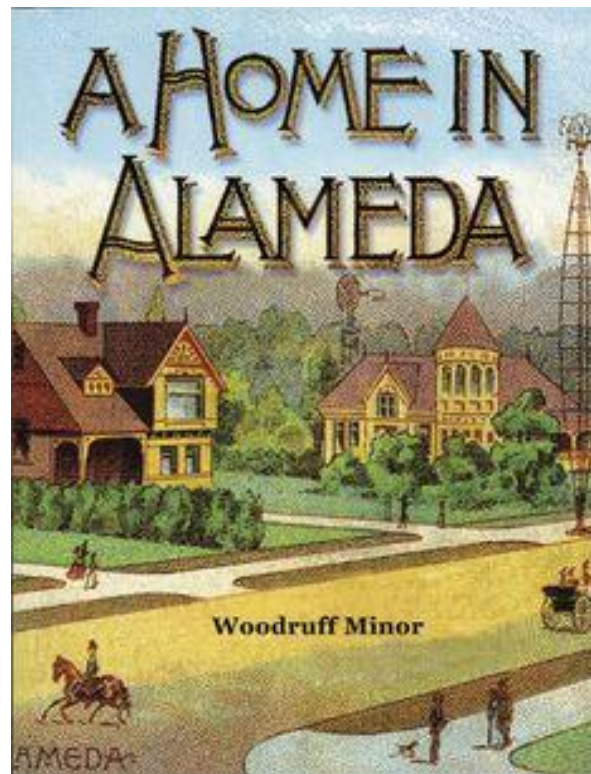


# Alameda Planning Board and Transportation Commission Joint Meeting on

## Land Use and Transportation in Alameda



April 9, 2018



# Presentation Outline

- Housing Context
- Transportation Context
- Public Sector – Transportation Strategies
- Private Sector – Transportation Strategies<sup>017</sup>
- Discussion: Coordinating Land Use and Transportation in Alameda



# Housing<sup>017</sup> Context





# Regional Housing Growth



## 1990-2010 (actual)

### California Growth:

- 29 million to 37.2 million  
(28% growth)

### Bay Area Growth:

6 million to 7.1 million  
(18% growth)

### City of Alameda Growth:

76,450 to 73,812.  
(3.5% reduction)

## 2010-2040 (projected)

### California Growth :

*37.2 million to 46.8 million (25% growth)*

### Bay Area:\*

*7.1 million to 9.3 million (30% growth)*

### City of Alameda:\*

*73,812 to 88,500 (20% growth)*

*\*Plan Bay Area 2040*



# Local Land Use and Housing Plans: Priority Development Areas



- Focus Growth in Priority Development Areas (PDA)
- 8- Year Regional Housing Need Allocation (RHNA) Process
- City of Alameda General Plan and Housing Element - 2015-2023





# Alameda's Housing Plan: 2015-2023

2015 Housing Element Housing Opportunity Sites:

- Alameda Point Site A
- Alameda Landing
- North Housing
- Shipways
- Encinal Terminals
- Del Monte
- Marina Shores
- Alameda Marina
- Mulberry (2100 Clement)

1,723 Housing Units (RHNA)



Alameda Point Site A Block 11 - 200 rental apartments.



# Progress Report: 2015-2023

- 93 units in 2017, 439 units 2015-2023
- 1,445 in pipeline for 2018-2022
- City on schedule to achieve its 8-year objective of 1,723 building permits for 2015-2023
- City will produce 46% of its RHNA for Lower Income Households (very-low and low)

2015	2016	2017	2018	2019	2020	2021	2022	totals
439 total Building Permits (actual)			1,445 total Building Permits (estimate)					1,884 total units (est.) (100% of objective)
<ul style="list-style-type: none"> <li>• Del Monte Senior Lower Income</li> <li>• Everett Commons Lower Income</li> <li>• Tripoint Neighborhood</li> <li>• Mulberry Neighborhood</li> <li>• Marina Shores Neighborhood</li> </ul>			<ul style="list-style-type: none"> <li>• Del Monte (350 units)</li> <li>• Carmel (146 units)</li> <li>• Alameda Landing Waterfront (300 est.)</li> <li>• Site A (600 est.)</li> <li>• Rose field Village (40+ new est.)</li> <li>• 1435 Webster (9 units)</li> </ul>					
94 Lower Income Units			185 Lower Income Units					279 Units (46% of objective)



# State Housing Bills: 2017



Alameda Landing attached townhomes, with ground floor commercial space on corner.

## State Housing Laws

- City's must zone land to accommodate Regional Housing Needs (RHNA) (Government Code 65580)
- Once land zoned for residential, property owners allowed maximum density permitted by residential zoning as measured by objective, measurable standards (e.g. density, height, setbacks, parking requirements) (Government Code 65589.5)
- City cannot reduce the number of units based upon traffic - only public health and safety (Government Code 65589.5)
- Growth control is not a transportation strategy





