Memorandum

6.4

DATE:	September 18, 2014
SUBJECT:	2014 Update to the Alameda County Priority Development Area (PDA) Investment and Growth Strategy
RECOMMENDATION:	Approve the 2014 update to the Alameda County PDA Investment and Growth Strategy.

Summary

As required by Metropolitan Transportation Commission (MTC) Resolution 4035, which established the One Bay Area Grant (OBAG) Program requirements for project selection and programming of federal transportation funds, the Alameda CTC as the county's Congestion Management Agency (CMA) adopted a PDA Investment and Growth Strategy and submitted it to MTC and the Association of Bay Area Governments (ABAG) in May 2013. The purpose of the PDA Investment and Growth Strategy is to ensure that CMAs have a process in place for prioritizing OBAG transportation funds in a way that supports and encourages residential and commercial development in the region's PDAs.

MTC Resolution 4035 further requires that CMAs update the PDA Investment and Growth Strategy annually. Alameda CTC has prepared an annual update and report on the Alameda County PDA Investment and Growth Strategy included in memo format to ABAG in Attachment A. The 2014 Update to the Alameda County PDA Investment and Growth Strategy contains the following elements:

- **Complete Streets and Housing Elements Status:** Provides updates on the status of all the cities in Alameda County in adopting Complete Streets Ordinances and updating their General Plan Housing Elements.

- **Priority Development Area Funding Allocations:** There were two types of funding provided to Alameda County's PDAs:
  - **Supportive Transportation Capital Investments:** Describes the process and criteria used to select capital projects for funding and provides a list of funded projects.
  - **PDA Planning and Implementation Funds - The Sustainable Communities Technical Assistance Program (SCTAP):** Alameda CTC used federal and local funds to create the Sustainable Communities Technical Assistance Program (SCTAP) to support activities such as PDA planning and implementation, implementation of Complete Streets policies, and smaller-scale bicycle and pedestrian technical projects in PDAs.

- **PDA Coordination with Other Planning Efforts**: The PDA Strategic Plan, Chapter 4 of the 2013 PDA IGS, described a series of additional efforts that the Alameda CTC would undertake to support PDA development. This section of this memo gives an update on how other Alameda County planning efforts coordinate with and support the PDA IGS.

- **Updated Association of Bay Area Governments (ABAG) Housing Data**: ABAG collected information on the number and affordability of housing units produced by Alameda County jurisdictions in 2013 as well as information as to whether units were constructed within or outside of a PDA. ABAG also updated the inventory of housing policies for Alameda County jurisdictions with PDAs. This information updates that which was provided in Chapter 2 of the 2013 PDA IGS.

Background

Per MTC Resolution 4035, which requires that CMAs update the PDA Investment and Growth Strategy annually, the update requirements are listed in Appendix A-6 of the resolution and include the following language related to updating PDA Investment and Growth Strategies:

- Under Planning Objectives – Long-term: "Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization."

- In Process/Timeline Table: "CMAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies (May 2014);" and "CMAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances (May 2014, Ongoing)."

Fiscal Impact: There is no fiscal impact.

Attachments

A. 2014 Update to the Alameda County Priority Development Area Investment and Growth Strategy

Staff Contact

Tess Lengyel, Deputy Director of Planning and Policy

Kara Vuicich, Senior Transportation Planner

Memorandum

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE:	August 25, 2014
SUBJECT:	2014 Update to the Alameda County Priority Development Area Investment and Growth Strategy, Final Draft
TO:	Miriam Chion, ABAG/ Ken Kirkey, MTC
FROM:	Tess Lengyel, Deputy Director of Planning and Policy

This is an update to the 2013 Alameda County Priority Development Area Investment and Growth Strategy (PDA IGS). It will be appended to the full document as an appendix once it is approved by the Alameda CTC.

Background

The One Bay Area Grant (OBAG) Program, MTC Resolution 4035, was adopted by the Metropolitan Transportation Commission (MTC) in July 2012[1]. OBAG provided guidance for the allocation of the Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds for FY 2012-13 through FY 2015-16. It also designated that Congestion Management Agencies (CMAs) would be responsible for distribution of these funds and identified the associated reporting requirements. Full background on this process can be found in Chapter 1 of the full 2013 PDA IGS.

