have a lot of social issues that need to be addressed in the currently downtown:

Too much low income in one concentrated area.

Too much crime in one area.

Too few businesses.

Too few shoppers and visitors.

Social issues related to the poor and under privilege have deeply affected our downtown, which in my opinion has "gone to rot." We have three HUD based projects that surround the downtown, filled by inner layers of section 8 housing. Not a good receipt for a good and successful project.

We advise that the MTC and ABAG require builders to avoid the additional build of low income/affordable housing and concentrate on higher market rate rental project which would appeal to the middle and upper middle class who are currently vacating Vallejo.

Laura Marvel, 

1105 Mattos, Vallejo CA 94589

From: eircomments
To: Lowell Grattan
Date: 6/22/2012 5:00 PM
Subject: Re: EIR MTC and ABAG land use and transportation plan

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> "Lowell Grattan" <lowell_grattan@prodigy.net> 6/11/2012 12:01 PM >>>
Ashley Nguyen, EIR Project Manager

We are all aware that there is going to be an election in a few months and that the concern for CO2 and Global Warming most likely change.

Senator Inhofe from Oklahoma will be the head man on these concerns. His position is that the science on these issues is very poor and that Global Warming and CO2 is a FRAUD.

In regard to the forth coming EIR it is most important that TWO EIR's be written one of which will take into account that Global Warming and man caused CO2 is not a concern.

MTC cannot take a position that is different from Congress.

MTC must be ready to accept the possible fact that Global Warming is a natural change and not a problem.

I notice that it is the main EIR issue which will require reduced greenhouse gas emissions, controlling where and how we live and how we will travel.

This is a tremendous taking of our choices, and loss of liberty.

Let be sure we have it correct and we do agree with congress.

Best,

Lowell Grattan

(408) 379-2350

Lowell_grattan@prodigy.net

204 Casitas Blvd.

Los Gatos, CA 95032

Re: comment

From: eircomments

To: mgh@pcrbinc.com

BC:

Date: Tuesday - July 10, 2012 11:06 AM

Subject: Re: comment

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

The Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5700

>>> Matt Heavey 07/10/12 9:59 AM >>>

Mac Heevey
1900 Gelbke Lane
Concord Ca 94520

7/11/2012

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

Re: Comment on the inadequacy and incompleteness of the Plan Bay Area forecasting methodology and of the forecasts themselves

Ms. Nguyen,

I have been following the progress of the one bay area for some time now and have attended several meetings. Clearly you are working on a set objective with a preconceived outcome. You people are out of control. If we were to look at the States as a whole it is clear which are run by ideologues, those leaders that are as morally bankrupt as we are fiscally—they are tied together—California, Illinois, New York. I was hoping the fiscal wall would catch up with us before many of these ill-conceived notions were cast in stone, I still have hope, hope that they'll put you and yours on minimum wage.....

If you in government were to be bound by the same rules you impose on us, life would be so much better as you'd all be in jail.

America, once upon a time—home of the free—land of the brave. Unfortunately neither applies now.

You people are sick.

Mac Heevey

From: eircomments
To: Nita Still
Date: 7/2/2012 6:22 PM
Subject: Re: "One Bay Area" in 9 counties, Treasonous acts

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> "Nita Still" <nitastill@att.net> 6/23/2012 5:56 PM >>>

Your plans are about, as well as to implement, Sustainable Development and Agenda 21; by using the Strategic Growth Council; Building Smart growth housing by stacking us along major roads, limiting transportation routes and turning the majority of land into "conservation" by destroying the majority of cities in the 9 counties of the "Plan Bay Area," Wrecking our Social Structure, Culture and Economy and lively hood by using the Endangered Species Act and the Environmental Protection Agency! Your Equity is false. Removing our land and water rights; Considering that flora, fauna, rivers, wetlands and streams have more rights than humans, because after all they are "Persons with Rights!" Destroying dams, mining, logging, roads, the use of oil, and all of the rest of the Unsustainable things you want to get rid of; All of your activities are against our Constitution and Declaration of Independence: all of our rights of Freedom and Justice; and you want the depopulation of 5 billion people in rural areas as well as urban all over the world. You call us "useless eaters." Your desires are Socialistic and Communistic and come from the Power Elite, the United Nations and NGO/Stakeholder/Environmentalists, especially the Sierra Club, The Nature Conservancy, the Audubon Society, the World Wildlife Federation, and the Wildlands Project passed in 1992 at the U.N. Earth Summit in Rio! You have crossed the line of the Holy of Holies, May God have mercy on your Souls, if you have a Soul!

Nita

From: eircomments
To: Pam Drew
Date: 7/2/2012 6:43 PM
Subject: Re: Solicitation for comments

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> Pam Drew <drew.pam@gmail.com> 6/26/2012 9:22 AM >>>
Dear Ms. Nguyen,

I am truly puzzled by what is essentially an agency press release below. Do you imply that the EIR is somehow fluid so that input from the public would have some impact? Aren't EIRs' parameters determined by law? Is this another red herring like the previous "public participation process" which was designed to give the appearance of public participation but was really a very primitive attempt to completely sidestep the public? No questions are ever answered which, of course, points out the futility of asking the previous three questions. Sadly, you insult our intellects with these sorts of press releases and these false entreaties for public input. I closely followed your previous process for a year and believe nothing that you put out as a consequence. I will be pleasantly surprised if there is an intelligent human being at this email address who actually wishes and attempts to communicate. The MTC audit re the MTC/ABAG public participation process speaks of "lessons learned". Obviously there are no lessons learned. Noting down comments for a computer file is a particularly Sartre-like activity and I, in true existentialist form, am replying to you.

Pam Drew

Input sought for Bay plan
PUBLISHED BY THE REPORTER
Posted: 06/24/2012 01:03:26 AM PDT

Putting together a Draft Environmental Impact Report for "Plan Bay Area" -- the region's long-range land-use and transportation plan -- will start soon, so the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are looking to Solano County residents for input.

A fifth meeting for the public to tell the organizations what should be considered in the analysis is scheduled for 1:30 to 3:30 p.m. Monday at the Solano County Events Center, 601 Texas St., Fairfield.

Plan Bay Area aims to accommodate future growth and meet state requirements to reduce greenhouse gas emissions by focusing new housing and jobs around transit to improve mobility and accessibility in the region. The environmental impacts of these land use changes and transportation investments will be analyzed in the EIR.

The topics to be discussed include:

* What environmental issues should be analyzed?

* Are there alternatives that should be evaluated?