# Transportation Context



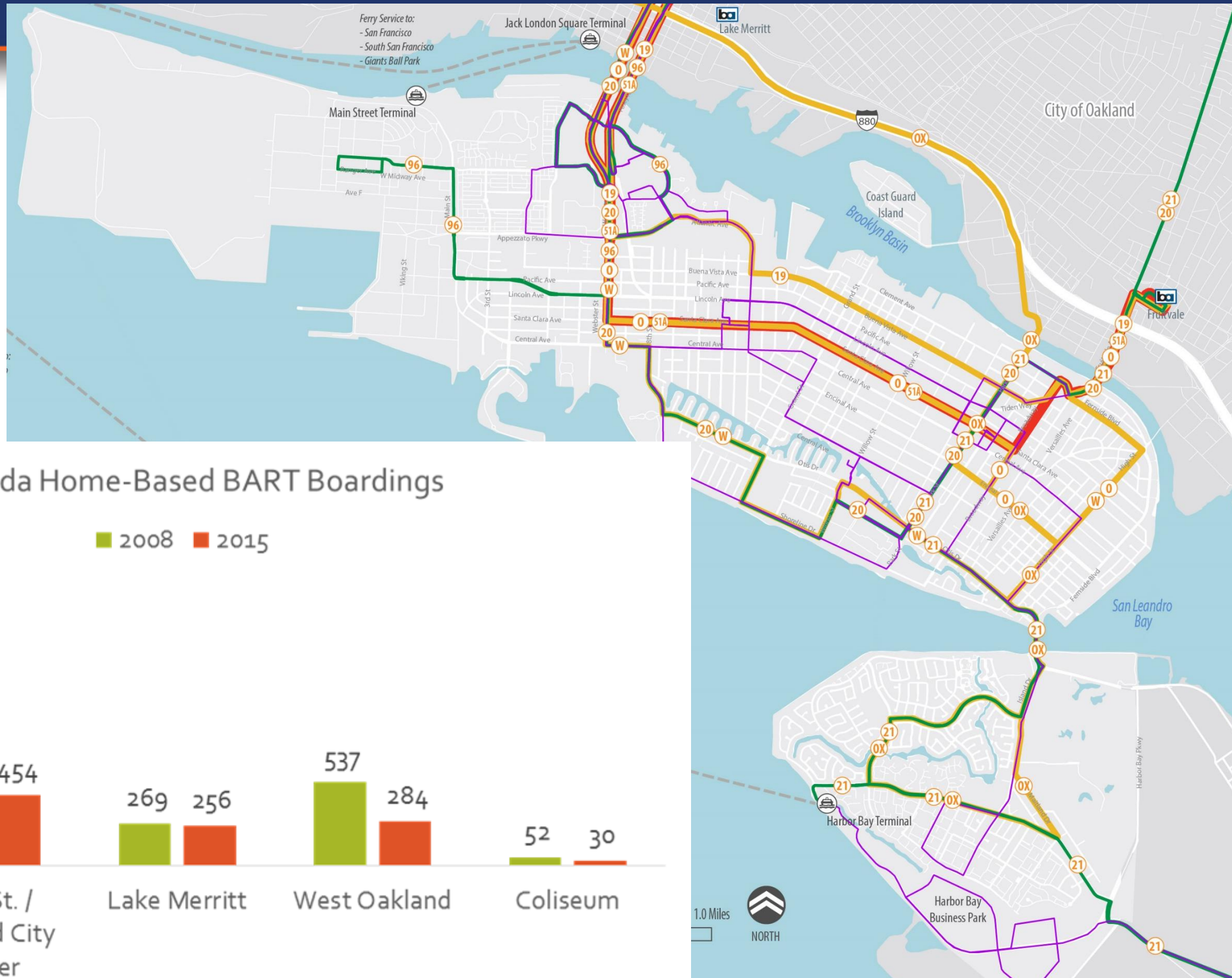
# Alameda and Traffic: The Island Experience

- Island Geography
  - Blessing and traffic challenge
  - Limited crossings
- Increased congestion and cost of living
- Decrease in solo driving – multimodal City
  - Transit commuters increased to 17% in Alameda
  - 22% of young people not getting driver's license
  - 5% of households are car free