Appendix A-6 of the resolution includes the following language related to updating the PDA IGS:

- Under Planning Objectives – Long-term: "Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will **assess performance in producing sufficient housing for all income levels through the RHNA process** and, where appropriate, **assist local jurisdictions in implementing local policy changes to facilitate achieving these goals.** The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization."

- In Process/Timeline Table: "CMAs **amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies** (May 2014);" and "CMAs submit annual progress reports related to PDA Growth Strategies, including

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[1] http://www.mtc.ca.gov/funding/onebayarea/RES-4035_approved.pdf

status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances (May 2014, Ongoing)."

This memorandum meets the objectives described above and provides updated information on several other aspects of the Alameda County PDA IGS. The information in this memorandum is consistent with the MTC PDA Investment and Growth Strategy Annual Report: Clarification Memorandum dated on April 25th, 2014.

Alameda CTC Efforts to Support PDA Development

This memo includes four sections, each pertaining to an element required in the PDA IGS update.

- **Complete Streets and Housing Elements Status**: Provides updates on the status of all the cities in Alameda County in adopting Complete Streets Ordinances and updating their General Plan Housing Elements.

- **Priority Development Area Funding Allocations**: There were two types of funding provided to Alameda County's PDAs:
  - **Supportive Transportation Capital Investments**: Describes the process and criteria used to select capital projects for funding and provides a list of funded projects.
  - **PDA Planning and Implementation Funds - The Sustainable Communities Technical Assistance Program (SCTAP)**: Alameda CTC used federal and local funds to create the Sustainable Communities Technical Assistance Program (SCTAP) to support activities such as PDA planning and implementation, implementation of Complete Streets policies, and smaller-scale bicycle and pedestrian technical projects in PDAs.

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- **Updated Association of Bay Area Governments (ABAG) Housing Data**: ABAG collected information on the number and affordability of housing units produced by Alameda County jurisdictions in 2013 as well as information as to whether units were constructed within or outside of a PDA. ABAG also updated the inventory of housing policies for Alameda County jurisdictions with PDAs. This information updates that which was provided in Chapter 2 of the 2013 PDA IGS.

Additional information beyond these four sections is also included to provide updates on specific elements as defined in the 2013 PDA IGS.

Complete Streets Ordinances and Housing Element Status

As of May 2014, all local jurisdictions in Alameda County have updated their Complete Streets ordinances. A full list of the updated ordinances can be found online at http://www.alamedactc.org/app_pages/view/9753. In addition, nearly every city in Alameda County also has provided an updated Housing Element as part of their respective General Planning efforts. However, some are pending review by the State Department of Housing and Community Development (HCD) or local planning processes. Figure 1 provides

a summary of all Alameda County cities and status updates on Complete Streets ordinances and adoption of updated housing elements.

Figure 1   Alameda County Cities: Complete Streets Ordinance and Housing Element Status

Note: Dates are hyperlinks to directly access the referenced ordinance or Housing Element.

Alameda County Jurisdiction	Adoption of Complete Streets Ordinance	Adoption of Updated Housing Element (2007-2014)
Alameda County	November 20, 2012	March 30, 2010
Alameda (City)	January 14, 2013	July 3, 2012
Albany	January 22, 2013	City Approval on March 3rd (HCD Review underwayhttp://alamedaca.gov/community-development/housing-element-2015%E2%80%932023)
Berkeley	December 11, 2012	October 19, 2010
Dublin	December 4, 2012	March 2, 2010
Emeryville	January 15, 2013	June 2010
Fremont	June 30, 2013	July 14, 2009
Hayward	March 19, 2013	June 2010
Livermore	January 28, 2013	March 8, 2010
Newark	March 14, 2013	February 25, 2010
Oakland	February 5, 2013	December 21, 2010
Piedmont	November 19, 2012	June 6, 2011
Pleasanton	December 4, 2012	February 13, 2012
San Leandro	February 4, 2013	April 2010
Union City	November 27, 2012	November 23, 2010

Priority Development Area Funding Allocations

One Bay Area Grant (OBAG) Supportive Transportation Capital Investment Funds

This first category of funding was used for supportive transportation capital investments in a subset of the county's PDAs that were determined to have more active development markets. Over 60% of Alameda County's OBAG Program funds were used for these types of projects.