* What mitigation measures would help avoid or minimize any negative impacts?

* How can local jurisdictions and other agencies use this EIR?

Comments may be submitted in writing by July 11 to the attention of: Ashley Nguyen, EIR Project Manager,
Metropolitan Transportation Commission, 101 Eighth Street, Oakland, Calif., 94607

Re: Comments on EIR process

From: eircomments

To: paulr33@earthlink.net

BC:

Date: Tuesday - July 10, 2012 10:07 AM

Subject: Re: Comments on EIR process

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

The Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5700

>>> paul dickey 07/06/12 3:45 PM >>>

As a career public administrator, the following are my comments on your EIR process:

1. It appears that your forecasts of population growth in the Bay Area are not reliable and thus do not meet the requirements of the CEQA guidelines Sec. 15151.
2. It appears that you have not adequately considered the downstream consequences of your plan.
3. It appears that your "public input" process was severely limited and was guided by "big government" dictates.
4. It appears that you have not considered funding requirements for local governments.

Thank you for this opportunity to comment.

Paul Dickey, PhD
Moraga, CA

From: eircomments
To: Richard Willis
Date: 6/22/2012 5:03 PM
Subject: Re: agenda 21

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> Richard Willis <rpwillis43@yahoo.com> 6/20/2012 9:46 AM >>>
We free citizens would like you all to get a real job, get out of our lives and do something where you are not feeding at the public trough. We can look after ourselves without paying your fat salaries and lifetime benefits.

Richard P Willis
Bioscience Business Development
74 El Camino Drive
Corte Madera CA 94925
415 924 8999

From: eircomments
To: Bob Vinn; Robert Allen; boardofdirectors@bart.gov; editmail@compuserve.com
Date: 7/2/2012 6:45 PM
Subject: Re: TOD, 3434, Plan Bay Area, and BART to Livermore

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> Robert Allen <robertseeallen@gmail.com> 6/30/2012 4:38 PM >>>
Ashley Nguyen, EIR Project Manager, Comments, Plan Bay Area
The Independent
BART Directors
City of Livermore

TOD, 3434, Plan Bay Area, and BART to Livermore

Two Bay Area agencies (MTC and ABAG) partner as “Plan Bay Area” to promote dense housing around transit stations. They call it Transit Oriented Development, or TOD. Their goal: reduce “greenhouse gas” emissions and increase transit ridership.

MTC, which controls most transportation funding sources in the Bay Area, in its Resolution 3434, conditions spending for new BART extensions on dense housing near stations. The rules are stringent. But 3434 exempts BART’s Oakland Airport extension “due to the infeasibility of housing development”. About 29,000 passengers fly Oakland each day.

By contrast, about 180,000 vehicles per day use I-580 at the new Isabel interchange in Livermore. Our November ballot includes funding to extend BART along I-580 to Isabel. Livermore Airport Protection and other restrictions severely restrict housing development near the proposed Isabel/I-580 BART station. This freeway intercept station, even more than the Oakland Airport line, would cut emissions and enhance ridership.

The Isabel station is in the direction of travel for all of Livermore, both for residents and workers. It is close to Las Positas College. It would adjoin an I-580 interchange. (The other two Valley BART stations are inconvenient to freeway travelers.) BART bought about 53 acres there in 1988 – far more land than they have at other stations – in anticipation of its potential for parking. (I was the BART Director from Livermore at the time.)

Transportation planners in recent years wanted no station at Isabel. They wanted BART’s first Livermore station to be close to downtown near Junction Avenue School. An initiative petition signed by about 8400 Livermore voters directed the City to advocate for an Isabel station and for BART to continue along I-580 later to a Greenville Road station. (It did not rule out another possible BART station at I-580 and Vasco, or BART along the former Southern Pacific railroad line over the Altamont to Grant Line Road.) The Livermore City Council adopted the wording in the petition rather than bring it to a vote last November in the city election.

Even though the City Council adopted the petition and advocates an initial Isabel station with future BART along I-580, BART still has Route 2B (Downtown-Vasco subway) as its preferred route. The planners talk of “limited parking” at Isabel. Any parking there will be swamped until BART is extended further to Vasco, Greenville, ACE, and Grant Line Road. But planning should be for plentiful, not “limited”, parking if they expect Livermore voters to vote for Alameda

County's Transportation sales tax in November. The tail track should be aimed along I-580, not toward the Portola/Junction Route 2B.

Housing development is grossly inferior to parking as transit-oriented development. Many more parked cars than dwelling units can fit in a given area, whether in structure or on the surface. Transit patrons can drive many times farther than they can walk to a station, and the number of potential patrons varies logarithmically as the square of that distance. Being able to drive to BART will slash the number of long-haul trips for a commuter. When land values grow, fewer problems arise in changing parking to structure than in uprooting neighborhoods. MTC Resolution 3434 and "Plan Bay Area" deserve a re-visit.

From: eircomments
To: Sherman
Date: 6/22/2012 5:02 PM
Subject: Re: comments on regional plan

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> Sherman <sherman@csu Hayward.us> 6/15/2012 1:52 PM >>>
sort of...

--

Sherman Lewis
Professor Emeritus, CSU Hayward
President, Hayward Area Planning Association
www.bayviewvillage.us
510-538-3692 sherman@csu Hayward.us
2787 Hillcrest Ave. Hayward CA 94542

Creation Care for Neighborhoods

Devil's Dictionary: Creation Care: A term used by evangelicals who care about our stewardship over the earth which God, or some source of meaning, created for us. The term is not used by secularists who frame the issue improperly and call themselves environmentalists. Secularists are uninformed about and afraid of “religion,” and can’t tell the difference between progressive evangelicals who use science, as opposed to ideologues and sectarians, who command the attention of an even more benighted mass media. With the human habitability of the earth at stake, how we talk about sustainability needs to embody its emotional centrality, not just its rational pragmatism, in order to inspire the deepest motivations of a rising generation with a transforming purpose. Hence, creation care.

Neighborhood systems

Neighborhood systems are the major object of analysis for measuring efficiency of the geographic aspects of neighborhood consumption. Neighborhoods are small, primarily residential areas of consumption. They have about a thousand to a few thousand people. They typically have one or two major entries defining their flow. Neighborhoods do not include large open space areas, cemeteries, rivers, big highways, industrial areas, and central business districts. They usually include smaller neighborhood-serving businesses, small parks, and primary schools, but not larger shopping malls or schools serving several neighborhoods. Non-neighborhood uses are usually on the edges of neighborhoods, but sometimes intrude, reducing the effective density for neighborhood purposes.