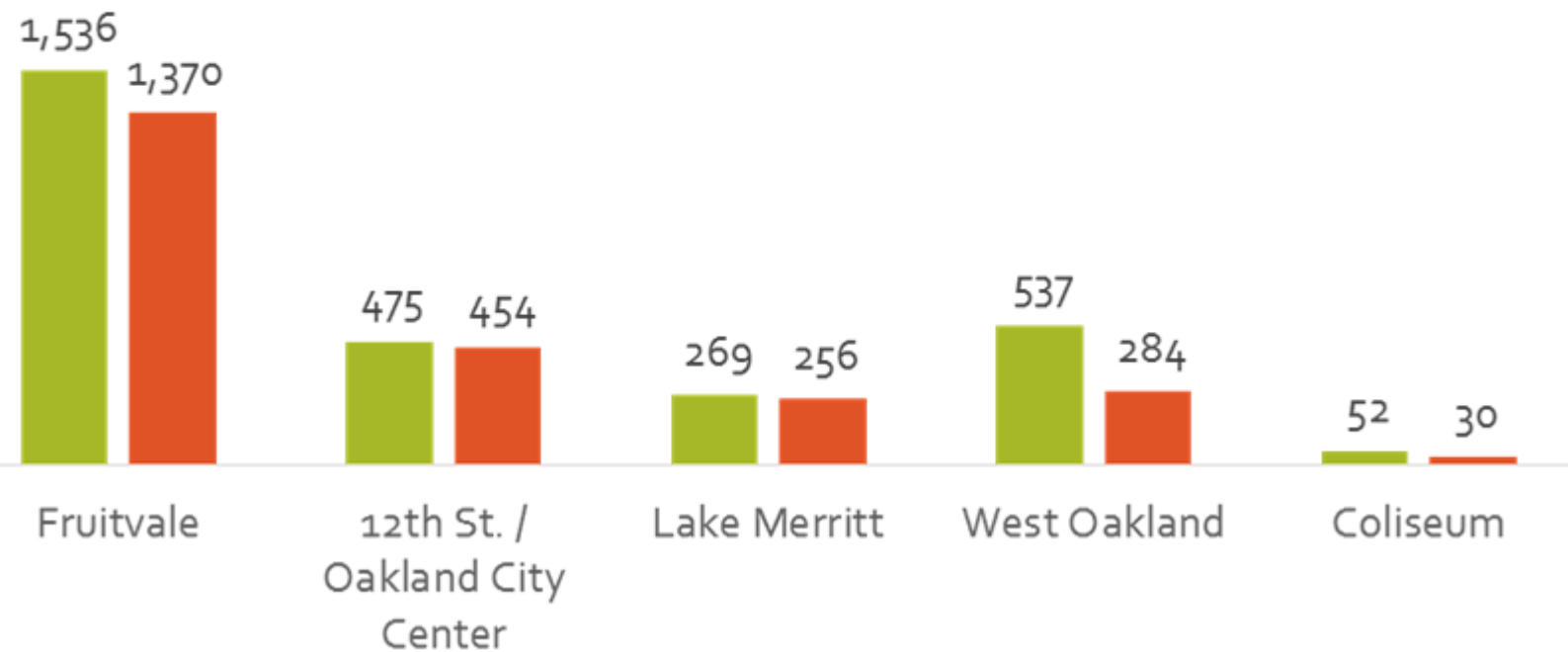


# Existing Transit + Shuttles & BART



Alameda Home-Based BART Boardings

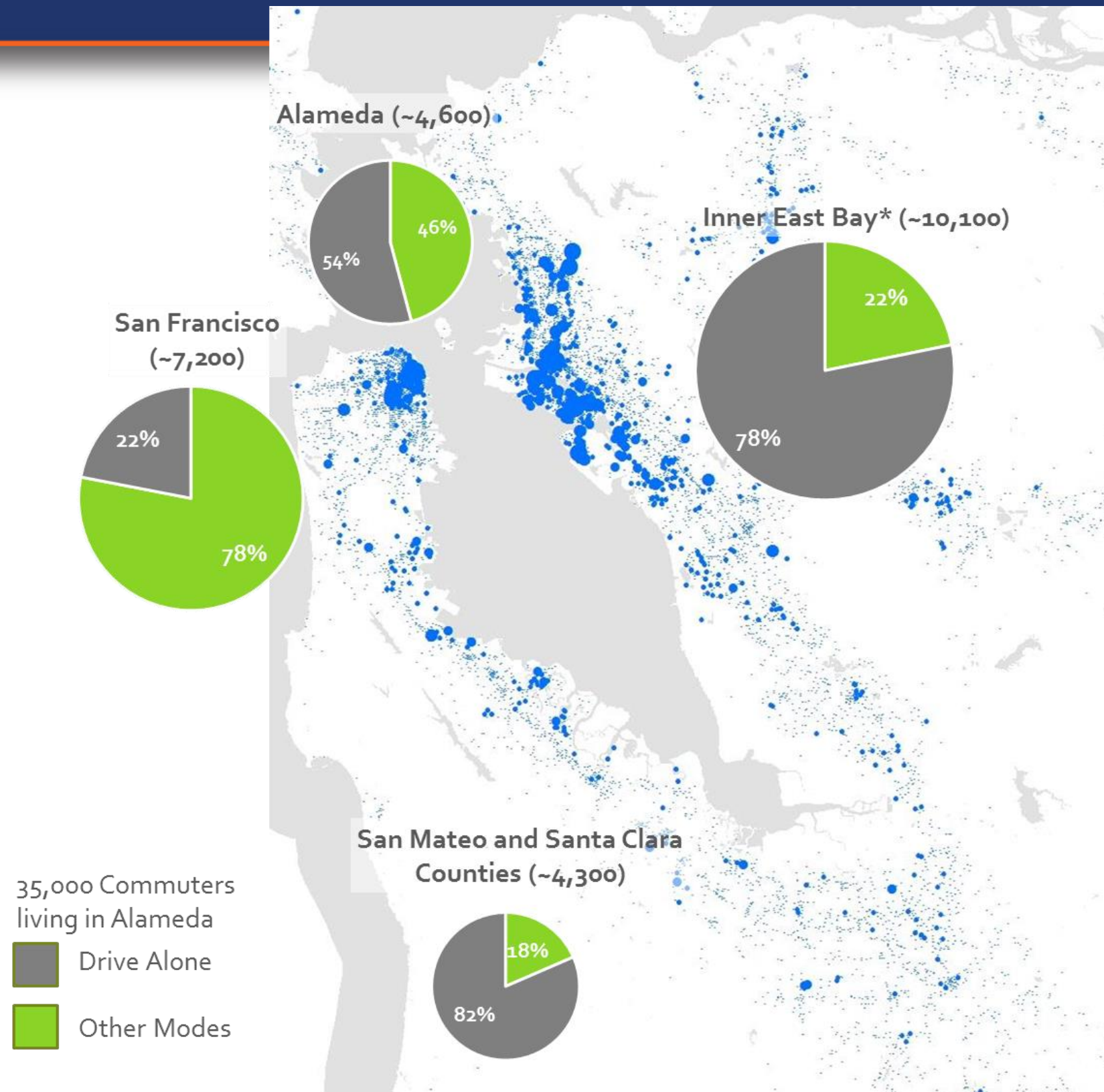
2008 2015





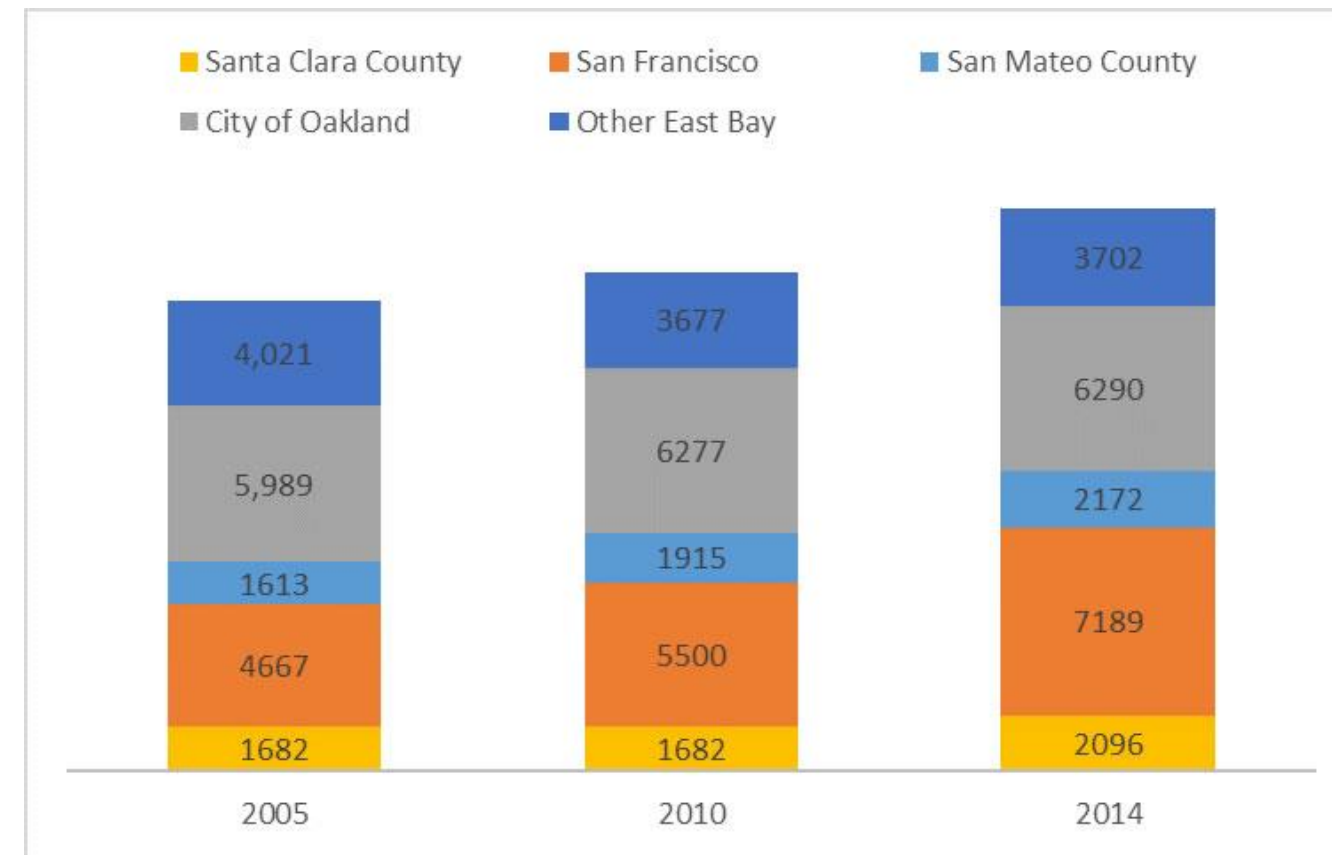
# Understanding Trends: Regional Data

- 78% of inner East Bay commuters drive alone compared to 22% of San Francisco commuters
- Increase in commuters leaving Alameda for work by 5,000 since 2005
- Fewer commuters drive alone at 60%
- More commuters take transit at 17%



# Understanding Trends: Scientific Survey\*

- Drive Alone Respondents
  - 73% - needed a car before, during or after work
  - 71% - alternative modes would increase commute time too much
  - 65% - parking is free at job location
  - 15% - more public transit routes, closer stops or fewer transfers would encourage them to take transit
  - 13% - more frequent transit would encourage them to take transit





# Why Shift from Solo Driving?

- Congestion: small changes yield big results
- Moving 90 people:
  - 90 drive alone vehicles take up 720 feet
  - 2 person carpools take up 360 feet
  - 3 buses take up 105 feet
- = improved travel time, reliability, air quality, environment and quality of life



Source: East Bay Times





# How Transportation Choices Works

Strategy	Effectiveness
Parking management	1 to 20%
Discount/subsidized transit passes	0.3 to 20%
Increasing transit access, frequency, speed	0.1 to 5%
Real time information	2%
Shuttles, Vanpools, Subscription Services	0.5 to 7%
Rideshare programs	1 to 8%
Marketing	1 to 4%
Transportation Coordinator (or TMA Broker)	1 to 4%
Bike and car-share	1 to 4%



# Citywide Transportation Strategy

## ***Public Sector Transportation Strategies***

- Implement Frequent and Reliable Ferry and Bus Service in Partnership with Transit Agencies
- Fund and Implement Transportation Project through Transit Agency, Developer and City Partnerships
- Implement a Range of Transportation Choices and Programs

## ***Private Sector Transportation Strategies***

- Build and Design Transit-Oriented Housing Near Transit Corridors and Multi-Modal Streets
- Attract Residents and Employees that Use Transit
- Require All Developers to Fund Transit Operations and Transportation Programs
- Expand and Attract Jobs to Alameda to Minimize Off-Island Peak Hour Trips
- Require Participation in Alameda Transportation Management Association



