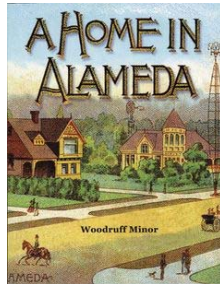


Land Use and Transportation in Alameda



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Presentation Outline

- Growth
- Alameda's Island Geography
- State Housing Requirements
- Priority Development Areas
- Local Development Requirements
- Transportation Initiatives
- Transportation Choices Plan



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Population Growth



	1990-2016 (actual)*	2017-40 (projected)*
California	29 to 39.2 million (35% increase)	39.5 to 46.8 million (19% increase)
Bay Area	6.0 to 7.7 million (28% increase)	7.7 to 9.3 million (21% increase)
Alameda	76,450 to 79,338 (3.8% reduction)	79,928 to 88,500 (11% increase)

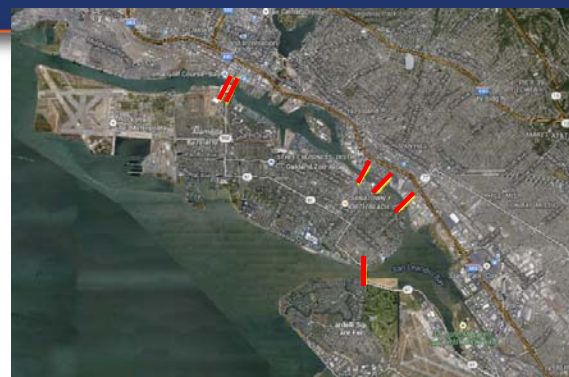
*State of California
Department of Finance
and Plan Bay Area

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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 18% in Alameda
 - 22% of young people not getting driver's license
 - 5% of households: car free



COMMUTE TO WORK DATA FOR ALAMEDA (2012-2016, workers age 16 and over)

Although 59% of Alameda's commuters drive alone to work...

... a combined 34% use carpools, public transportation or bike/walk to work.



SOURCE: AMERICAN COMMUNITY SURVEY - CENSUS TRENDS (2005-2016)

Jobs in Alameda: A Transportation Strategy

- **Alameda Point:**
 - Lost 18,000 jobs when Base closed in 1997 – Alameda became a bedroom community
 - 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 buildings approved in 2017
- **Wind River Campus:** Future office building
- **Economic Development Strategy** - draft 2018



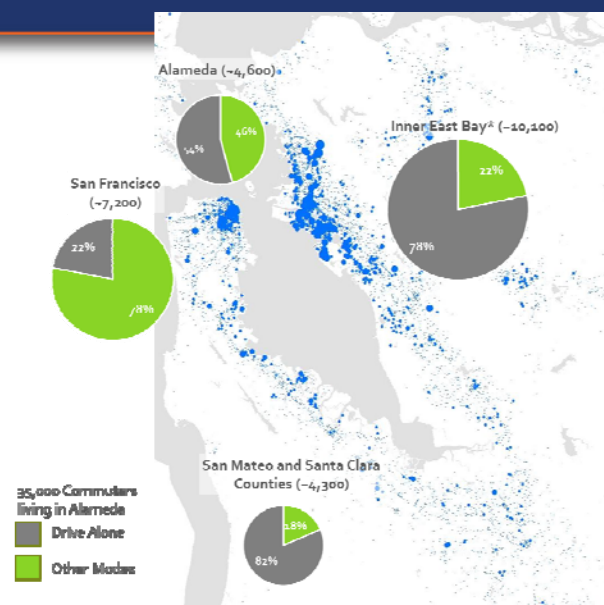
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Understanding Travel Trends

