

ORINDA WATCH

WHY IS PLAN BAY AREA NOT RIGHT FOR OUR CITY?

✓ **MASSIVE UN(DER)FUNDED MANDATE FROM UNACCOUNTABLE AGENCIES:**

- Does not provide any additional funding for schools, fire protection, and public safety.
- MTC is best known for its major cost and time overruns plus failures on the major capital improvement projects. Just look at the new Bay Bridge for evidence.
- Contains an “Anticipated/Unspecified” \$14 Billion funding category which it cannot reasonably determine when or where this phantom funding will come from.
- Includes required subsidies of between \$300,000 to \$500,000 PER UNIT! Couldn't that money be used for something other than tax credits to developers with “non-profit” status?
- Provided a sham public process for the Plan. Our own surveys indicate: Over 70 to 80% of people have never heard about Plan Bay Area; of those who have heard of the Plan, over 80% disapprove of the Plan.
- Questionable conflicts of Interest. These agencies are run by elected officials who were later appointed to roles for which they are not appointed; in some cases they have either real or perceived conflicts of interest.

✓ **FAULTY/FRAUDULENT DATA**

- Overestimated population forecasts by ~40% on average vs. independent forecasts including those of California's own Department of Finance. One bloated faulty forecast drives the rest of the Plan's bloated inaccurate forecasts on: future jobs, the number of homes to be built, gasoline tax revenues, congestion, greenhouse gases, transit ridership needs, etc. These agencies rejected calls to review their models.
- Claims run counter to historical facts. MTC claims their models show transit ridership will increase dramatically; however, history shows us that no matter how much money has been thrown at transit, we never get increased ridership, just massive cost increases.

✓ **FAVORITISM TO DEVELOPERS**

- “Green” initiatives in this Plan are not the Green initiatives of a truly sound plan to protect the environment in our opinion. Rather, they are the “green” that equates with money to line developers pockets.
- Developers get Use Permit waivers, massive tax credits, density bonuses, parcel tax exemptions, and compliance waivers to California Environmental Quality Act.
- For example: Lafayette Eden Senior Housing has \$881k in developer equity & an immediate \$7.7mil in low-income housing tax credits that goes directly into developers' pockets. Exemptions for parcel taxes mean that schools won't get a single penny more from these nonprofit developers.
- Developers may also get waivers for the number of additional parking spaces required. This is under the naïve assumption that people who live near transit will not own cars. Parking is already a huge problem in downtown Orinda. Why would we exacerbate that?
- Orinda's recently disclosed Draft Housing Element would give special treatment/reduced costs to affordable-housing developers (Why not give special treatment to ALL developers or NONE of the developers?)

✓ **FAILS TO ACHIEVE GREENHOUSE GAS TARGETS AS SET OUT BY THE LAW**

- The Plan says that it reduces greenhouse gases by just over 1% (.033% per year) over the 30yr plan.
- The Plan absolutely FAILS its original statutory goal. When including all of the new development and density required, some experts actually say this INCREASES greenhouse gases by very significant amounts.
- The Plan ignores huge greenhouse gas (GHG) reductions from car emissions standards, only including them in the analysis where it helps make the plan look more attractive. In essence, if we do NOTHING more than what the current laws require, GHGs fall below the required targets from car emissions improvements. So, why are we spending millions to create a plan that spends 10s of billions more to implement and doesn't allow people to live the way they want to live?

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✓ UNDERFUNDS CRUMBLING ROADS FOR EXPENSIVE MASS TRANSIT BOONDOGGLES

- **Highway miles in-serious-need-of-repair goes from 27% up to 44%**, completely going in the opposite direction of its target to reduce that number to 10%.
- **Plan Bay Area puts over \$20 billion to unnecessary capital improvement projects, which will come with their own set of future maintenance costs.** With that same amount of money, we could have funded the State's roads for the next 30 years.
- **Trains and their infrastructure cost 3 to 4 times as much to build, operate and maintain than automobiles and their infrastructure, which are still less expensive even after including social costs like pollution, noise, etc.**

✓ REDUCES PHYSICAL/ECONOMIC MOBILITY TO THOSE MOST IN NEED

- **The Plan states that some ethnicities PREFER to live in multi-unit dwellings, don't have cars, etc.** This is not only offensive but unbelievably naïve.
- **The automobile provides more economic benefit than a high school degree over the course of one's life, according to studies.**
- **Travel times generally INCREASE (as they generally do except for hyper-dense cities) under the Plan**, which has implied effects on quality of life, challenges for people to find work if they are discouraged from driving, etc.
- **Places our fellow human beings in harm's way as most of these units will be built next to highways and transit stations** — Studies show living near highways and pollution increases health risks—from autism in children to breathing issues in adults. It is so unhealthy that many of these developments which have windows that open must have air filtration units to compensate.
- **Bureaucrats want us to believe that reducing Vehicle Miles Traveled (VMTs) is the key to saving the environment, but VMT has a very high correlation to economic expansion and growth.** If we actively squash VMT, this has major risks for economic growth.

✓ LOSS OF LOCAL CONTROL TO UNACCOUNTABLE REGIONAL AGENCIES

- **The Plan requires Orinda to accommodate greater numbers of housing units and higher-density development making it unable able to maintain the charm that residents & homeowners have come to love about our Orinda.** Orinda saw just 44 people move here from 2000-2010 organically; yet Orinda will need to accommodate 20 TIMES that amount in the next 8 years.
- **The City of Corte Madera voted to leave ABAG 1 year ago because of top-down planning overreach.**
- **Corte Madera had to bring 13 trailers onto a school campus to handle the huge influx of new students.**
- **Corte Madera had to close a working factory where 100 workers lost their jobs to accommodate this higher-density subsidized housing.** What kind of plan claims to create jobs but then lays off a factory of workers in order to do so?
- **Maintenance fees TRIPLED for existing tenants in Avalon – Walnut Creek development**, presumably because 10 retail spaces remain unleased years after the building was built. Rents also have recently risen 15% presumably because of the high retail vacancy and because low- and very-low-income units have rents that are capped. Is this fair to do this to hard-working people?
- **Agencies withhold return-to-source funds** (gasoline and 0.5 cent sales taxes) as if they were ransom monies unless cities acquiesce to higher amounts of certain types of development.

ADDITIONAL RESOURCES on the fallacies of Plan Bay Area

- + 'Berkeley Environmental Group Rejects Plan Bay Area Claim of Reduced Emissions, Increased Housing, and Jobs Numbers' (www.PlanBayAreaMyth.org)
- + A better way to think about Sustainability (<http://tinyurl.com/Dimensions-of-Sustainability>)
- + 35 plus expert and citizen reports AGAINST the Plan (<http://www.orindawatch.org/expert-and-citizen-reports/>)

PLAN BAY AREA: AN INTEGRATED LAND-USE AND TRANSPORTATION MASTER PLAN FOR ZONING & TRANSPORTATION FOR ALL 9 COUNTIES AND 101 CITIES AND TOWNS IN THE BAY AREA FOR THE NEXT 30 YEARS, WHICH WILL CHANGE OUR WAY OF LIFE FOREVER. ALMOST ALL NEW HOUSING WILL BE MULTI-USE, MULTI-STORY DEVELOPMENTS, EACH WITH A HIGH PERCENTAGE OF SUBSIDIZED UNITS. PLAN BAY AREA WILL BE ADOPTED JULY 18, 2013. WILL YOU QUIETLY CONSENT?

orindawatch@gmail.com 925-257-2905 OrindaWatch.org Find us on Twitter & Facebook