# Public Sector – 017 Transportation Strategies





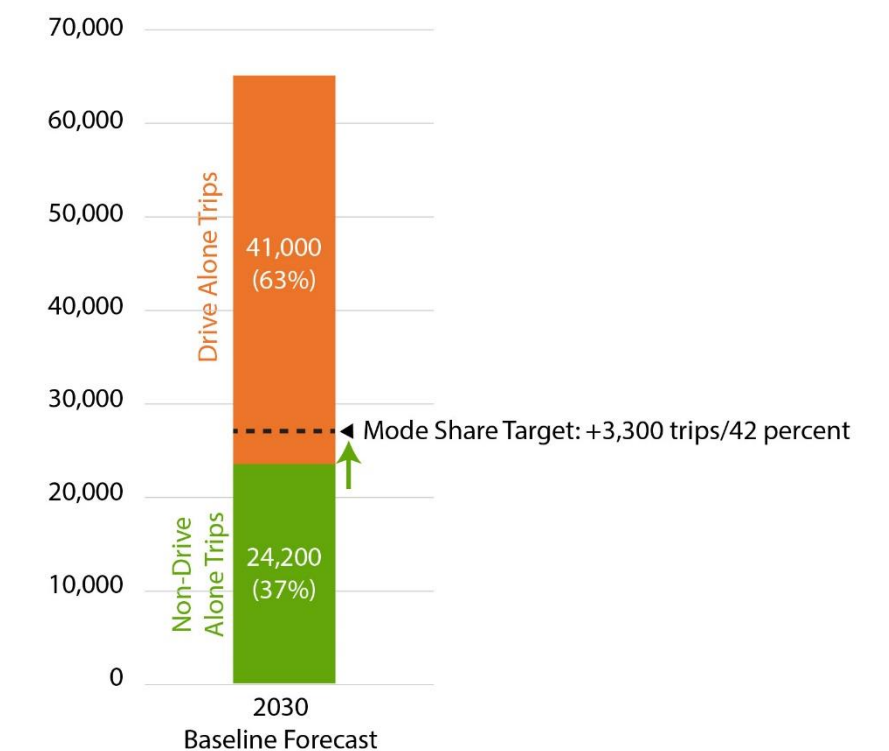
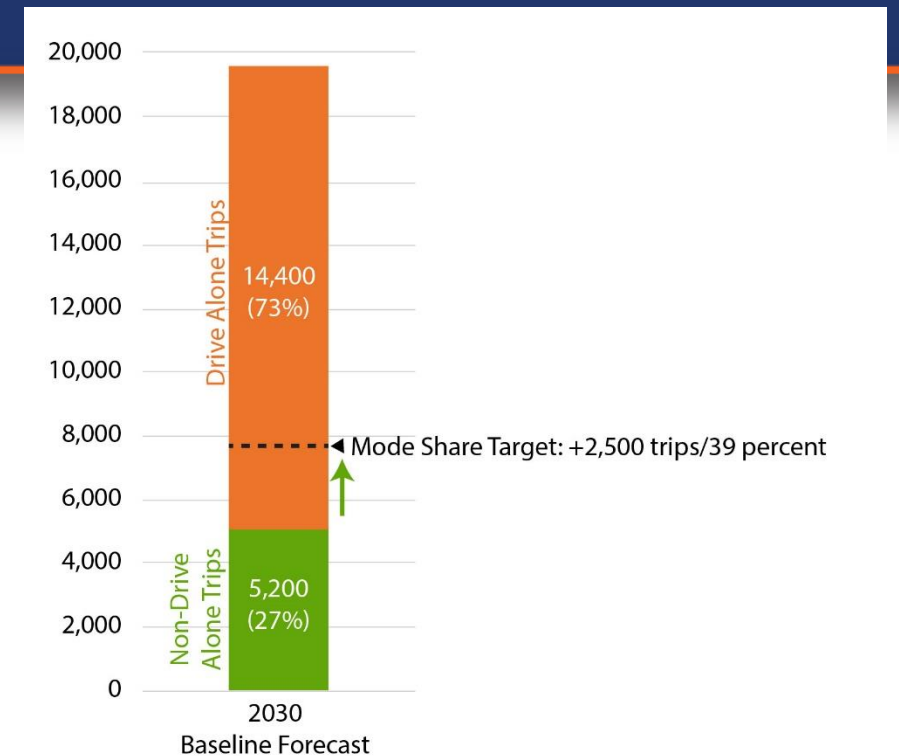
# Recent Transportation Initiatives

- City awarded over \$60 million in grants and contributions
- City to spend \$40 million in next 2 years
  - Resurface 7 miles
  - Construct safety corridor projects
  - Install and upgrade traffic signals
  - Construct New Seaplane Lagoon Ferry Terminal
- Leveraging over \$1 million in annual projected developer fees – AC Transit/City/Alameda TMA Partnerships
  - Line 19 Partnerships (Subsidies + Passes)
  - Line 96 Modifications Partnership (Subsidies + Passes)



# Transportation Choices Plan: Vision and Goals

- ***Vision:*** Sustain a high quality of life in Alameda by improving mobility over the next 15 years
- **Goals:**
  - Estuary Crossing:
    - 2,500 fewer drive alone trips in AM peak hour
    - 17% decrease in drive alone trips
    - Returns to 2010 levels of congestion
  - Within Alameda:
    - 3,300 more non-drive alone trips on weekdays
    - 14% increase in non-drive alone trips
- 38 Projects and Programs



# On/Off Island Strategy: Key Projects



## – Core Projects:

- Dedicated Bus Infrastructure (lanes, signals & stops)
- EasyPass Expansion & Expanded TDM Participation
- Faster Line 51A Bus Service
- Transportation Awareness Campaign
- Miller Sweeney Multimodal Lifeline Bridge
- Regional Transit Hub Connector Bus Service

## – Oakland/BART Projects:

- Alameda Point Bus Rapid Transit
- Bikes in Buses through Webster/Posey Tubes
- Estuary Crossing for Bicycle via Water Shuttle/WETA Ferries

## – San Francisco Projects:

- Constitution Way Carpool Lane & Expanded Pickup Spots
- Improved Ferry Terminal Access & Parking Mgmt
- Increased Frequency of Ferry & Transbay Buses
- New Seaplane Lagoon Ferry Terminal & Service
- Crosstown Express Bus Service

