


## CITY OF ALAMEDA

### Memorandum

OFF AGENDA

To: Honorable Mayor and  
Members of the City Council

From: Debra Kurita   
City Manager

Date: April 21, 2008

Re: Alameda Point Station Area Plan: Transit Oriented Development  
Alternatives

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### BACKGROUND

Shortly after completion of the Alameda Point Preliminary Development Concept (PDC) in 2005, the Metropolitan Transportation Commission (MTC) awarded the City of Alameda a Station Area Planning Grant to examine land use alternatives and strategies to support transit at Alameda Point. In March 2007, the City held the first of two public workshops to examine the relationship between land use and transportation at Alameda Point. Shortly thereafter, the effort was paused to allow coordination with the recently designated Master Developer, SunCal Companies. In the fall of 2007, SunCal held their first two public workshops.

On May 5, 2008, the City of Alameda will hold its second workshop as required by the Station Area Planning grant agreement. The workshop will be hosted by the Council-appointed Alameda Point Task Force and will provide an opportunity for public review and discussion of the major findings of the study. The meeting is scheduled to begin at 6:30 P.M. in City Hall Council Chambers. The full report will be made available for public review on April 25, 2008. The following is a synopsis of the study and its major findings.

This transit oriented development alternatives analysis for Alameda Point examines the relationships between land use and transportation by comparing three different conceptual development plans. The analysis focuses on land use strategies that can increase and support transit use at Alameda Point and decrease automobile dependence, automobile trips, and congestion resulting from redevelopment of Alameda Point. The analysis is not intended to identify a preferred development alternative for Alameda Point. The analysis is intended to inform the community's discussion about land use, density, and transportation at Alameda Point and provide concepts and measures that can be used to evaluate future development plans proposed by developers of Alameda Point.

The three conceptual alternatives evaluated in the study and the major findings for each are described below:

## DISCUSSION

### *Alternative 1. The 2005 Preliminary Development Concept (PDC)*

#### Description:

This conceptual plan includes approximately 1800 new housing units and approximately 9,000 new jobs. The residential component of the plan is constrained to single family homes and two family homes (duplexes or duets) and a residential density of 21 units per acre. The plan includes 450 affordable housing units (25% of 1800). One hundred fifty seven (157) of the affordable units are located in multifamily rental units. To make room for the residential units, a number of buildings that contribute to the character of the NAS Historic District must be demolished. All residents and businesses pay annually into a transit district which funds additional transit services to supplement AC Transit bus service and ferry service to Alameda Point. The funds are used to fund shuttle services to BART, car share facilities, transit facilities, and other transit improvements.

#### Major Findings:

- By limiting the range of housing types to single family and duplex housing units with a maximum density of 1 unit for every 2,000 square feet of land (21 units per acre), the PDC effectively limits the total number of housing units possible at Alameda Point, thereby limiting the number of automobile trips that may be expected to occur.
- The physical form and household characteristics of Alameda Point under the PDC will be similar to Harbor Bay development with over 90% of the housing being single family or two family homes. The limited range in housing types will attract a limited range of household types and incomes.
- The transportation characteristics of the households in the PDC will also be similar to Harbor Bay with approximately 16% using the ferry, AC Transit, or BART to commute to work. (The major difference between the PDC and Harbor Bay is that all PDC households and businesses will be paying into a transit district. This may encourage a larger percentage of households to use the transit provided than at Harbor Bay. At Harbor Bay, only the businesses pay for shuttle services to BART.)
- Prohibiting residential adaptive reuse of the historic buildings and limiting residential development to land intensive single-family homes increases the economic incentive to remove historic structures in the PDC.
- The narrow range of housing types provided weakens the economic viability of the PDC.

### *Alternative 2: Transit Oriented PDC*

#### Description:

The Transit Oriented PDC conceptual plan also includes 1800 housing units, 450 affordable housing units, and 9,000 jobs. In this alternative, the 1800 units are distributed among a much more diverse range of housing types ranging from large lot single family homes to four and five story multi-family residential structures with ground

floor retail to lofts and studios in rehabilitated historic structures. The maximum residential density is approximately 32 units per acre. All residents and businesses pay into the transit district, similar to the PDC.