The Alameda CTC determined that Alameda County had 17 "Active" PDAs in fall 2012. These areas had completed necessary planning and regulatory updates to facilitate future housing and/or job growth and had a recent history of development activity as well as development activity currently underway. The screening process to select Active PDAs is fully described in Chapter 3 of the 2013 PDA IGS.

Active PDAs included the following:

- Berkeley: Downtown

- Berkeley: University Avenue
- Dublin: Downtown Specific Plan Area
- Dublin: Town Center
- Dublin: Transit Center/Dublin Crossing
- Emeryville: Mixed Use Core
- Fremont: Centerville
- Fremont: City Center
- Fremont: Irvington District
- Hayward: The Cannery
- Livermore: Downtown
- Oakland: Coliseum BART Station Area
- Oakland: Downtown and Jack London Square
- Oakland: Fruitvale & Dimond Areas
- Oakland: TOD Corridors
- Oakland: West Oakland
- Union City: Intermodal Station District

The county's active PDAs (as of fall 2012) are also illustrated in Figure 4.

The Alameda CTC adopted OBAG Programming Guidelines at its December 2012 Board meeting. The guidelines included programming categories, program eligibility, and screening and selection criteria for the OBAG projects. The action also provided that additional fund sources allocated by Alameda CTC be considered in coordination with the OBAG programming process, with a focus on the PDA Supportive Transportation Investment and Safe Routes to School (SR2S) Categories.

In order to be eligible to receive federal funds through the OBAG Program, local agencies were required to:

- Adopt a Complete Streets Resolution (or compliant General Plan) by April 1, 2013
- Receive certification of agency housing element by the California Department of Housing and Community Development by January 31, 2013
- Complete the Local Agency Certification Checklist

In addition,

- Transportation projects were required to be consistent with the adopted Regional Transportation Plan, Alameda Countywide Transportation Plan and / or the Countywide Bicycle and Pedestrian Plans
- Transportation projects were required to be eligible for funding from one or more of the fund programs incorporated into the coordinated program
- Transportation projects within or having proximate access to the 17 "Active" PDAs listed in Alameda CTC's Priority Development Area Investment and Growth Strategy were eligible to apply for OBAG PDA Supportive category funds

Chapter 3 of the 2013 PDA IGS fully describes the process that was used to prioritize PDAs for transportation capital investments for this OBAG cycle. Since adoption of that plan, in 2013, Alameda CTC received 20 applications requesting $83.6 million of OBAG-PDA Supportive

funds. The draft FY 2012-13 Coordinated Program includes approximately $38.7 million of federal funds towards ten (10) PDA Supportive Transportation Investment projects. The projects include bicycle, pedestrian, station improvements, station access, bicycle parking, Complete Streets improvements that encourage bicycle and pedestrian access, and streetscape projects focusing on high-impact, multi-modal improvements.

The selected projects are consistent with the goal of this program, which is to decrease automobile usage and thereby reduce both localized and area-wide congestion and air pollution. The selected ten projects are described in Figure 2.

Figure 2   Alameda County OBAG Capital Projects

Priority Development Area	Project	Funding Amount (x$1,000)	Description / Update
Berkeley: Downtown	Shattuck Reconfiguration and Pedestrian Safety	$2,777	This project will reconfigure Shattuck Avenue from Allston Way to the intersection of Shattuck and University Avenue to improve traffic safety, transit facilities, and the quality of public open space. At present the segment splits into two one-way streets which requires northbound traffic to turn left onto University Ave. for half a block and then right to continue on Shattuck Avenue. Due to this configuration the intersection is attributed with the highest number of auto/pedestrian collisions in the City.
Berkeley: Downtown	Berkeley BART Plaza and Transit Area Improvements	$4,066	This project will improve multimodal interconnectivity and enhance rider safety and comfort by reconstructing existing, and installing new transit structures to improve access and security at BART entries. In addition, the project will enhance waiting areas for buses, install new wayfinding signage, improve pedestrian safety, and provide new bicycle parking. The project will also include placemaking elements such as café uses, an information kiosk, public art, and a water feature.
Berkeley: Downtown	Hearst Ave. Complete Streets	$1,150	This project includes bike, pedestrian, and ADA enhancements to improve multimodal access and safety between UC Berkeley and the Downtown Berkeley PDA. Key elements include: closing a sidewalk gap on the north side of the UC campus, extending bike lanes from Shattuck Avenue to Euclid Street, and improving multiple pedestrian crossings with flashing beacons and upgraded traffic signals.

