

Marina Shores

Transportation Plan & Commuter Options Guide

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EXECUTIVE SUMMARY

Marina Shores is a residential development by Lennar Homes of California, Inc., A California Corporation that will add 89 new residential units at 1551 Buena Vista Avenue in the City of Alameda. The increase in residents due to the Marina Shores development is expected to increase the need for transportation and thus the number of trips in the area. A condition of approval requires that the new development provide a Transportation Plan to address the growth in travel demand and reduce the number of new single occupancy vehicle trips by encouraging the use of transit and other non-motorized modes such as walking and biking.

The proposed Transportation Plan includes the following components:

- The collection of an annual fee of \$365 (subject to an annual increase according to changes in the Bay Area Consumer Price Index) from each occupied unit to finance the program and the transportation services provided as part of the program;
- The annual fee is non-optional and Home Owners Association (HOA) may not remove this condition;
- The distribution of one AC Transit pass (“EasyPass”) to each housing unit (with the potential of providing additional passes upon request at same reduced cost);
- The use of a supplementary shuttle service to/from the Lake Merritt and Fruitvale BART stations in the City of Oakland; and
- The annual monitoring of the TDM program, funds and activities to assess their efficacy and make adjustments as necessary.

A Transportation Management Association (TMA) is usually established to monitor the activities, services and programs described in the Transportation Plan and ensure they support the citywide TDM policies and goals articulated in the General Plan. For the Marina Shores development the options would be to either create a TMA or join an existing TMA in the area. To meet the City of Alameda condition of approval, it is prudent for the small sized Marina Shores development to join an existing TMA in the project area in the near term and then join the much larger TMA for the Northern Waterfront developments when it is formed.

The implementation of the Transportation Plan is structured as a two-phase process in order to ensure that the goals of the program are achieved in an uninterrupted way. The first phase of implementation will be initiated on “Day One” or the first day of occupancy. Starting that day, the Marina Shores development will be included in the Estuary Crossing Shuttle, which will perform the monitoring of the TDM program for the development. During this step, the annual fee will be used for financing the AC Transit pass that will be distributed to future residents, for shuttle services provided by the Estuary Crossing Shuttle and for administration fees. The second phase will be initiated when the Northern Waterfront Transportation Management Association or any other TMA that covers the Northern Waterfront General Plan Amendment area becomes operational. In that phase, Marina Shores will join the Association as a member and follow its program. The annual fee will be used for financing the AC Transit pass and all other services provided by the Association. From thereon, the Association will perform the annual monitoring of the Transportation Plan for Marina Shores. In the event that the Estuary Crossing Shuttle cannot perform the duties described in this Transportation Plan for the proposed development before the new Northern Waterfront TMA becomes operational, a second option will be triggered: Marina Shores will join the West Alameda TMA, until the new TMA east of



Webster is formed. In that case, the only change will be that the West Alameda TMA will perform the annual monitoring of the Transportation Plan and collect the annual fee to finance the provided transportation services.

TRANSPORTATION PLAN FOR THE MARINA SHORES PROJECT IN THE CITY OF ALAMEDA, CALIFORNIA

Introduction

The Traffic Capacity Management Procedure (TCMP) was adopted by the City on June 19, 2001, to address the potential deficiency of the Posey and Webster Tubes. The TCMP requires monitoring of traffic to evaluate the remaining capacity of the tubes. The TCMP requires preparation of a traffic report by any development project west of Grand Street that is projected to generate peak hour trips through the tubes in excess of 1 percent of the current estimated reserve capacity. The traffic report would identify the remaining capacity and the project reduction to remaining capacity and propose feasible measures to reduce the number of peak hour trips generated by at least 10 percent for residential development and 30 percent for non-residential development.

A Transportation System Management/Transportation Demand Management Plan was developed to identify transportation strategies to reduce the number of peak period trips through the Webster and Posey Tubes.

Marina Shores is a residential development by Lennar Homes of California, Inc., A California Corporation ("the Developer") that will add 89 new residential units at 1551 Buena Vista Avenue in the City of Alameda. The project site is designated as medium density residential. The proposed development will consist of 52 single family units and 37 condominiums (see the site plan in Appendix A).