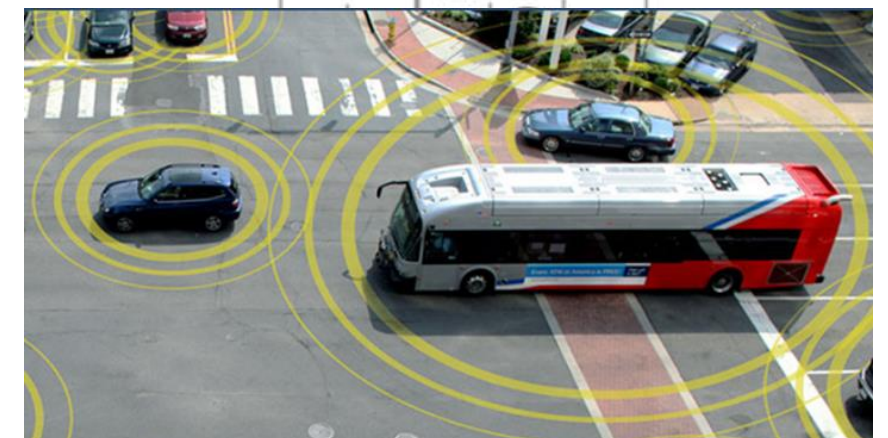
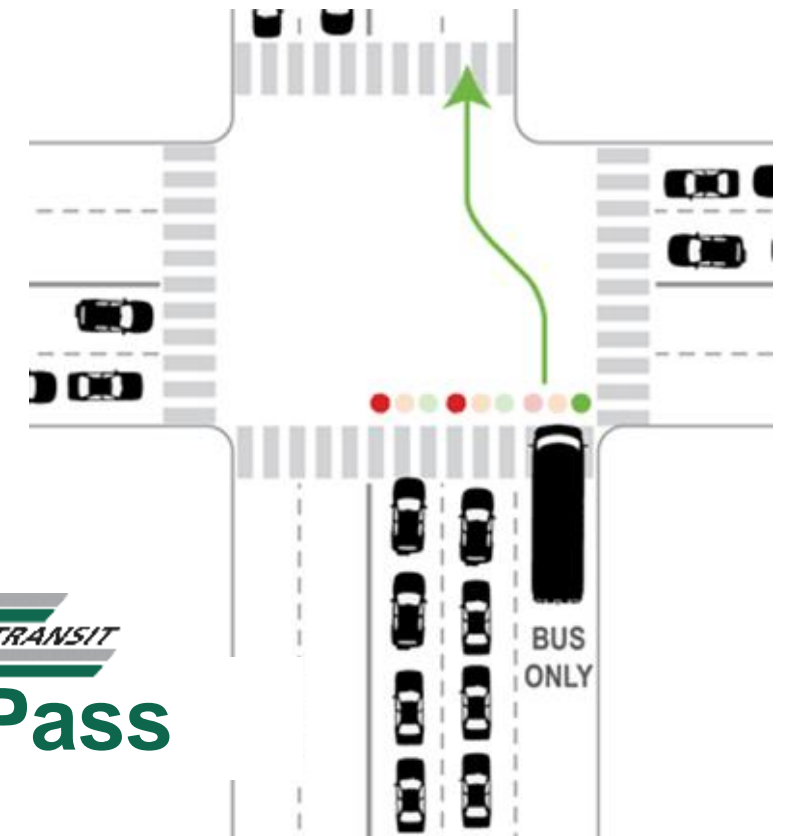




# Within Alameda Strategy: Expand Transit

## – Key Projects:

- Dedicated Bus Infrastructure (lanes, signals & stops)
- EasyPass Expansion & Expanded TDM Participation
- Enhance Frequencies for Local Buses
- Faster Express Bus Services (Line 51A & Crosstown)
- Shared Ride Service for Seniors and People with Disabilities



# Within Alameda Strategy: Improve Bicycling and Walking

## – Key Projects:

- Bicycle and Pedestrian Corridor Improvements
- Bicycle and Pedestrian Plan Updates
- Bike Share





# Within Alameda Strategy: Improve Mobility for All Modes

## – Key Projects:

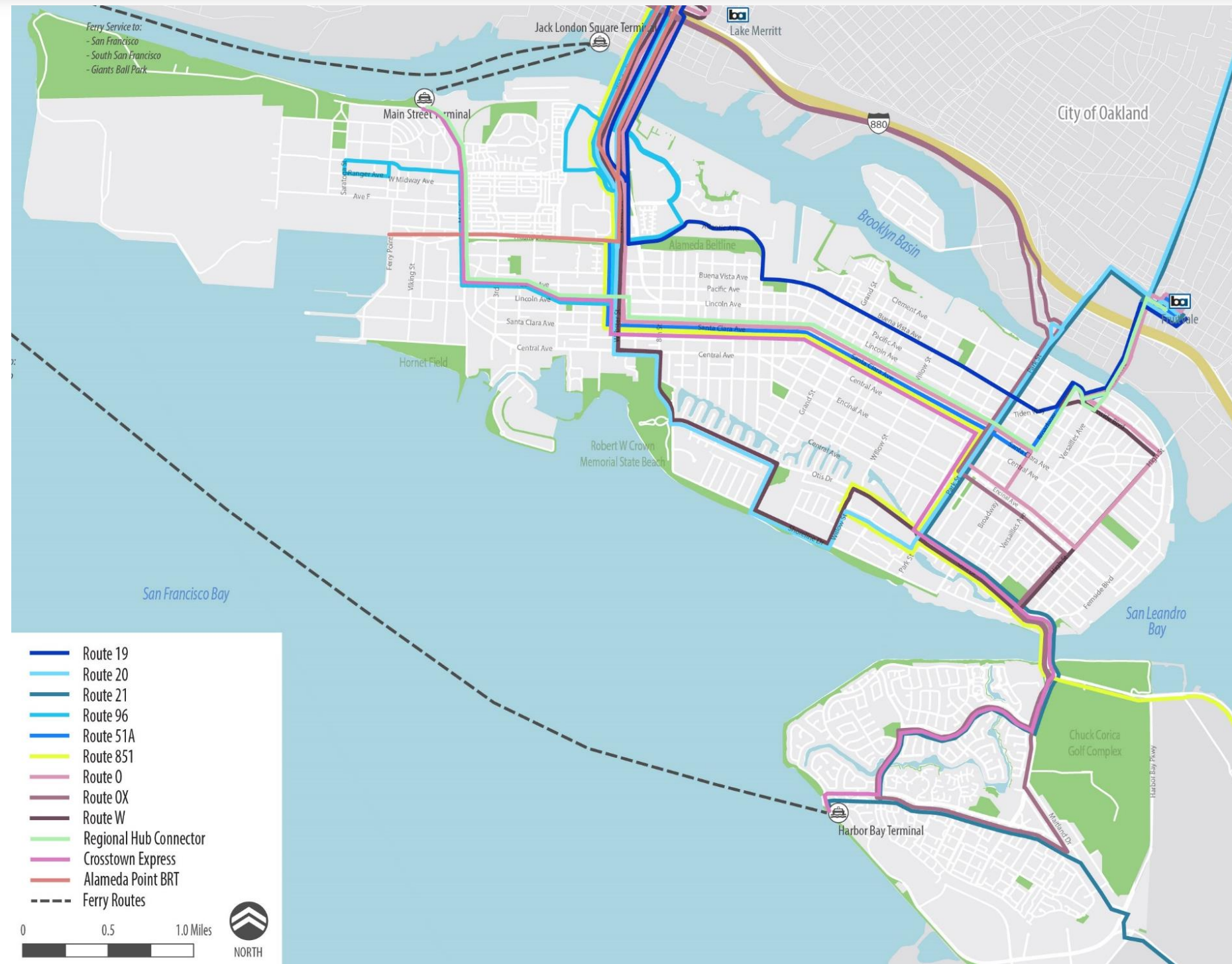
- Citywide Safe Routes to School
- New Technologies and Innovations
- Parking Management & Demand Pricing
- Transportation Awareness Campaign
- Vision Zero Safety/Traffic Calming