Priority Development Area	Project	Funding Amount (x$1,000)	Description / Update
Fremont: City Center	Fremont City Center Multimodal Improvements	$5,853	This project includes two components to promote the City's vision to transition from an auto-oriented suburb to a more sustainable urban environment. The first is the extension of Capitol Avenue from State Street to Fremont Boulevard, employing Complete Streets practices such as bike lanes in each direction, diagonal parking, wide landscaped sidewalks, and landscaped medians. The second element is to improve and enhance bicycle and pedestrian connections between the Fremont BART station and local employment and residential nodes.
Oakland: West Oakland	7th Street W. Oakland Transit Village Phase II	$3,288	This project calls for a road diet of the three-block segment of 7th from Wood Street to Peralta Street, near the West Oakland BART station. In addition to removing travel lanes the project will add pedestrian amenities to the corridor such as new sidewalks, ADA-accessible curb ramps, corner bulb-outs, lighting, and landscaping.
Oakland: Downtown and Jack London Square	Lakeside Green Street Project	$7,000	This Complete Streets project will install new bicycle and pedestrian facilities to connect the project area with multimodal access to local transit hubs, business, Lake Merritt, and Oakland's greater bikeway network. The project will calm vehicular traffic along Harrison Street and Lakeside Drive between 19th Street and Grand Avenue, in addition to constructing .92 miles of Class II bike lanes and installing 13 new bike racks.
Oakland: West Oakland	Peralta Street Improvement Component	$2,979	This project will provide improvements for a two-mile segment of Peralta Street (a designated Class II bike route in Oakland's Bicycle Master Plan) from 3rd to 36th Streets. Enhancements include: striping for bike lanes, new sidewalks and bulb-outs, relocated bus stops, improved crosswalks, ADA curb ramps, bicycle and pedestrian amenities.
Oakland: Transit-Oriented Development Corridors	Bike Lane Component (of Lake Merritt BART Bikeways App.)	$422	This project will install high quality bikeways serving the Lake Merritt BART station. Bike lanes will be installed on the one-way streets that serve the station from all directions. In addition, key roadway segments will be resurfaced to provide a path that is safe and supportive for cycling. Throughout the project area, travel lanes will be removed and new striping will be applied on streets to provide improved pedestrian safety at crossings.

Priority Development Area	Project	Funding Amount (x$1,000)	Description / Update
Oakland: MacArthur Transit Village	Martin Luther King Jr. Way Improvements Component	$2,473	This project will provide multimodal and safety enhancements for 1.2 miles from West Grand to 40th Street. Enhancements will include: a road diet reducing the number of travel lanes, a Class II bike lane, sidewalk improvements, ADA curb ramps, and bike racks.
Union City: Intermodal Station District	UC BART Station Improvement and Railroad Pedestrian Crossing Component	$8,692	This project will create a new entry to BART for an at-grade pedestrian pass-through to connect to a planned passenger rail station. The new entry will link over 50 acres of mixed-used development to transit. Specific enhancements include: reconfiguration of the BART station lobby, expanded vertical circulation and passenger platforms, and a new station interface to planned passenger rail and transit-oriented development.

PDA Planning and Implementation Funds (SCTAP Funds)

As part of the One Bay Area Grant program, a portion of PDA planning and implementation funds was allocated to the Congestion Management Agencies for local PDA planning and implementation projects. Alameda CTC combined $3.9 M of federal funds with local Measure B funds to create the Sustainable Communities Technical Assistance Program (SCTAP). The purpose of this funding program is to support PDA planning and implementation, implementation of Complete Streets policies, and smaller-scale bicycle and pedestrian technical projects. This program is also designed to advance PDAs through planning processes so that they may become ready and eligible for future OBAG funding.

A call for projects was issued on June 4, 2013, and applications were due on September 17, 2013. A total of 22 applications totaling $5.9 million in requested funds were received from ten different jurisdictions, AC Transit and LAVTA. Alameda CTC staff as well as two additional staff members from MTC and ABAG reviewed applications. Alameda CTC staff then met with project sponsors to address any outstanding questions and in some cases refined a project's scope of work.