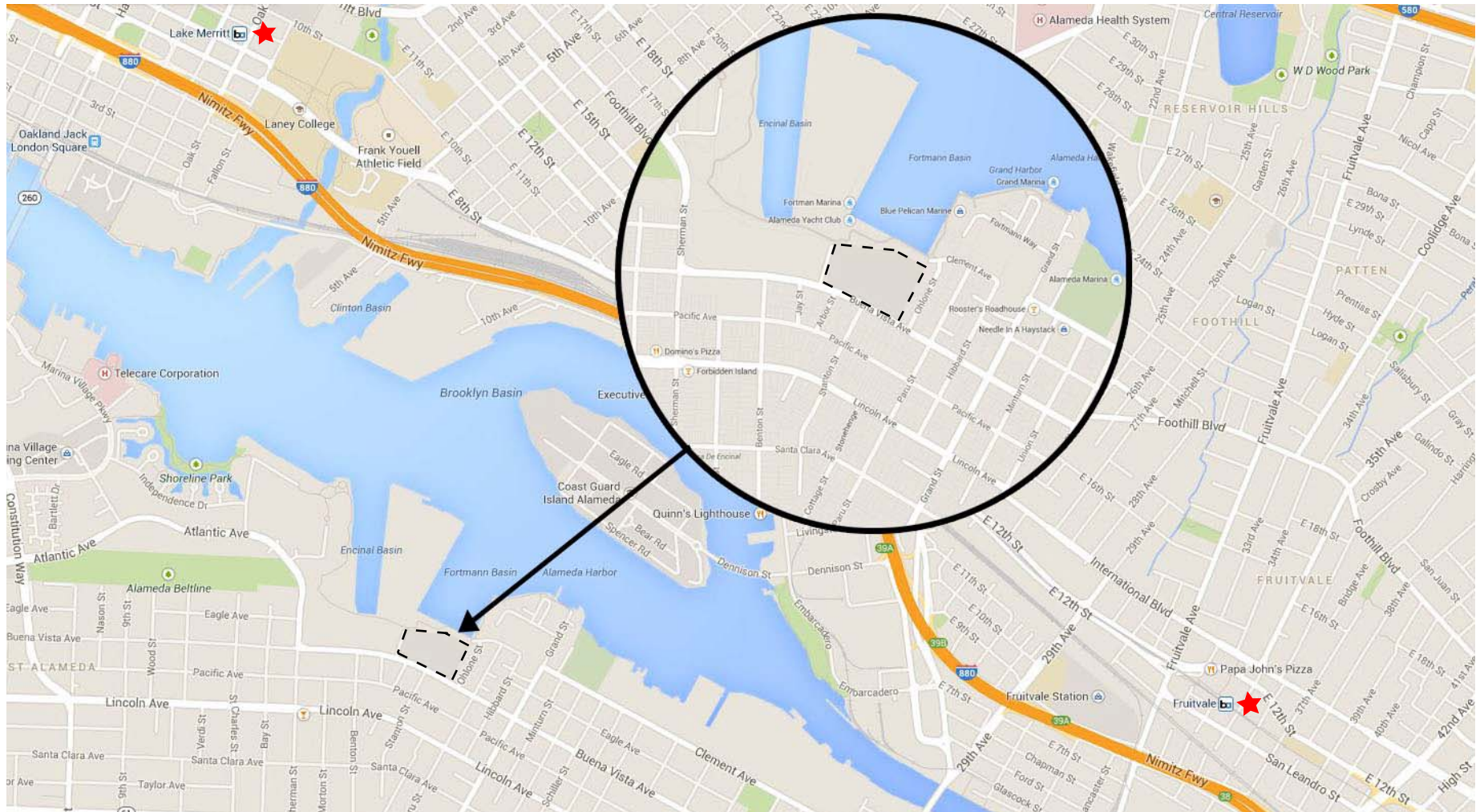
The expected increase in residents due to the Marina Shores residential development is expected to increase the need for transportation and thus the number of trips in the area. A condition of approval requires that the new development provide a Transportation Plan to address the growth in travel demand and reduce the number of new single occupancy vehicle trips by encouraging the use of transit and other modes. A Transportation Management Association (TMA) is usually established to monitor the activities, services and programs described in the Transportation Plan and ensure they support the citywide TDM policies and goals articulated in the General Plan. For the Marina Shores development the options would be to either create a TMA or join an existing TMA in the area. To meet the City of Alameda condition of approval, it is prudent for the small sized Marina Shores development to join an existing TMA in the project area in the near term and the join the much larger TMA for the Northern Waterfront developments when it is formed.