Neighborhood systems combine land use, transportation, and transportation pricing. They are arrayed along a spectrum from dispersed settlement areas featuring high-cost, high land consumption, environmentally-destructive, auto-dependency, to denser areas with low use of cars, but often so impacted by under-priced cars that they function poorly.

The perimeter of a car-dependent neighborhood is its car-shed, which can be quite large for exurban densities of non-agricultural settlement. Sewered subdivisions typically have some outer edge from which people drive in for groceries and work. Some neighborhoods have a variety of land uses but always have some degree of edge and center.

Dense neighborhoods have a walking perimeter used by most households from the house to the business street with shops and transit. My experience from looking at many neighborhoods in the US and Europe is that about 90% have clarity of land use, and about 10% or less have intrusion by non-neighborhood uses, such as in the transition between a CBD and adjacent neighborhoods. An intrusive use affects density only if it is so much in the way of flow from the edge that it makes trips longer. [ref.: Toronto research]

Low Productivity Consumption

The concept of productivity is usually applied to production, usually measured in dollars, and usually to labor productivity. Other kinds of productivity are also important, such as fossil fuel productivity, capital productivity, land productivity, water productivity, health productivity, and various kinds of resource productivity. It seems odd to talk about making consumption more efficient, like that would take the fun out of it. Also, isn’t something that is consumed also produced, getting us back to production productivity?

The measurement of consumption productivity requires considering the goal of the consumption. The neighborhood is the major locus of consumption, where we spend the most time, invest the most capital for living, and consume the most goods. It is where most social interaction, entertainment, and health-related behavior takes place.

Our focus is not on all consumption, but rather the geography components of housing, water, energy, and transportation. The neighborhood is “producer” of most trips. In traffic analysis, origin and destination mean what they seem to mean, while “production” and “attraction” assign one end of the trip to be the production, typically the “home-based” trip, and the other end to be the attraction, typically work, shopping-personal business, or social-recreational. The other major, but smaller, production is the “work-based” trip, which by definition cannot have the home at the other end, such between work place and work place, work and shopping-personal business, and work and social-recreational.

Some examples starting from a goal to look at productivity: if housing size is the consumption goal, there are different costs for the same size and quality of house. A two or three story house is more productive than one story because the same roof and foundation serve more living area. If health is a goal, a three-story house requires more exercise than a one-story house. Tight construction with good insulation can be more energy productive. If one can walk to weekly shopping instead of driving in the same amount of time, the walk trip is much less expensive. Assuming similar travel time, getting to work by walking and transit is usually more productive than using a car. If a given land area can support more people with the same quality of life, the land is more productive.

The productivity of a neighborhood is all of these consuming activities taken together, and considers not just monetary cost but values relating to health, environment, security and community. Analysis can and should be quantified, understanding that it is messy and imprecise, but also that it makes more sense than just using dollars or vague generalizations. This analysis moves beyond GDP thinking and money as the best way to count, and considers the whole economy.

The academic field of neighborhood consumption productivity, as outlined above, does not exist yet. It is easy to get lost in the huge number and variety of neighborhoods, and in the various specific aspects of consumption productivity, and lose track of the fundamental organizing dimension for analysis which organizes all the specific dimensions.

Smart Growth

Devil's Dictionary: Moving the deck chairs closer together in the hope that human habitability of the earth will sink more slowly. Advocated by pleasant planners from their silos hoping that nice words will do something while continuing to subsidize auto dependency, ignoring economics in market structure, and having weak alternative mobility. Smart growth is fashionable.

Functional density

Functional density requires enough people in a small enough area so the outside perimeter can reach a grocery store within a five minute walk, and enough people for economies of scale supporting a grocery store and a shuttle in a short corridor. “People” means a roughly average distribution of households, ages, family types, etc., and average incomes across the middle.

Functional density probably requires about 2,000 people, depending on assumptions about Stock Keeping Units (SKUs), purchasing power, and capture rate. Functional density has minimal

open space within the walking perimeter, has efficient walking routes to the Center, a concentration of functions at the Center, and building heights that can range from two to seven stories, so long as the density is achieved. To achieve functional density, be attractive, and support walking, most of the area excludes cars and parking. Walkway width is dictated by Fire Department minimums.

Functional density is often complicated by a neighborhood which imports purchasing power by non-residents attracted by employment, ambience, events, special shopping, and over-night tourism. It can also be complicated by a neighborhood which exports purchasing power because of overly small or poorly-run commercial functions. There is no literature on the issue.

Short Corridor Systems

“Shuttle” refers to fast, frequent, mostly free rapid buses serving a short corridor. “Stop” is used for shuttle stops. “Station” is used for transit, defined as frequent high speed long distance service, usually rail, within a large urban area.

A short corridor is one of two miles or less anchored at one end by a transit station and served by shuttles on 10 minutes headways or less and with a run time of 8 minutes or less, supporting development based on functional density at stops, reduced parking based on market demand, and mode diversity.

No one is knowledgeable about short corridors and functional density as neighborhood systems.

Transportation Pricing Reform

Transportation pricing reforms includes many issues, most of which are not discussed here. We will cover below only zoning reform, unbundling, shared parking, market parking charges, the shuttle and its financing, mode diversity, and grocery store. Grocery store is an odd label for a pricing reform, but has to do with the conditions for functional density to support the walk trip in lieu of driving to a grocery store.

Hypothesis: Subsidies including indirect pricing have distorted neighborhood systems since the 1920s, starting with the Van Sweringen brothers subdivision in Shaker Heights, Ohio, in 1920. Had subsidies been brought under control, market forces would have developed neighborhood systems in a more cost-effective way and the whole-economy welfare of the US would have been much higher. With market-based transportation pricing, neighborhood systems would achieve productivity growth at consumption..

Zoning reform

Zoning reform means repealing zoning requirements that now force developers to build car capacity paid for by living area. In Hayward, for example, a developer is required to build two parking spaces and related costs for a two bedroom apartment and to provide them to tenants free of charge. The expensive necessity of housing for people costs more to cover costs of housing for cars; the cars do not pay their own way.

Unbundling.

Most parking in the US is bundled and provided free of charge to the user for a single purpose controlled by the owner: residential parking only for residents, shopping parking only for

shoppers, transit parking only for riders, office parking only for office workers, post office parking only for patrons, church parking only for congregants, school parking only for teachers, university parking only for faculty staff and students. Unbundling means separating the parking costs from the housing costs. Unbundling works only in conjunction with other policies, broadly called Transportation Control Measures. Otherwise, parkers use parking paid for by some different purpose, called poaching or spillover, and the intended beneficiaries can't find a space. Uncontrolled sharing of free parking can lead to significant traffic increases by drivers going in circles looking for space, typical of public street parking in high attraction areas.