A total of ten different projects were recommended for funding under the PDA planning and implementation and complete streets portion of the program for a requested funding amount of $4,230,500. The funded Alameda County SCTAP projects are described in Figure 3.

Figure 3   Alameda County SCTAP Projects

Priority Development Area	Project	Funding Amount (x$1,000)	Description / Update
Alameda: Northern Waterfront	Clement Avenue Complete Street Corridor	$125	The project includes the development of conceptual designs, including community outreach, for developing a bikeway along Clement Avenue that provides a direct, commuter-oriented route linking central Alameda to the east end and beyond, including Oakland and Fruitvale BART.
Albany: San Pablo & Solano Mixed Use Neighborhood	Citywide Parking Study and Plan	$50	The parking study will examine existing conditions and develop a strategy for managing parking to support the city's land use objectives.
Numerous Oakland PDAs	Bikeway Network 2.0	$270.5	This project addresses major network gaps in four bikeway corridors that extend across Oakland as well as gaps on three additional bikeways. These seven corridors comprise 37 miles of the city's bikeway network and connect all of Oakland PDAs. The scope addresses gaps along six miles of these roadways and at seven additional intersections. Project would focus on "next generation" bikeway design. The project will develop a methodology to apply Assembly Bill No. 2245 to the analysis and environmental clearance of road diet projects.
Oakland: Downtown and Jack London Square	Comprehensive Downtown Circulation Plan	$900	The Comprehensive Downtown Circulation Plan is aimed not only at solving current traffic problems but also to take into consideration traffic generated from significant new planned developments in Oakland and Alameda. The plan will include a comprehensive traffic study for Downtown Oakland that will take into account the changing land use as well as traffic patterns in the area. The analysis, results, and mitigations proposed as part of the traffic study will help shape the final implementation plan Downtown area. Included in the study/plan will be an evaluation of the feasibility of converting one-way streets in downtown Oakland to two-way operation.
Numerous Central County PDAs (Alameda County, San Leandro and Hayward)	Central County Complete Streets Implementation	$290	This project will develop needed procedural documents and facilitate implementation and staff training necessary for a successful Complete Streets program.
Hayward: Downtown	Hayward Downtown Specific Plan	$950	This project will develop a new Downtown Specific Plan. The new Downtown Plan will replace six Downtown planning and zoning documents that were adopted between 1987 and 2002.

Priority Development Area	Project	Funding Amount (x$1,000)	Description / Update
San Leandro: Downtown Transit Oriented Development	San Leandro Downtown Parking Management Plan	$145	This project will develop a strategy to better manage existing supply and demand and facilitate implementation of future land use and development objectives for the downtown.
Numerous East County PDAs Tri-Valley Cities and LAVTA	Integrated Transit/Park and Ride Study	$700	The overarching goal of the study is to reduce vehicle miles traveled and single-occupancy vehicle trips by developing a coordinated transit and park-and-ride strategy for the Tri-Valley. The strategy will also address multimodal travel options, particularly first- and last-mile strategies within the Tri-Valley's PDAs, as well as better management of parking and access to the region's two BART stations. The scope of work includes the following elements: 1) Tri-Valley Smart Parking Technology Study 2) Pleasanton Park & Ride Study 3) LAVTA Onboard O-D, Modeling and Benchmarking Study 4) I-680 O-D Study
Dublin: Transit Center/Dublin Crossings	Iron Horse Connectivity to BART Feasibility Study	$300	The study will examine the feasibility of crossing and trail improvements on the Iron Horse Trail (IHT) from Dougherty Road to the Dublin/Pleasanton BART Station, in order to decrease barriers, reduce parking demand at BART, and increase bike/walk mode share to the BART Station from the surrounding activity centers.
Countywide	SB 743 Implementation and other CEQA Streamlining Technical Assistance	$500	Provide technical assistance to assist in implementing changes to CEQA required under SB 743 as well as other efforts to streamline CEQA review to facilitate development within PDAs.

Figures 4-8 reflect maps of Alameda County Planning Areas and associated OBAG Capital Projects, SCTAP projects and Active and Non-Active PDAs.[2]

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[2] Non-active PDAs include both "Near Active PDAs" and "PDAs in Need of Planning Support" as defined by the 2013 PDA IGS.