The proposed development site is located within the Northern Waterfront General Plan Amendment (GPA) area, which is generally bounded by Sherman Street on the west, Buena Vista Avenue on the south, Grand Street on the east, and the Oakland/Alameda Estuary on the north. Two more residential developments are considered to be constructed within the Northern Waterfront GPA area at the Encinal Terminals Container Care facility and the Del Monte Building that will add more than 900 new residential units. As the new trips in the area due to Marina Shores are expected to be only a small portion of the total number of new trips, the Developer is not required to establish a TMA, but that responsibility will fall to one of the other two large developers in the area. However, should a new TMA get established to serve the Northern Waterfront Area, the Marina Shores Home Owners Association will be required to join that as a member, in order to continue providing transportation options to Marina Shores residents and comply with the City's requirements.

DKS Associates is assisting the Developer to prepare this Transportation Plan and comply with the transportation requirements established by the City of Alameda. The goal of this Transportation Plan is to implement on a permanently funded basis programs and measures intended to reduce weekday peak hour single occupancy vehicle (SOV) trips, weekday total SOV trips, and total emissions, and increase awareness and use of alternative modes of transportation including patronizing public transit, walking and biking.

In order to achieve that goal, a summary of the alternative transportation options available in the project area is presented in this document as well as a number of programs that can provide transportation options to the future residents. The list includes the bus lines that serve the area near Marina Shores, BART and adjacent ferry services, shuttle services, bicycle and pedestrian amenities. Programs available to the residents of Marina Shores include the “Guaranteed Ride Home” program, carpooling, vanpooling and carsharing and also telecommuting or working from home. In addition to the existing transportation options in the area, the proposed TDM program includes provisions for incentives and enhanced transportation options for the future residents of Marina Shores. Based on the findings of the Alameda Landing development TMA, a tentatively proposed fee of approximately \$365 per housing unit (subject to an annual increase according to changes in the Bay Area Consumer Price Index) will be collected annually and will be allocated towards one (1) EasyPass from AC Transit and a shuttle service that will connect the development to nearby BART stations. The fee will also be used to cover administrative and annual monitoring costs of the program. This fee is subject to revision and negotiations to meet the objectives of the Transportation Plan.

The fee was determined using a base rate of \$300 for residential development imposed on the Alameda Landing Development. The Bay Area Consumer Price Index for each year was used to escalate the fee from 2006 to 2014 to obtain \$365.



LEGEND

- Project Site
- ★ - BART Station



Figure 1

Marina Shores Site Map

Transportation Plan Elements

A Transportation Plan is a set of strategies and incentives to encourage people to walk, bike, use public transit, carpool, or commute via some other means instead of drive alone in a car. The main purposes of the program are to reduce traffic congestion and air pollution, improve mobility, increase physical exercise by walking, and release stress, among others.

The elements of a Transportation Plan are:

- An evaluation of existing commute travel patterns.
- An assessment of the existing transportation options, including transit service information, park and ride lots, and carpool matching information.
- A description of the transportation services included in the resident package for homeowners of Marina Shores.
- Administration and promotion of the Transportation Plan, including the annual monitoring of the program efforts.

The Transportation Plan described below will be implemented in two phases:

- 1) The first phase of implementation will be initiated on “Day One” or the first day of occupancy. Starting that day, the Marina Shores development will be included in the Estuary Crossing Shuttle, which will perform the monitoring of the Transportation Plan for the development. During this step the annual fee will be used for financing the AC Transit pass that will be distributed to future residents, for shuttle services provided by the Estuary Crossing Shuttle and for administration fees.
- 2) The second phase will be initiated when the Northern Waterfront Transportation Management Association (NWTMA) or any other TMA that covers the Northern Waterfront GPA area becomes operational. In the second phase, the Marina Shores homeowners association will join the Association as a member and follow its program. The annual fee will be used for financing the AC Transit pass and all other services provided by the Association. From thereon, the Association will perform the annual monitoring of the Transportation Plan for Marina Shores. In the event that the Estuary Crossing Shuttle cannot perform the duties described in this Transportation Plan for the proposed development before the new TMA becomes operational, a second option will be triggered: Marina Shores will join the West Alameda TMA, until the new TMA east of Webster is formed. In that case, the only change will be that the West Alameda TMA will perform the annual monitoring of the Transportation Plan and collect the annual fee to finance the provided transportation services.