Shared parking

Anybody can use any space for any purpose for any duration if they pay a market price.

Market parking charges

Unbundling and shared parking require parking charges. In some cases, leases for the same term as a rental, typically per month for a year, work best. At the start of unbundling, the living rent plus the parking rent should equal the bundled rent. However, in a market, the two kinds of rents would be based on market demand and may not keep the original ratio.

When market demand produces a high enough price, the price itself finances the expansion of supply, or some cost-effective alternative.

Parking lease rates should be based on bidding of one fourth of the spaces. If the bid goes higher than other leases, it becomes the rate only for those at bid. If the bid goes lower, all the leases are reduced to the lower amount. This avoids renters paying more than a market rate for their parking. The lease rate, however, has to be kept above the effective hourly rate.

Because leasing increases security of using the space, it should over time cost more than the alternative, an hourly rate. An hourly rate is periodically adjusted over time to average 15% vacancy or about one spot per block front. The rate should vary by time of day, day of week, special events, and seasons, all based on historic demand. Hourly charge systems use computerized management to determine the rate and to collect the charge. There are no time limits and no parking tickets. The charge should be collected using advanced technology and easy pay systems, best exemplified by SFPark. [ref: Shoup, *High Cost of Free Parking*] There is towing when the parking charge and towing cost reach the value of the car. The Bentley gets to stay longer than the junker, but eventually it's all the same to a tow truck.

Mode diversity

The challenge of functional density is to provide mobility comparable to a car-dependent system, i.e., to support mode shift with comparable mobility. Mode diversity means the neighborhood provides multiple modes that meet travel time budgets. Households make locational and trip decisions based on travel time for a given purpose, such as 27 minutes on average to get to work for a regular worker, or 8 minutes to reach a grocery store. A neighborhood, to function at all, needs to meet household travel duration-to-purpose time budgets.

Since productivity is always lowered by subsidies, it is important to limit subsidies in functional density to the minimum necessary to compete with subsidized cars, and not more than the car subsidies.

Mode diversity includes market rate, on-site leased and hourly parking; car share/rental; off-site parking; fast, frequent, free corridor shuttle; taxi vouchers; site-owned minivan; and site-

based electrocart for freight, maintenance, and short-distance moving of illegally parked cars. Car share should use hybrids and electric plug-ins. [ref: Bayview Village]

Grocery Store

Functional density has economies of scale supporting a grocery store. Functional density requires a grocery store within walking distance that meets monthly needs. I have not been able to find anything in the literature. There is minimal information on SKUs for monthly needs. There is virtually no good data on day/week/month SKU/sq.ft. patterns and capture rates which define the grocery store concept for functional density. New developments with mixed use are usually too dispersed and car-cultured, and as a result mixed use is weak or fails. Older dense neighborhoods are already adequately stored and virtually unstudied for their population - SKU ratios. There is walking-based commerce in the densest old neighborhoods, but I've seen no analysis of the data relating income, density, walking distances, SKUs, and monthly needs.

The existing capture rate data is exclusively for primary and secondary markets for stores with free parking, or based on sidewalk ped counts in CBDs. The data usually uses square miles when functional density covers up to about 100 acres.

We seem to lack a useful "grocery store theory" for guiding large scale development of new neighborhoods or redevelopment of old neighborhoods. Planners tend to be too optimistic about how much mixed use a development can support, and emphasize car access.

[Ref: spread sheet for hypothetical sigmoid curve relating population to SKUs with an estimated capture rate based on a 15 minute time penalty to other groceries. Below a certain population there can be no store because too little is sold to support one. Above a certain population the store can meet more than monthly needs, which is more than is necessary. Between the low and the high, the curve rises steeply as each added population make the store more efficient, but then reaches diminishing returns as it approaches the monthly grocery SKU level. Needed: data.]

Store quality based on responding to local preferences could be more important variable than floor area. Trader Joe's has better store quality than any other chain. TJ's gets about twice the revenue per sq.ft. and per SKU than others. In Bayview Village that is likely to be locavore, new Cal cuisine, on-site bakery, touches of TJ and Fresh and Easy, farmers market, and use of organic veggies from the easement garden. [ref. Bayview Village paper on commerce]

The Shuttle

Functional density has economies of scale supporting a shuttle. It has a large enough population with a low enough use of cars on a short enough corridor with high enough value of land uses to be cost-effective. The shuttle uses

- smaller, 30' bus for 25 - 30 passengers,
- diesel-electric dual mode motor,
- engine powerful enough to climb hills as fast as competing vehicles,
- regenerative braking,
- signal preference controls,
- right lane passing,
- wide doors and raised sidewalks for no step entry,
- guided docking,
- no fare collection/proof of purchase,

- eco-pass fares,
- 5 second or less average dwell time,
- 8 minute run time for 10 minute headways with two buses;
- more buses as more development supports,
- drop-off at transit station entrance,
- medium distances between stops to optimize dwell time with walking distance,
- for cost control, uses an RFP-based operator managed by a development, an institution like a University, a locality, or a corridor-level JPA.
- Longer term, bio-diesel can replace fossil diesel.

[ref: CSUH data; Bayview Village; South Hayward papers]

Land-based shuttle finance

Capital contributions are required from benefitted properties, replacing older car-oriented exactions, to finance rapid shuttles. Capital costs are bus purchase, electronics for signal and right lane preemption, lane improvements, raised sidewalk stops, signage, maintenance facility and initial parts, and office. Properties pay when developed, or they can buy-in to get ecopass.

Operating contributions are paid by apartment owners included in rent, by HOA associations from dues, or by other property owner paid as a fixed charge in the property tax bill. In Hayward, fixed charges already can run \$255 on top of property taxes of \$700. Fixed charges already include \$96 for bus service.

More operating funds come from parking charges where shuttle is competing with parking for access, e.g., market parking charges can help pay for a shuttle to the station based on dual elasticities creating a balance of trade-offs between driving and shuttle access cost and time. As parking cost or walking distance to the station increase, shuttle ridership goes up; as parking cost or walking distance decrease, ridership goes down, achieving an equilibrium based on market demand. [Ref. South Hayward proposal]

Most riders will ride free using eco-pass. A few will ride free if first-time or occasional riders. Tickets will be sold by local stores by shuttle stops. Signage and inspectors will emphasize education, an honor system, and cooperation rather than catching and punishing. Only repeat offenders may repeat so often that something more punitive is needed. Bus drivers mostly just drive. They do not collect fares, but will have a way to call for help for behavior problems. If a rider appears not to be able to afford tickets, the inspector gives out a few tickets. Riding the bus needs to be part of the community experience. Pets, small shopping carts, bikes, and wheel chairs need to be accommodated.