Major Findings:

- The Transit Oriented PDC includes a greater variety of housing types, which will attract a wider range of household types and incomes.
- Allowing multifamily housing enables the Transit Oriented PDC to locate more households within walking distance of the transit station.
- The Transit Oriented PDC generates more transit trips and less automobile trips than the PDC. A typical household in a multifamily building generates less auto trips and more transit trips than a typical household in a single-family unit. A typical moderate income or low-income household generates less automobile trips and more transit trips than a typical household that can afford to buy a market rate single-family home.
- The physical form and household characteristics of the Transit Oriented PDC with approximately 50% of the units in multifamily structures will be more similar to the form and household characteristics found on the main island of Alameda.
- The travel habits of the residents in the Transit Oriented PDC will also be similar to the more transit oriented, diverse areas of the main island of Alameda.
- Allowing residential adaptive reuse of the historic buildings and concentrating some of the housing in multifamily structures reduces the economic incentive to remove historic structures in the Transit Oriented PDC relative to the PDC.
- The wider range of housing types provided improves the economic viability of the Transit Oriented PDC relative to the PDC. However, the replacement of single-family homes with the same number of multifamily units also reduces the overall value of the development plan, reducing its ability to attract private investments and capital.

*Alternative 3: Transit Maximum*

Description:

This conceptual plan includes approximately 4,000 housing units, 1,000 affordable units (25%), and 9,000 jobs. The units are distributed among the full range of housing types that are available in the Transit Oriented PDC and also limited to four to five stories, but within the transit station area, a maximum residential density of 48 units per acre is allowed. All residents and businesses pay into the transit district, similar to the PDC and the Transit Oriented PDC.

Major Findings:

- The additional housing units in the Transit Maximum alternative generate more transit riders and more automobile trips than both the PDC and the Transit Oriented PDC.
- The additional units also generate significantly more funding for transportation improvements such as bus rapid transit improvements from Alameda Point to the 12<sup>th</sup> Street BART station and the Fruitvale BART station. If these improvements cause 1 % of current Alameda commuters to switch from their cars to transit, the

reduction in commute trips would offset the additional cars generated by the Transit Maximum alternative.

- The physical form and household characteristics of the Transit Oriented PDC will be more similar to the form and household characteristics found on the main island of Alameda.
- Allowing residential adaptive reuse of the historic buildings and concentrating some of the housing in multifamily structures reduces the economic incentive to remove historic structures in the Transit Oriented PDC relative to the PDC.
- The increase in the number of units also makes the Transit Maximum alternative the most financially feasible of the three alternatives.

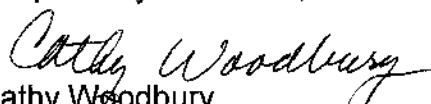
The report concludes that any future development plan for Alameda Point, (whether it is Measure A compliant or not) should to the extent feasible address the following principles for a transportation sensitive plan for Alameda Point:

- Diversity. The greatest feasible range of housing types should be provided to ensure that the plan reflects Alameda character and form, to ensure that the plan can attract a variety of household types and incomes, and to support transit and minimize automobile use and congestion.
- Proximity and Density. People living and/or working within easy walking distance of a transit station are more likely to use transit; therefore, the plan should maximize to the extent feasible the number of residents and jobs within ¼ mile or ½ mile of the primary transit facilities.
- Funding for Transportation. To maximize transit services and minimize automobile congestion, every household and business at Alameda Point should provide annual funding for supplemental transit services. This will attract households and business that are interested in using transit and provide a stable annual funding source for supplemental transit services and facilities.
- Transportation available to all Alamedians. To the extent feasible, an Alameda Point transportation program should improve transit services for all Alamedians, not just the residents and businesses at Alameda Point.

### RECOMMENDATION

This report is provided for informational purposes only. No action is required.

Respectfully submitted,

  
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