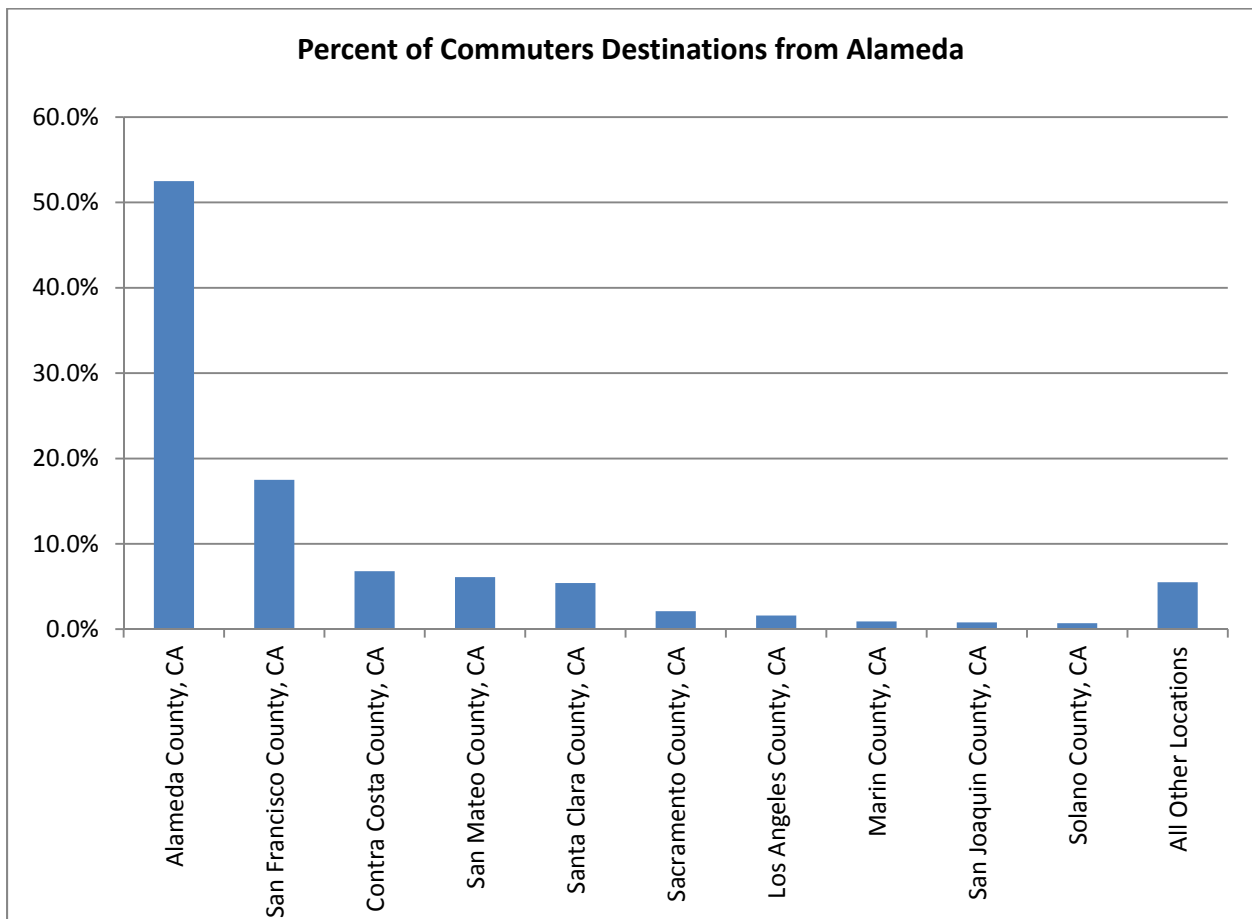
Existing Commute Travel Patterns

Based on the 5-year estimates for the 2010 American Community Survey, the City of Alameda residents’ commute to work has the following modal splits:

- Drive Alone: 64.3 percent
- Carpool: 9.7 percent
- 3+ Carpool: 2.7 percent

- Bus or trolley bus: 6.6 percent
- Subway or Elevated: 4.9 percent
- Railroad: 0.3 percent
- Ferryboat: 2.4 percent
- Walk: 3.8 percent
- Bicycle: 1.3 percent
- Other: 7.4 percent

The following graph shows the work locations by county of Alameda residents by decreasing rank. The top five are as follows: Alameda (52.5 percent), San Francisco (17.5 percent), Contra Costa (6.8 percent), San Mateo (6.1 percent), and Santa Clara (5.4 percent).