When a bus run drops below an economical occupancy, typically late at night, service is replaced by taxi vouchers.

The financing of the shuttle is reinforced by a sense of community, not just dollars, and community support helps generate the ridership and the dollars.

Optimal building design

An optimal building height achieves several goals:

- Optimal roof to side wall for energy conservation; boxier is better; deeper building can have higher wall
- Optimal roof area to living area below for solar net zero; three stories is maximum
- Get people healthier by having them live where they climb stairs: one flight is an easy sell; two

- flights gets more resistance; three flights and people won't do it.
- Manage perception of density, requires low rise and set back; two stories is easy, three is more doable with 30' or more setbacks, four stories feels dense to most people, resistance possible
- Construction cost efficiency; three stories easy with wood frame; 4 stories possible, 5 stories requires class A first floor. Rectangular foundations with four corners always cost less than 6 or more corners. Internal stairwells for three story construction are inefficient for two bedroom and smaller unit; even three bedroom has stairwell footprint efficiency issues.
- The longer the width of row housing or the length of a hall in a hallway building, the better the energy conservation, but at some point the lack of a visual break becomes oppressive.

Related issues include appliance and lighting efficiency innovations, factory modular vs. field build, stem wall foundations vs. PT slab, solar roof systems, cost-effectiveness of HOA assets, comparability to conventional single family detached neighborhood systems; aesthetics of building form and space (perceived density; set backs; push-outs/balconies/recesses/bay windows/porches, sight distances and variations, visual aspects of landscaping, facade treatments, paint) [ref.: Victoriana in Bayview].

The hypothesis is that functional density can perform equal to or better than suburbia in almost all dimensions.

Neighborhood Center, aka The Village Center, Campus Center, etc.

Concentration of functions: shuttle stop, grocery store, café, ATM, mail services, quiet room, fitness/meeting/banquet room, management, security services, administration, small park

Floor plans

Functional density usually requires corridor buildings or row houses to use land efficiently. A corridor building width is constrained by room depth for rooms that need sunlight and by corridor width, usually six to eight feet. Closets, bathrooms, halls and stairs do not need an outside window. Row houses are similarly constrained by sunlight depth. Row houses can achieve more depth with air wells about half way back that narrow the building and should line up with air wells on the adjacent building. This “dumbbell” configuration gets more interior square feet on a deeper lot from the same frontage but has to have a long interior hall.

With no garage, walk-access units need more foyer [entry, vestibule] space for shopping carts, bicycles, tri-cycles, and wheelchairs.

Flats seem to work best for studios, one bedroom, and two bedroom units because internal stairs would take up too much room relative to living space. For a three bedroom unit, three story construction, while otherwise advantageous, has a lot of space for internal stairs. The ground floor and top floor do not need much stair space, but the middle floor needs a hallway or use room space to get between floor landings. Intermediate landings increase landing area, and spiral steps have safety issues. The solution for Bayview was to have a ground floor with a large flex room and to have second floor living-dining space to allow passage between landings.

Water and landscaping

Sustainability requires using no water from the piped water supply for landscaping, and planting native species. If the birds don't come, it's wrong. One exception can be the use of flowers in the Village Square area. Landscaping should use rainfall, storm retention, and grey

water for landscaping. Buildings should use rain barrels and grey water plumbing.

Plumbing fixtures should have low flow and toilets should be dual flush. Storm water can use large diameter pipes under walkway for retention and trickle out and bio-filtration for slow release, retaining all storm water on site. Sewer mains should be tight against infiltration and sewage flows minimized.

Energy

Net zero on the grid is possible for three story construction using the Echosolar system and natural gas for cooking and some clothes drying. See documents on Bayview Village for an extensive energy analysis. The system meets all electrical, space heat, hot water, air cleaning, and air renewal needs, and most air cooling need. The energy system should be priced separately from the unit and be comparable to non-solar energy costs. The system should be paid for by an energy mortgage or lease from an installer.

Building net zero energy is accepted; reduced car dependency is not. Bayview Village reduces car use with functional density and mode diversity. By taking a systemic approach, neighborhood systems, the fossil energy use by the neighborhood is dramatically reduced. Walking is increased, pollution decreased, health improved.

Analysis and Assessment

I have been unable to find good assessments comparing a sustainable neighborhood with a typical neighborhood for grocery store, fossil use, energy, water, and transportation. Don Shoup has done fantastic work analyzing the high cost of free parking, and we need to apply the concepts to all parking everywhere. On my street and in my driveway, I don't think the parking cost is high, there is slack demand, we have patchy streets the city won't maintain (and we don't want to pay for), and the parking gets good use. However, on the CSUEB campus nearby, local arterials, and downtown, the cost can be high.

Involving People in Sustainability: Parking Policy

Attitudes toward change can be paradoxical. People have knowledge, usually unconscious, like how to breathe or how to walk, of the systems they live in. Somehow they find it easy to suspend this knowledge when they travel; they become willing to learn, and of necessity do learn, alternative systems. Then they resist applying these lessons back home. There are some ironies even at home: people expect parking problems, parking charges, and congestion in central business districts, where they do not advocate more highways and parking, but not in suburban areas, where they do. Also, people will spend more money and time hunting for free parking than they would if they had paid to park. Ignorance may lead to thinking that sustainable access must be slower because one can't drive, while, in fact, time and money costs of a shuttle may be less than a car.

People need information. Mostly, people educate each other, but signage, brochures, and web information are helpful. A shuttle may be easier, but, if people don't know about it, they can't use it. In a sustainable neighborhood, there is no road access to the walking area. If someone driving there finds that the paid parking is full, they need to know where to go to park and catch the shuttle. Residents need to educate visitors about how the system works. The best example of education is from Perth, Australia [ref.].

Planners like to ask people what they want, and get many good ideas. Work sessions help people get up to speed on some issues and can help find a consensus on solutions.