SafeRoutes





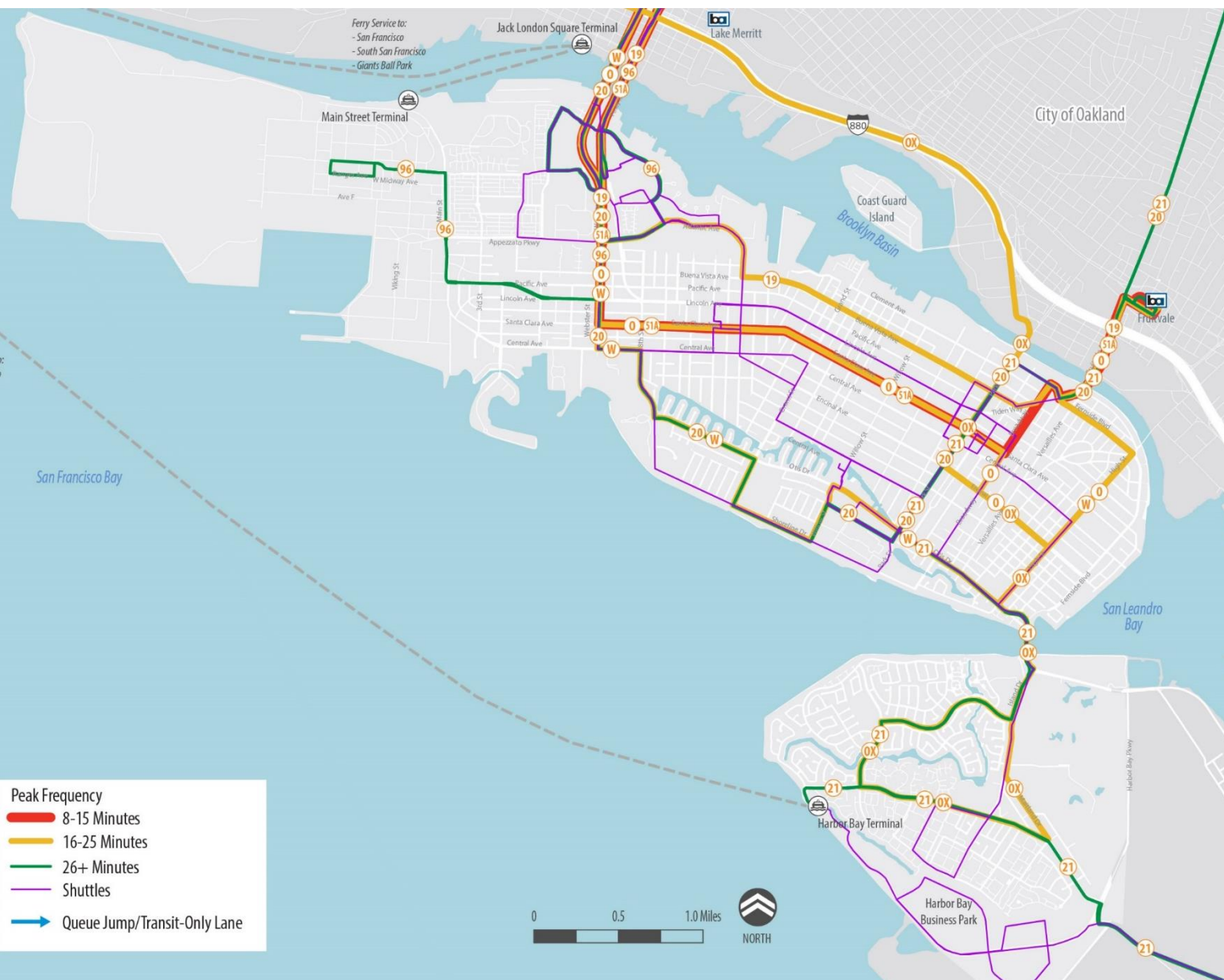
# Existing + Proposed AC Transit Service