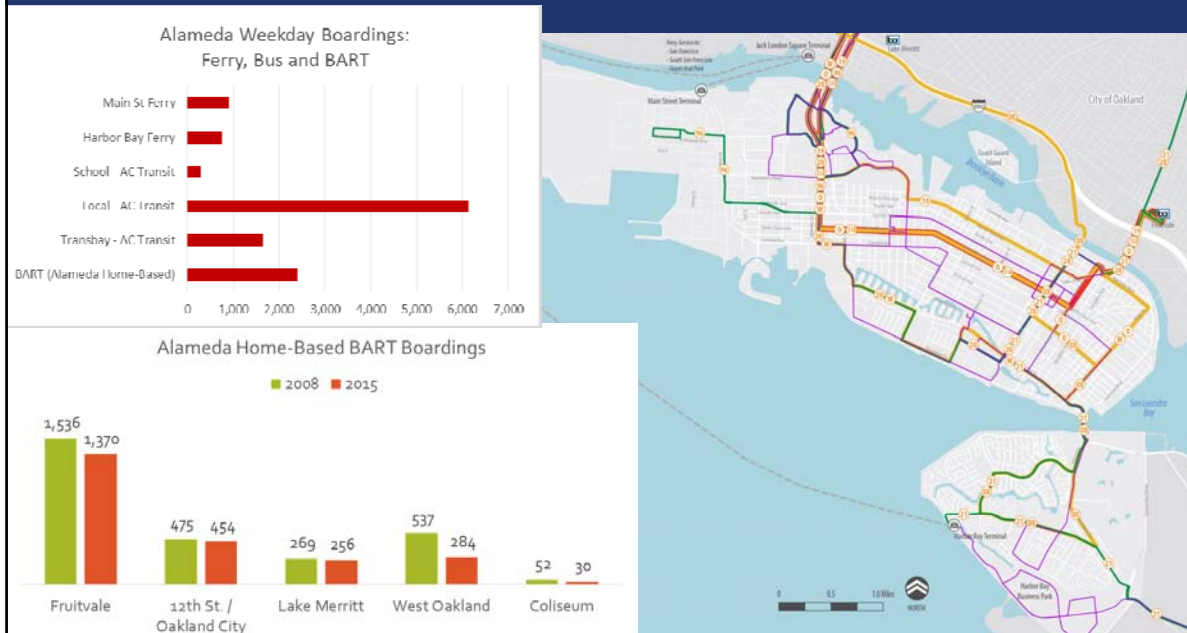
- 78% of inner East Bay commuters drive alone compared to 22% of San Francisco commuters
- Increase in commuters leaving Alameda for work by 5,000 since 2005
- Fewer commuters drive alone at 59%
- More commuters take transit at 18%



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Existing Transit, Shuttles & BART



State Housing Laws



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

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



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



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Alameda's Housing Plan: 2015-2023

2015 Housing Element: 1,723 Housing Units as 8-year objective for 2015-23

Opportunity Sites:

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



Alameda Point Site A Block 11 - 200 rental apartments.



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Progress Report: 2015-2023

- 439 units 2015 - 2017
- 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 objective 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 (estimate) (100% of objective)
<ul style="list-style-type: none"> • Del Monte Senior Lower Income • Everett Commons Lower Income • Tripoint Neighborhood • Mulberry Neighborhood • Marina Shores Neighborhood 			<ul style="list-style-type: none"> • Del Monte (350 units) • Carmel (146 units) • Alameda Landing Waterfront (300 est.) • Site A (600 est.) • Rose field Village (40+ new est.) • 1435 Webster (9 units) 					
94 Lower Income Units			185 Lower Income Units					279 Lower Income Units (46% of objective)



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
- Require mixed use and commercial services, whenever feasible
- Limit free parking; establish parking maximums; unbundle parking costs



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

Key Strategies

- Bus to BART
- Bus pass subsidy
- Marketing/Information
- Monitoring/Reporting
- Transportation Management Association

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Alameda Transportation Management Association (TMA)

- Established in 2017 with potential to expand
- 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 with City and transit agencies
- Serves as a resource, provides liaison and coordination – www.alamedatma.org
- Alameda Landing has separate TMA



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Recent Transportation Initiatives

- City awarded over \$60 million in grants and contributions
- City to spend \$40 million in next 3 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 (Subsidies + Passes)



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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:
 - 17% decrease in drive alone trips
 - Returns to 2010 levels of congestion
 - Within Alameda:
 - 14% increase in non-drive alone trips
- **Objectives**
 - Congestion relief
 - Greenhouse gas emission reductions
 - Equity improvements
 - Safety improvements
- 38 Projects and Programs



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



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How Transportation Choices Works

Combination of Strategies	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%



On/Off Island Strategy: Key Projects



Red = In Process



– Core Projects:

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



– Oakland/BART:

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

– San Francisco:

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



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Within Alameda Strategy: Key Projects

– Transit:

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

– Bicycling and Walking:

- **Bicycle and Pedestrian Corridors**
- **Bicycle and Pedestrian Plan Updates**
- **Bike Share**



Red = In Process

– All Modes:

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



Transportation Choices Plan Proposal

Existing Bus Service & Frequencies



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Existing + Proposed Bus Service & Frequencies



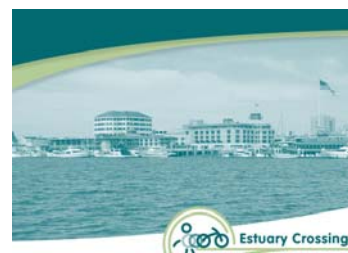
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Long-term Projects: *Making Progress Now*

- 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, Parcel Tax or Vehicle Registration Fee



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Land Use and Transportation in Alameda