Existing Transportation Services and Facilities

A key element of a Transportation Plan is information dissemination about available transportation services and facilities. The future residents of Marina Shores need to be informed about available commute alternatives that many people are either not aware of or do not consider as viable options. These alternatives include local and regional transit services, park and ride lots, and bicycle and pedestrian amenities.

Transit Services serving Alameda County

AC Transit

Alameda-Contra Costa Transit District serves the west portions of Alameda and Contra Costa Counties. There are currently a number of lines running to and from the City of Alameda. Detailed maps and schedules for bus routes are available at <http://www.actransit.org>. The following AC Transit bus routes serve the City of Alameda.

Route O

Route O is a transbay service that serves between Fruitvale BART to the San Francisco Transbay Temporary Terminal, via Fruitvale Bridge, Farnside Blvd, High St, Encinal Ave, Broadway, Santa Clara Ave and Webster St. Route O is in service from 5:00 a.m. to 9:00 p.m. on weekdays with 60 minute headways except during the morning and afternoon peak periods when it runs at 15-30 minute headways. On the weekends, the route is in service from 5:00 a.m. to 9:00 p.m. with 60 minute headways. This is three blocks from the project site.

Route 51A

Route 51A is a daily local route that terminates at Rockridge and Fruitvale BART stations. This service runs through College Avenue, Broadway, Webster and Posey Tubes and along Webster Street, Santa Clara Avenue, and Broadway. Headways are around 10 minutes from 5:00 a.m. to 12:30 a.m. on weekdays and 20 minutes from 5:45 a.m. to 12:30 a.m. on weekends. This is three blocks from the project site.

Route 20

Route 20 connects Alameda to Jack London Square and Broadway through the Posey Tube, and MacArthur Boulevard and Fruitvale BART through Park Street and Fruitvale Avenue. It operates between 5:00 a.m. and 12:30 a.m. on weekdays and weekends with 30 minute headways.

Route 21

Providing service on Fruitvale Avenue and Park Street, Route 21 connects Oakland Airport, Fruitvale BART, and Bay Farm Island to Alameda Town Centre. Headways are approximately 30 minutes between 6:30 a.m. and 10:00 p.m. on weekdays, and 7:00 a.m. and 10:00 p.m. on weekends.

Route 31

This route serves between Alameda Point to West Oakland, 12th Street, and MacArthur BART stations. It runs along Pacific Avenue, through Webster and Posey tubes, Peralta Street, and 40th Street. Route 31 is in service from 5:45 a.m. to 10:30 p.m. on weekdays and weekends with 30 minute headways.

Route 314

Route 314 is only in service Tuesdays and Thursdays, providing midday shopper service. This is a local route that connects West Oakland Post Office to the intersection of Edgewater Drive and Hegenberger Boulevard via Downtown Oakland and Alameda. It only runs once in each direction: from 10:30 a.m. to 11:15 a.m. towards Hegenberger Road and Edgewater Drive, and from 12:50 p.m. to 1:34 p.m. toward the West Oakland Post Office. This bus also stops at West Oakland and 12th Street BART stations.

Route 356

This route, like Route 314, provides only midday service, but on Mondays, Wednesdays, and Fridays. It runs between Palo Vista Gardens and the Alameda South Shore Center. It makes one run to the Alameda South Shore Center at 10:15 a.m. and ends this run at 11:00 a.m. The run towards MacArthur Boulevard and E.C. Reems Court starts at 12:50 p.m. and ends at 1:30 pm. This bus also runs by the Coliseum/ Oakland Airport BART station.

Route W

Route W is also a transbay line that starts at Broadway & Blanding Avenue to the San Francisco Transbay Temporary Terminal on weekdays. Service starts at 5:45 a.m. and goes until 9:30 a.m., and then again at 4:00 p.m. to 8:45 p.m. Headways are approximately 20 minutes.

Bay Area Rapid Transit (BART)

The Bay Area Rapid Transit (BART) provides frequent and convenient regional transit service throughout the East Bay to San Francisco and the Peninsula. Though there is no station in the City of Alameda, there are stations in Oakland that are close enough to Marina Shores for a daily part of the commute. The closest stations are the 12th Street station, Lake Merritt station and Fruitvale station. These are served by the Blue (Dublin/Pleasanton to Daly City), Orange (Richmond to Fremont), and Green (Fremont to Daly City) lines.