The problem arises with systemic change that people do not know about. People want free parking, but know nothing about the high cost of free parking, Old Pasadena, Berkeley, SFPark, etc. Planners often know something about parking charges, but have never taken seriously the social process of how to make it work. Here's how, for a downtown:

- Inventory the parking and usage in the large area to determine what small areas get parked up so much that people start circling.
- Estimate the land value, capital cost, maintenance, and lost time for the high demand parking.
- List some physical improvements or services like policing that the city cannot afford.
- Do not talk about charging everywhere and instantly aggravate large numbers of people
- Propose a limited number of charged spaces using SFPark systems, and have no time limits or parking tickets.
- Make sure some free parking is nearby.
- Start with a low price and charging only what people are willing to pay, proving that people will pay and guaranteeing the spaces will be used, and charge is below cost..
- Propose spending some of the proceeds on what people say they want but don't have money for.
- Involve them in the decision.
- Remind them they don't have the money yet; they have to support a charging experiment to get it.
- Have a clear metric for success, and a deadline for evaluation.
- If demand falls below 50 cents, the parking, or part of the parking, might as well be free.

In some cases, cultural predispositions can't be changed, such as choices on visual preferences. In some cases rational argument makes no dent in cultural preferences. Change is usually at the margin, and some people are willing to learn.

Selling: Buyer education and choice

How can buyers be educated about a new lifestyle? [ref; YouTube videos, paid site visits to screened buyers; unconventional advertising-discussed in Bayview Village]

Can point-of-sale choices improve sales? [ref: decorative elements, color schemes, internal floor plan flexibility, upgrades, model homes, displays, brochures, computerized choices-discussed in Bayview Village]

Perspective

My impression is that most people concerned with creation care are not very interested in or very good at economic analysis, markets, the politics of public involvement in pricing changes, and other topics sketched above. People with specialized knowledge are focused on other areas which overlap with neighborhood systems, but don't in any way comprehend it. TPR specialists in think tanks like Litman, Shoup, Holtzclaw and a slew of others in my bibliography on this, who do good academic work and advocacy at a higher level, don't get into these issues. Other expertise includes transportation engineers; real estate analysts, investors and developers; lenders; market analysts and advertisers; retail store analysts; transit experts, and academics. Developers do not build functional density and would not know how to sell it if they did. The most aggressive parking reduction in Portland is at the micro-scale, and New York City tries to hold parking down for congestion reasons, rather than any systemic understanding.

Creation Care for Urban Regions

for discussion

Devil's Dictionary: Creation Care: A term used by evangelicals who care about our stewardship over the earth God created for us, but not used by secularists who do not frame the issue properly and call themselves environmentalists. Secularists are uninformed about and afraid of “religion” and can’t tell the difference between progressive evangelicals using science, and ideologues and sectarians, who command the attention of an even more benighted mass media.

We need to reframe from multi-syllabic, colorless “environmental sustainability” to poetic, transformational “creation care.” Words matter. Part of paradigm change is better framing of paradigm change, not presenting policies in terms of what is important for the change agent, but from the view of the audience.

This discussion paper is concerned with new ideas for sustainability of urban regions, and how to get from here to there. It is therefor concerned with paradigm change, which includes framing, the words we use to persuade others. Advocates for urban sustainability tend to have a piece of the elephant, not the whole of sustainability, and often frame policies in non-persuasive ways. Creation care is a way of framing paradigm change as an aspect of paradigm change itself.

The current American urban system of subsidized auto use, land dispersion, unsustainable planetary degradation, population growth, and low productivity consumption is not sustainable. It is very complex, but does not feel complex because we are used to dealing with it one piece at a time, and we know unconsciously how each piece fits into the rest. Sustainability or creation care is equally complex, and, since it is new, it feels complex. It also involves integration of many systems and requires changing of many paradigms,

The following is an outline of ideas, not a polished essay.

Transportation Pricing Reform

Dual purpose: improve market outcomes for the whole economy and increase economic freedom in terms of consumer choice. Cars in the US are massively subsidized in many ways, both monetary and non-monetized. The major categories of subsidy, or indirect cost, are

1. Environmental externalities
2. Congestion delay
3. Parking
4. Local government
5. Federal and state government
6. Zoning regulation
7. Market imperfections
8. Fossil Energy
9. Resources
10. Land use
11. Social

12. Economic

These subsidies and reforms tailored for each are discussed elsewhere. My paper, Pricing Reforms: Paying Directly for Driving, provides a brief introduction (18 pages).

Whole economy

The whole economy includes values not monetized in market exchanges and assumes that money flows do not measure welfare. Those premises put analysis in outer space along with poetry, with no where to go for quantification. To get started, whole economy analysis has to make heroic assumptions, but also argues that money economists make heroic assumptions they are generally unwilling to admit or examine. Oddly enough, the money economy is a good place to start, and work on nature services, pollution costs, and cost-benefit have often found interesting ways to quantify pieces of the whole economy. Similarly, the Genuine Progress Indicator applied puts and takes to GDP to estimate welfare.

Micro-economic analysis and business accounting use an elegant system of income statements, assets and liabilities, and changes in financial position, but I've not seen this system applied to GDP thinking, let alone asset values based on value judgments about welfare in the whole economy.

In fact, value judgements, hidden in GDP thinking, make the enterprise of whole economy analysis questionable. There should be at least two versions of the whole economy reflecting differences in values. For example, those who value biodiversity and wilderness would give it much more weight than those who don't. Nevertheless, science must be respected, whether as party pooper or designated driver. Climate skeptics and creationists cannot be part of the debate. Ideology can inform values, but not perceptions of reality. Research by Dan Kahan and others finds that for some personalities, ideological commitment funnels thinking into highly selective use of facts and non-facts to support their point of view, with intelligence tending to make the distortions more severe. We do not yet know the social and physiological bases for this kind of thinking. Science does not have to be perfect to be the best referee.

The whole economy continues decline while the money economy continues to rise. Sustainability requires growth without growth: there is no reason the monetary economy cannot continue to grow in ways that grow the whole economy, while other things are stable or decline. It is not a question of reducing consumption, but changing consumption to be sustainable. It is not a question of the money economy vs. the environment, but of integrating the two. It is not a question of choosing between human needs and the environment, but of saving the environment that supports humanity.

Life in general on earth is not threatened, just the quality of human life, with some tipping points already past costing many lives and economic losses, and looming, unknown tipping points of reduced carrying capacity. Understanding the whole economy requires quantifying into monetary equivalents environmental and social values. The non-monetary economy needs to be added into macro-economic models in order to quantify how much and how fast we have degraded the planet, to estimate price changes to monetize currently non-monetized values, and to test elasticities of alternative systems to replace fossil-based, waste-based, and other systems that cost more than they benefit.

