Land Use and Transportation in Alameda

Presentation Outline

• Growth
• Alameda’s Island Geography
• State Housing Requirements
• Priority Development Areas
• Local Development Requirements
• Transportation Initiatives
• Transportation Choices Plan
Population Growth

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

*State of California
Department of Finance
and Plan Bay Area

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
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

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%
State Housing Laws

- 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

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)
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)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>439</td>
<td></td>
<td></td>
<td>439</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,445 (estimate)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,884 (estimate)</td>
</tr>
</tbody>
</table>

- Del Monte Senior Lower Income
- Everett Commons Lower Income
- Tripoint Neighborhood
- Mulberry Neighborhood
- Marina Shores Neighborhood
- Del Monte (350 units)
- Carmel (146 units)
- Alameda Landing Waterfront (300 est.)
- Site A (600 est.)
- Rosefield 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

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

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
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)

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

How Transportation Choices Works

<table>
<thead>
<tr>
<th>Combination of Strategies</th>
<th>Effectiveness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking management</td>
<td>1 to 20%</td>
</tr>
<tr>
<td>Discount/subsidized transit passes</td>
<td>0.3 to 20%</td>
</tr>
<tr>
<td>Increasing transit access, frequency, speed</td>
<td>0.1 to 5%</td>
</tr>
<tr>
<td>Real time information</td>
<td>2%</td>
</tr>
<tr>
<td>Shuttles, Vanpools, Subscription Services</td>
<td>0.5 to 7%</td>
</tr>
<tr>
<td>Rideshare programs</td>
<td>1 to 8%</td>
</tr>
<tr>
<td>Marketing</td>
<td>1 to 4%</td>
</tr>
<tr>
<td>Transportation Coordinator (or TMA Broker)</td>
<td>1 to 4%</td>
</tr>
<tr>
<td>Bike and car-share</td>
<td>1 to 4%</td>
</tr>
</tbody>
</table>
On/Off Island Strategy:
Key Projects

- 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

Red = In Process

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

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

Red = In Process
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, Parcel Tax or Vehicle Registration Fee
Land Use and Transportation in Alameda