# Transportation Choices Plan Proposal

## Existing Bus Service & Frequencies



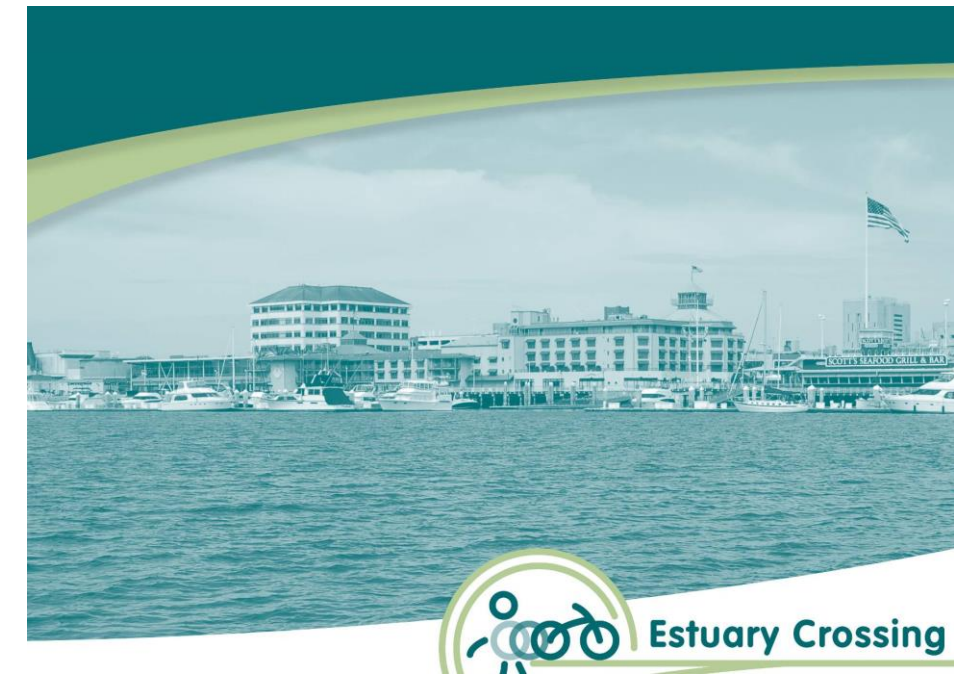
## Existing + Proposed Bus Service & Frequencies





# Long-term Projects: *Making Progress Now*

- New Transit/Bike/Pedestrian Lifeline Tube
- West End Bicycle/Pedestrian Bridge
- Webster/Posey Multimodal Lifeline Tubes
- BART to Alameda
- Comprehensive Congestion Management
  - Maximum 15-minute Frequency for Local Buses
  - Citywide EasyPass Expansion
  - Congestion Pricing or Parcel Tax





# Private Sector – 017 Transportation Strategies



# Transit-Oriented Housing Design: A Transportation Strategy

- Focus new housing on transit corridors and near services
- Require new housing to support transit financially – annual fees
- Emphasize higher density, smaller, multifamily units which generate fewer trips and are more affordable:
  - Single Family Unit – Highest Trip Generation
  - Multifamily Unit – Lower Trip Generation
  - Multifamily Unit with Unbundled Parking – Lower Still
  - Affordable Housing – Lower Still
- Require mixed use and commercial services, whenever feasible
- Limit free parking; establish parking maximums; unbundle parking costs





# Jobs in Alameda: A Transportation Strategy

- **Alameda Point:** Land and environmental clearances for 9,000 jobs - Site B and Historic District - approved 2014
- **Alameda Landing:** 360,000 square feet of maritime commercial space approved 2017
- **Harbor Bay Business Park:** 20+ vacant acres and 5 new office/manufacturing buildings approved in 2017
- **Wind River Campus:** Future office building
- **Economic Development Strategy** - draft 2018





# Requirements Apply to All Development Areas



Priority Development Areas

	Alameda Landing	Alameda Point Site A (Zone 1)	Alameda Point Adaptive Reuse (Zone 2)	Del Monte	Marina Shores	2100 Clement
Annual Per Condominium	\$495	\$798	\$1,435	\$362	\$568	\$465
Annual Per Townhome w/Garage	\$495	\$2,844	\$2,258	NA	\$568	\$465
Annual Per Single Family Home w/ Detached Garage	\$495	N/A	N/A	NA	\$568	\$465
Annual Per Square Footage for Commercial	\$0.57	\$0.55	\$0.55	\$0.57	N/A	N/A

	Alameda Landing	Alameda Point	Del Monte	Marina Shores	2100 Clement
TDM Strategy (Required to be in place on day one of occupancy)	x	x	x	x	x
Operational TMA with a coordinator	x	x	x	x	N/A
Bus to BART at 15 to 20-minute headways in AM/PM peak	x	x	x	x	x
Website	x	x	x	x	N/A
Marketing/Information	x	x	x	x	N/A
Annual monitoring and reporting	x	x	x	x	x
Transit subsidy or pass program	x	x	x	x	x
Water shuttle service	x	N/A	N/A	N/A	N/A



# Alameda Transportation Management Association (TMA)

- Established Alameda TMA in 2017 with potential to expand
- Alameda TMA initially serves two areas
  - Alameda Point
  - Northern Waterfront
- Public/private non-profit member funded via fees and special taxes from new development
- Establishes, manages and markets transportation programs and partnerships with City and transit agencies
- Serves as a resource, provides liaison and coordination – [www.alamedatma.org](http://www.alamedatma.org)



Alameda Landing has separate TMA



# QUESTIONS AND DISCUSSION

1. Are there any clarifying questions for staff regarding City's land use and transportation plans and efforts?
2. How can the City better integrate and coordinate land use and transportation planning efforts?
3. How can the City better educate, involve, and engage the Alameda community in land use and transportation planning?