The Blue line operates with 15 minute headways during peak hours and 20 minute headways during non-peak hours on weekdays from 4:00 a.m. to 1:00 a.m. and on weekends from 6:00 a.m. to 1:00 a.m. on weekends. The Orange line runs from 4:00 a.m. to 1:00 a.m. on weekdays with 15 minute headways, and from 6:00 a.m. to 1:00 a.m. on weekends with 20 to 25 minute headways. The Green line runs from 5:00 a.m. to 8:00 p.m. with 15 minute headways on weekdays and from 9:00 a.m. to 7:00 p.m. on weekends with 20 minute headways.

Lake Merritt station provides parking for which there are a number of payment options. There is a \$2.00 daily fee, or users may purchase a single day reserved permit or extended weekend permit. This BART station also provides free bike racks as well as 40 shared use electronic lockers, which can only be used by subscribers with a BikeLink card. BikeLink subscriptions may be purchased at bikelink.org. Carshare is also available through Zipcar and City Carshare.

The Fruitvale station also provides parking. Again, there is a \$2.00 fee for daily use, or users may buy a monthly reserved, extended weekend, carpool, single day reserved, and airport/long term parking pass. This parking lot is full around 7:00 a.m. There are free bike racks and 20 shared use electronic lockers, as well as carshare through City Carshare.

Additional information on BART is on the website <http://www.bart.gov/>.

Ferry Services

Residents of Marina Shores will also have ferry services available to them from the Alameda Main Street Terminal. These routes go to Pier 41 and the Ferry Building in San Francisco as well as Oakland. The Alameda Main Street Terminal offers free daytime parking at 2990 Main Street. The purchase of a ferry ticket also offers riders to ride free on AC Transit buses, but an additional charge is required for Express buses. Adult one-way tickets for the ferry from Alameda are between \$6.25 and \$7.50 to travel to San Francisco and \$1.50 to Oakland. Discounts are given to riders with discount ticket books or Clipper cards. More information on the ferry services can be found at <http://www.sanfranciscobayferry.com/>.

Estuary Crossing Shuttle

The Estuary Crossing Shuttle is a paratransit service open to the general public that connects commuters to Lake Merritt BART station. There is a stop at 500 Wind River Way that is a 15 minute walk from Marina Shores. The cost is free to users, and headways are 30 minutes between 7:00 a.m. to 12:00 p.m. and 3:30 p.m. to 6:30 p.m. on weekdays. The schedule for the Estuary Crossing Shuttle can be found at <http://www.alamedaca.gov/about-alameda/estuary-crossing-shuttle>.

Tech Shuttles

Many tech companies, such as Apple and Google, offer free shuttles for employees to commute to their offices in South Bay. A few companies have shuttles running to Alameda that pick up commuters from the Bayfarm Park & Ride Lot. Residents of Marina Shores are encouraged to use these shuttles if they are available through their respective employers.

Guaranteed Ride Home

The Alameda County Guaranteed Ride Home (GRH) program gives residents a free ride home from work if an emergency arises and the commuter has made the effort to avoid driving alone. This program encourages users to use alternative modes with peace of mind that in time of crises, illness, unscheduled overtime, missed ride, et cetera, they will still be able to get home. The GRH program will also reimburse participants for eligible expenses from use of taxis or rental cars. Employees who would like to participate in the GRH may register and receive more information at <http://www.grh.alamedactc.org>.

Carpooling, Vanpooling Ridesharing, and Park & Ride Lots

Carpooling is another critical element of transportation demand management. Bay Area residents may register for a carpool matching service operated by the Metropolitan Transportation Commission (MTC) called Rideshare by dialing '511' or through <http://www.ridematch.511.org>. There are also ridesharing 'apps' for smart phones such as Avego or Sidecar.

Carpool locations can be at one of the carpooler's homes or at any other mutually agreed locations including legal street parking or public park and ride lots. Park & Ride lots are also often located near transit stations. There is a Park & Ride Lot in Alameda at the intersection of Island Drive and Doolittle Drive, called Bayfarm Park & Ride Lot. There are 147 spaces and 7 bicycle rack spaces. This spot is also located near a stop for the AC Transit Route 21.