Quantification involves balancing two values. One is a value on nature with minimal human impacts—biodiversity, wilderness. The other is a value on the human economy, the goods and services of public and private sectors. The value on nature requires regulation and education

rather than pricing, while the human economy needs pricing as well as regulation and education.

Forbidden topics for urban planning:

1. status of women policies
2. zoning as immigration control
3. growth without growth: productivity growth in advanced democracies with stable and aging populations and restrictive immigration
4. exporting growth and sustainability instead of importing people
5. costs of car subsidies and benefits of reform

Status of women

Urban planners take a restrictive approach to urban planning, locking themselves in a straight jacket of population projections and turning a blind eye to social equity for women. Equity is part of a mantra more than substantive.

Social equity for women focuses on lower income women, educating them, providing health services including family planning, and legal protections against abuse. Improving the status of women raises their quality of life, increases economic productivity, and stabilizes population. The economy can grow without population growth, as is happening in Japan and Europe.

Zoning as immigration control

Zoning can restrict housing supply enough to act more effectively than the Border Patrol. This is not necessarily a bad thing, but we need to be honest about it. A locality should be able to achieve sustainability, so long as it does not beggar its neighbors by externalizing costs. There are three requirements: 1) Have housing for workers equal to the number of local jobs plus transit-accessed jobs within 40 minutes; don't externalize housing costs. 2) Provide housing for the population growth the locality is creating based on a normal age distribution. 3) Provide affordable housing for low wage workers in the locality and for a fair share of housing for high-need populations. Localities should not be required to provide housing for needs created by other jurisdictions.

Growth without growth

Sustainability in advanced democracies with stable and aging populations requires local productivity growth and restrictive immigration to grow the whole economy with a stable population. Western Europe and Japan are far ahead in this effort.

Bay Area advocates of sustainability, like in other metros have little understanding of how it works, and support unsustainable policies. ABAG projections of population growth have never led to efforts to reduce it, Bay Area jobs growth has led to efforts to expand housing to reduce in-commuting from outside the region, rather than to exporting jobs to where the houses are. The attitude is more is always better and there is no criteria for figuring out how much is enough. For example, Greenbelt Alliance is supporting conference on "Building a Jobs-Rich Region" without the slightest consideration of status of women productivity issues and how to provide social equity without promoting population growth.

Yet there are ways to grow economically while improving sustainability, based on whole economy concepts. Some examples include locavore food systems, non-fossil energy efficiency and energy supply technologies, waste reduction, and closed-loop manufacturing systems. Reform

should focus on the most unsustainable problems, e.g., fossil use, water, biodiversity, and hazardous chemicals.

Exporting growth

Sustainability is helped by a stable population and even, in some cases, a reduced population. No places can benefit from increased population, but also all places would benefit from improved productivity, especially by those now less productive, the less educated and poor.

Nations and metros historically import labor during periods of growth, with varying degrees of problems of assimilation largely determined by cultural differences, and usually not severe until there is an economic downturn. Basing growth on labor immigration is not sustainable unless the receiving and donating areas have stable populations, in which case migration just moves people around without population growth.

Sustainability requires exporting growth and sustainability instead of importing people. A developed sustainable area tends to be attractive to impoverished labor desperate to survive and to be attractive to the importing area to get cheap labor. Instead, the wealthier areas need to help the poor areas solve their problems similarly to how they did it: nation building (development of core security, justice, and economic institutions through corruption reduction, education and training), extensive services providing for basic health, including family planning, general education and status of women policies, diffusion of sustainable technologies especially for food and water, and investment in key technologies with comparative advantage in the global economy.

Costs of car subsidies and benefits of reform

Urban planners are very much aware of the negative effects of car dependency and to some extent of subsidies. They understand pricing reforms and occasionally talk about them, usually followed by a shrug of the shoulders about political feasibility. They do not, however, take the time to quantify specific costs for specific victims, nor do they quantify benefits for them from reform. They, like most middle class carists, see pricing reforms as a cost and as having regressive impacts, and ignore benefits from funds and incentives created by pricing reforms. They do not think about policies for public involvement and gradual implementation. In general, urban planners are really bad at economics, are ignorant about the market place and pro formas, and are far too distrustful of developers making money. They like affordable housing without knowledge of how excessive regulation drives up the cost, and they like inclusionary requirements for affordable housing, without being aware how much it suppresses the supply of new housing for the middle class. To the extent they have heard of it, they think Prevailing Wage means the prevailing wage. They assume bundling despite the environmental injustice involved.

From: eircomments
To: shiufan lee
Date: 7/2/2012 6:47 PM
Subject: Re: Scoping comments on EIR meeting June 25, 2012 in San Francisco 10am-Noon

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> shiufan lee <shiufan.lee@gmail.com> 6/30/2012 5:41 PM >>>
Ashley Nguyen:

- 1) *No Plan.* planning should be in the hands of local governments not top down and the region.
- 2) *EIR analysis is "Inadequate" and "Incomplete".
*
- 3) Where are the actual measurements of GHG from the past?
- 4) *Globe warning is progressive collectivism for people collective and **redistribution of wealth*. The temperature is below the beach mark of 65 years. It is colder now than ever. That's why illegals from all over the world come to California. Modern data to confirm it if's correct in the last 2 years. The north sea level is falling 11 meters.
- 5) what are names of elected officials who behind this EIR?
Concern citizen

Shiufan Lee

From: eircomments
To: susan mueller
Date: 6/22/2012 5:03 PM
Subject: Re:

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> susan mueller <beachblues55@yahoo.com> 6/20/2012 5:07 PM >>>

To whom it may concern, I want to keep my private property and my freedom's do not consider taking them away from us. Susan Mueller Livermore Ca

From: eircomments
To: Toni Shroyer
CC: Pat Eklund
Date: 7/12/2012 10:05 AM
Subject: Re: Scoping comments due July 11, 2012 on Plan Bay Area

Thank you for your comments; they will be considered carefully during the preparation of the Plan Bay Area Environmental Impact Report (EIR). To stay updated on Plan Bay Area and the environmental process, please visit www.onebayarea.org.

Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
(510) 817-5809

>>> Toni Shroyer <tonishroyer@hotmail.com> 7/11/2012 11:08 PM >>>

Dear Ms. Nguyen, I just got home from work and have made the 7/11/12 deadline. There wasn't a time limit, so I will have to assume we have up until 12 midnight. I attended one of the June 2012 meetings in San Rafael. Here are my comments and concerns: 1) Goals: Adequate Housing and Healthy and Safe Communities and Open Space and Agricultural Preservation: High density multi-family low income housing is not adequate housing or creates healthy or safe communities. It creates local pollution and loss of quality of life. The corporate nonprofits do not pay any real estate taxes, therefore not contributing to the infrastructure, yet the residents will use city, school and county services. The corporate nonprofits can make millions a year without putting back into the infrastructure, as seen in Novato. The corporate nonprofit has no accountability for crime and does not have to provide safe or crime-free/drug-free housing. I can give you examples of the thousands of calls for police services in our two low income projects; Bay Vista and The Wyndover Apartments. "Best Practices" don't work either. The John Stewart Company who manages Bay Vista has said, "We are using best practices and there is nothing we can do about the crime." Is it fair to put the poor in unsafe housing? High density multi-family low income housing is a failed model and it is failing in Novato. I have volumes and volumes of crime reports I am happy to share with you. Don't the poor deserve to be safe? They are not with this model. In addition the corporate nonprofits do not have to pay for any social services or life skills for the people they claim to want to help. Low density low income multi-family housing is a successful model, however is not financially sustainable for the developer. We should put the economically disadvantaged people's welfare before the developer's financial well-being. The corporate nonprofit needs to provide mandatory safe housing and financially put money back into the infrastructure. Having a tax free exemption for 55 years without accountability for safe housing or without paying "their fair share" toward public schools and police--- should be abolished. On the one hand your packet states "Open Space and Agricultural Preservation," THEN your packet states "conversion of agricultural lands and open space to transportation and urban uses". Farmers feed America AND this is in direct contradiction to "Healthy Communities". Open Space = Healthy Communities. In addition, we live in a free society, yet Plan Bay Area wants to dictate how people will live. It is also pro-development without putting into consideration the electric car, telecommuting, car pooling etc. We are being led down a path by Plan Bay Area which appears to be fueled by the developers, and I respectfully disagree and object. I look forward to hearing back from you about my above concerns. Best, Toni Shroyer 415-640-2754



Santa Clara County
Open Space Authority

February 17, 2012

The Honorable James P. Spring
Chair, Planning Committee
Metropolitan Transportation Committee
101 Eighth Street
Oakland, California 94607

The Honorable Mark Green
Chair, Administrative Committee
Association of Bay Area Governments
101 Eighth Street
Oakland, California 94607

Dear Chair Spring and Chair Green:

As agencies focused on the protection and maintenance of nearly 300,000 acres of open space lands, we are uniquely positioned to protect and manage the vital natural resources throughout the Bay Area. As the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) move forward with the Plan Bay Area effort and prepare to invest more than \$250 billion into our economy over the next 25 years, we seek a partnership with your agencies to effectively and efficiently protect and enhance vital natural resource areas in the region. While the vast majority of the \$250 billion will be allocated toward transportation projects, we ask that a 5% investment of Plan Bay Area funds be set-aside for achieving the vital natural resource protection goals of SB 375.

We recognize that Plan Bay Area is an historic opportunity to partner with MTC and ABAG as our nine county region works to develop the Regional Transportation Plan (RTP) with a Sustainable Communities Strategy (SCS). We believe we can make a strong contribution in the ongoing regional Plan Bay Area efforts to reduce greenhouse gases, and adopt a holistic approach to transportation and land use planning.

Growth will continue to occur in the Bay Area. If we put mechanisms in place to grow properly, it has the potential to benefit us all – particularly in the three areas identified by the Plan Bay Area effort: Economy, Environment and Equity. Reducing uncertainties in the

planning and development of projects will strengthen investment in the region and foster sustainable growth.

In compliance with SB 375 and other environmental laws, transportation agencies will need reliable partners to protect and enhance vital natural resource areas in the region to off-set and mitigate significant impact on those resources. Open space agencies are in the best, most effective position to aid this effort as efficient stewards of mitigation dollars, effective partners in meeting local planning objectives and trusted arbitrators to ensure sustainable development can continue to occur – as well as helping to meet greenhouse gas reduction goals and species protection. Our agencies have already made and will continue to make major financial contributions to protecting open space and vital natural resources. Our success has been enhanced by our ability to leverage funding from a wide array of sources – including transportation mitigation dollars.

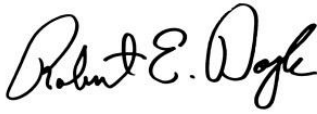
We believe our agencies can directly provide efficient resource protection and enhancement services which will help meet the requirement of state law (SB 375) to consider meaningful financial incentives for protecting vital natural resource areas in the region. For a modest 5% investment, our agencies can continue with and improve upon this work. Having a clear, meaningful financial incentive set-aside specifically cited in the preferred scenario of the Plan Bay Area effort which targets resource protection in all nine Bay Area counties would reduce uncertainty, inspire collaboration and stimulate investment.

Each of the nine Bay Area counties has very different vital natural resource protection needs and each of our agencies have different capacities, so funding should be flexible. It should be utilized for vital resource protection and enhancement which would include, but not be limited to: acquisition, operations, maintenance, stewardship and capital. Our agencies, for example, already provide resource enhancement to mitigate for transportation projects, habitat restoration, wildfire fuels management, regional bicycle and pedestrian alternative transportation routes, conservation of agricultural lands and working landscapes, watershed protection, and coastal wetland restoration.

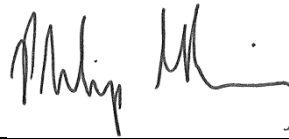
As the Plan Bay Area process proceeds, we look forward to continuing a dialogue with you, other MTC Commissioners and ABAG Assembly Members, and MTC and ABAG staff. We are prepared to take a leadership role in ensuring the Environment “E” of the three-legged

stool is firmly a part of Plan Bay Area, our Regional Transportation Plan and Sustainable Communities Strategy.

Regards,



Robert E. Doyle, General Manager
East Bay Regional Park District



Phil Ginsburg, General Manager
San Francisco Recreation and Parks



Steve Abbors, General Manager
Midpeninsula Regional Open Space District



Andrea Mackenzie, General Manager
Santa Clara County Open Space Authority



William J. Keene, General Manager
Sonoma County Agricultural Preservation and Open
Space District



John Woodbury, General Manager
Napa County Regional Park and Open Space District



Linda Dahl, Director and General Manager
Marin County Parks

cc: Steve Heminger, MTC Executive Director
Ezra Rapport, ABAG Executive Director
Doug Kimsey, MTC Planning Director
Ken Kirkey, ABAG Planning Director