Carsharing

Carsharing is a relatively unknown concept that is becoming more popular nationwide, particularly in the Bay Area. Car sharing provides opportunities for users to operate a fleet of cars that are parked at designated parking lots called car share "pods" near the user's home without owning a private vehicle. Registered members can reserve vehicles by location and time via the telephone or internet. The cars are accessed via an electronic card key issued to registered members. Gasoline, insurance, maintenance, and a guaranteed parking space are included in the charged rate. Car sharing typically costs an average of \$45.00 per month, as compared with \$500.00 or more per month for car ownership when the total cost of car ownership including gasoline, maintenance, insurance, and parking fees have been accounted.

There are two carsharing services that operate in the Bay Area, Zipcar and City Carshare. Currently, there are no Zipcar pods in Alameda, but there are three City Carshare pods. However, these are

located around a half hour walk away from Marina Shores. Carsharing services may expand in Alameda if it is requested. Potential sites for pods near Marina Shores are located at the Alameda Yacht Club or the Alameda Marina.

Bicycle Routes

The City of Alameda has had a Bicycle Master Plan since 1999 and has updated it as recently as 2010. There are a number of bicycle routes throughout Alameda. Specifically, there is an existing Class I path, which is a completely separated right-of-way exclusive to the use of bicyclists and pedestrians with minimized cross flows, along the shoreline near Marina Shores, but some segments are still in a proposed stage. There is also a Class II lane, which provides a striped lane for one-way bicycle travel along a street, on Grand Avenue. A Class II lane is also proposed along Clement Avenue. Pacific Avenue provides a bike route, a Class III facility that provides shared use with pedestrian or motor vehicle traffic, between Grand Avenue and 8th Street. The Pacific Avenue bike route is proposed to expand to Oak Street and Main Street.

There are many other facilities throughout City of Alameda that offer great connectivity. A complete map that is continuously updated may be found on <http://www.bikewalkalameda.org>. Cycling is also allowed in the Posey Tube and along the Miller Sweeney Bridge, High Street Bridge, and Park Street Bridge, so bicyclists may travel to Oakland.

Furthermore, the City of Alameda has taken great measure to provide convenient parking for bicyclists. Electronic lockers of the BikeLink system are available at the Alameda Civic Center, and the Main Street Ferry Terminal has manual bicycle lockers which may be rented by calling (510) 747-7930. The Fruitvale Bike Station, located near the Fruitvale BART station, also offers free, secure bike storage and full-service bike repair.

Bicycling is a healthy alternative to driving that may reduce automobile traffic and emissions. Alameda also offers plenty of trails for recreational purposes, such as the Bay Farm Island Loop Trail, which is 5 miles long.

Pedestrian Circulation

Most streets in Alameda have sidewalks for pedestrian use. There are also many pedestrian projects that will offer safer facilities and island connectivity. Many of these are pedestrian district or corridor projects where pedestrian demand is or could be high based on adjacent land use activity and transit service availability. Furthermore, the Bay Trail traverses through the island. More information on pedestrian facilities can be found in the City of Alameda Pedestrian Master Plan.

Alternative Car Insurance

A new concept in TDM strategy that is becoming more feasible with improved electronic and GPS technology is an alternative type of automobile insurance pricing called *Pay-As-You-Drive (PAYD) Vehicle Insurance*, or also *Distance-Based Vehicle Insurance*. It works by having drivers prepay for the miles they expect to drive during the term of coverage (typically six months or a year), either in a lump sum or in several payments. The total premium is calculated at the end of the term based on recorded mileage. Vehicle owners are provided a rebate if, at the end of the policy term, a vehicle's mileage is below the planned driving mileage, or pay for exceeded mileage based on a per mile insurance rate. Pay-As-You-Drive pricing is implemented by individual insurance companies with cooperation from the driver, and requires verified mileage data.

PAYD Insurance has been approved in California since 2011, so it is a concept that can be considered by Marina Shores future residents.

Telecommuting or Working from Home

“Telecommuting” reduces the traffic impacts associated with commuting, when employees are allowed to work from home by their employers. Working from home reduces home-to-work vehicle trips. Telecommuting has changed in recent years with the advent of wide-spread home internet access. Many new communities now have high-speed internet access as part of the community’s amenities. Cable and satellite television as well as telephone companies now also offer internet services. Telecommuting is now very practical for most professional employees when permitted by their employers. Residents whose work is computer oriented or can be done off-site from an office could work from home by using their own home computers or by connecting to their work computers via remote log-in services such as GoToMyPC and web conferencing and collaboration services such as WebEx. Marina Shores residents are encouraged to inquire from their employers about the possibility of working from home.

Transportation Services for Future Residents of Marina Shores

In addition to the aforementioned transportation services and programs which can be used from the general public, Marina Shores future residents will be able to enjoy the following additional transportation benefits and options as part of this Transportation Plan:

AC Transit Pass (“EasyPass”)

AC Transit’s EasyPass is a group transit benefit that offers bus passes to all AC Transit services for an unlimited number of uses. It is a low-cost way for future residents of Marina Shores to move around the East Bay, San Francisco, and the Peninsula while saving themselves from the expense and hassle of driving and parking.

Every new homeowner will receive one annual EasyPass upon signing a purchasing contract. That pass grants them free access to all AC Transit services for one year. The cost of the pass is included in the annual fee that each residential unit will contribute towards the Transportation Plan. No additional fees will be collected for this service. Extra passes for a housing unit may be purchased upon request through this program at the same group rate.

Supplementary shuttle service to nearby BART stations

A supplementary shuttle service will be provided to future residents of Marina Shores that will connect them with nearby BART stations. In the first implementation phase of this Transportation Plan, the shuttle service will be provided through the Estuary Crossing Shuttle. The current shuttle route will be extended towards the Marina Shores to reduce walking time for future residents. In the second phase, the supplementary shuttle service will be provided by the new TMA and thus the Estuary Crossing Shuttle may be replaced by an alternate service. In the event that the Estuary Crossing Shuttle cannot perform the duties described in this Transportation Plan before the new TMA becomes operational, a second option will be triggered: Marina Shores will join the West Alameda TMA, until the new TMA east of Webster is formed, and the shuttle service will be provided through the West Alameda TMA.

Marketing Strategy

It is recommended that Marina Shores provides all home buyers with a Transportation Plan and Commute Options packet. This Transportation Plan can be distributed to new homeowners when a purchasing contract is signed. It is recommended that the City of Alameda require Marina Shores to distribute this Transportation Plan and Commute Options Guide as well as implementing elements of the above-described Transportation Plan, following agreement between the City of Alameda and Marina Shores.

The Commute Option Guide shall include bus, BART, and shuttle transit info packets containing schedules. Transit information and other alternative transportation options such as discussed in this Transportation Plan should be displayed in the model homes.

It is recommended that Lennar provide marketing materials to each home buyer to inform them about the benefits of commuting by alternative transportation means other than single occupancy vehicle.

Additionally, the City of Alameda can recommend elements of this Transportation Plan for implementation.

Transportation Management Plan Fee

Lennar Homes of California, Inc. will put into the Covenant, Conditions and Restrictions (CC&R) with the Home Owners Association (HOA) a written mandate regarding the fee for funding the Transportation Plan into perpetuity. The CC&R will spell out the HOA's financial responsibility to the City and respective Transportation Management Association. The HOA will have no option to opt out from the condition to pay the Transportation Plan fee. The HOA budget will have a clear notation regarding the line items continual funding and built in escalator.

Appendix A – Marina Shores Site Plan



Product Legend

- 3-Story 'Waterfront' SFD: Style 'A'
- 3-Story 'Waterfront' SFD: Style 'B'
- 2-Story '2-Pack' SFD: Style 'C'
- 2-Story '2-Pack' SFD: Style 'D'
- 3-Story 'Rowtown' Condos: Scheme 1
- 3-Story 'Rowtown' Condos: Scheme 2

Site Summary

40' x 53', 3-Story 'Waterfront' SFD:	10 Units
Plan 1:	2,049 s.f.
Plan 1 Alt:	2,049 s.f.
Plan 3:	2,305 s.f.
40' x 80', 2-Story '2-Pack' SFD:	42 Units
Plan 2:	2,219 s.f.
Plan 4:	2,367 s.f.
Plan 5:	2,523 s.f.
3-Story 'Rowtown' Condos:	37 Units
Plan 6:	1,332 s.f.
Plan 7:	1,336 s.f.
Plan 8:	1,600 s.f.
Plan 9:	1,929 s.f.
Plan 10:	1,963 s.f.
Total	89 Units