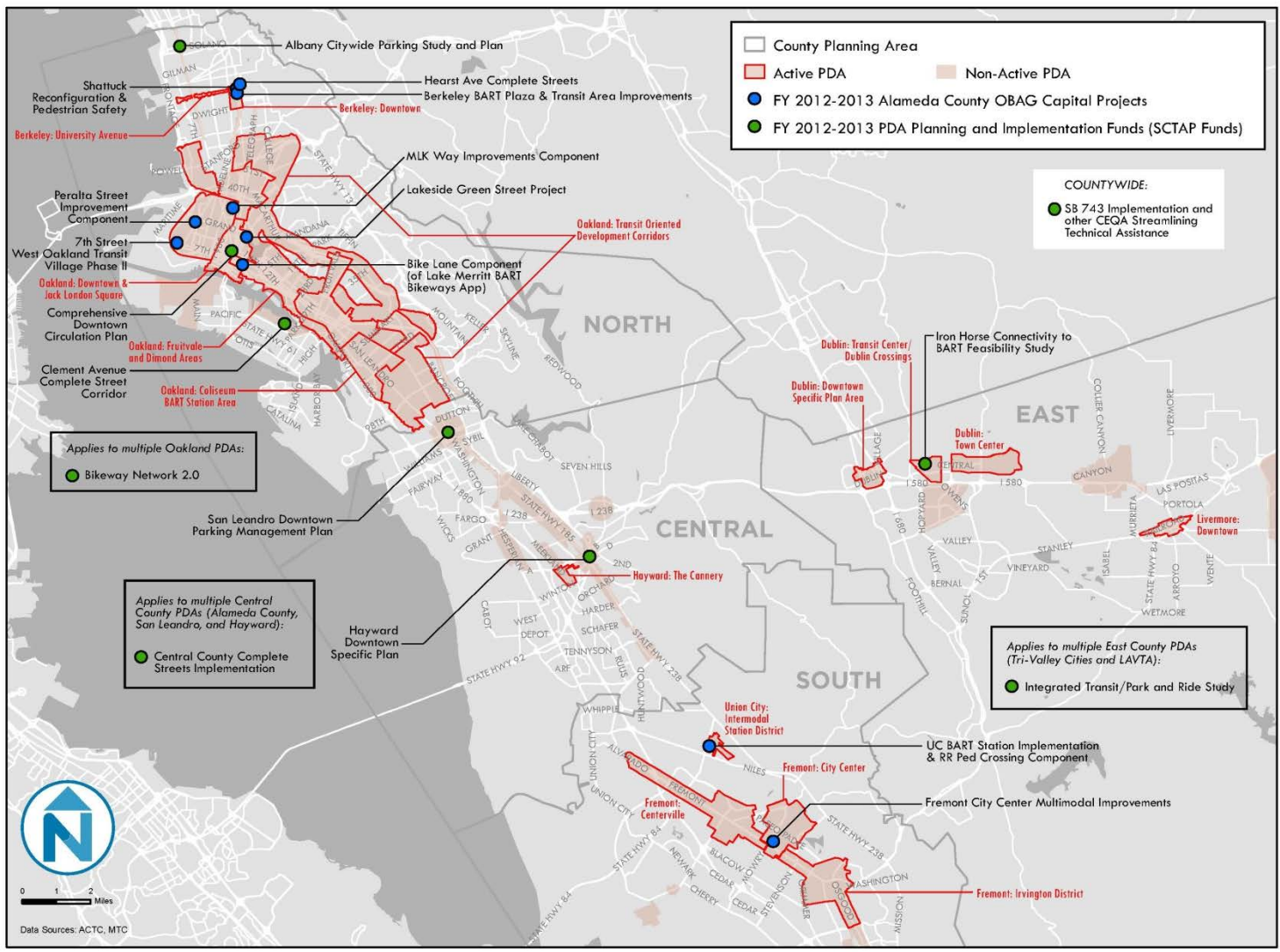**Figure 4   Countywide PDAs, Capital Projects, and SCTAP Funded Projects**

Figure 5   North County PDAs, OBAG Capital Projects, and SCTAP Funded Projects
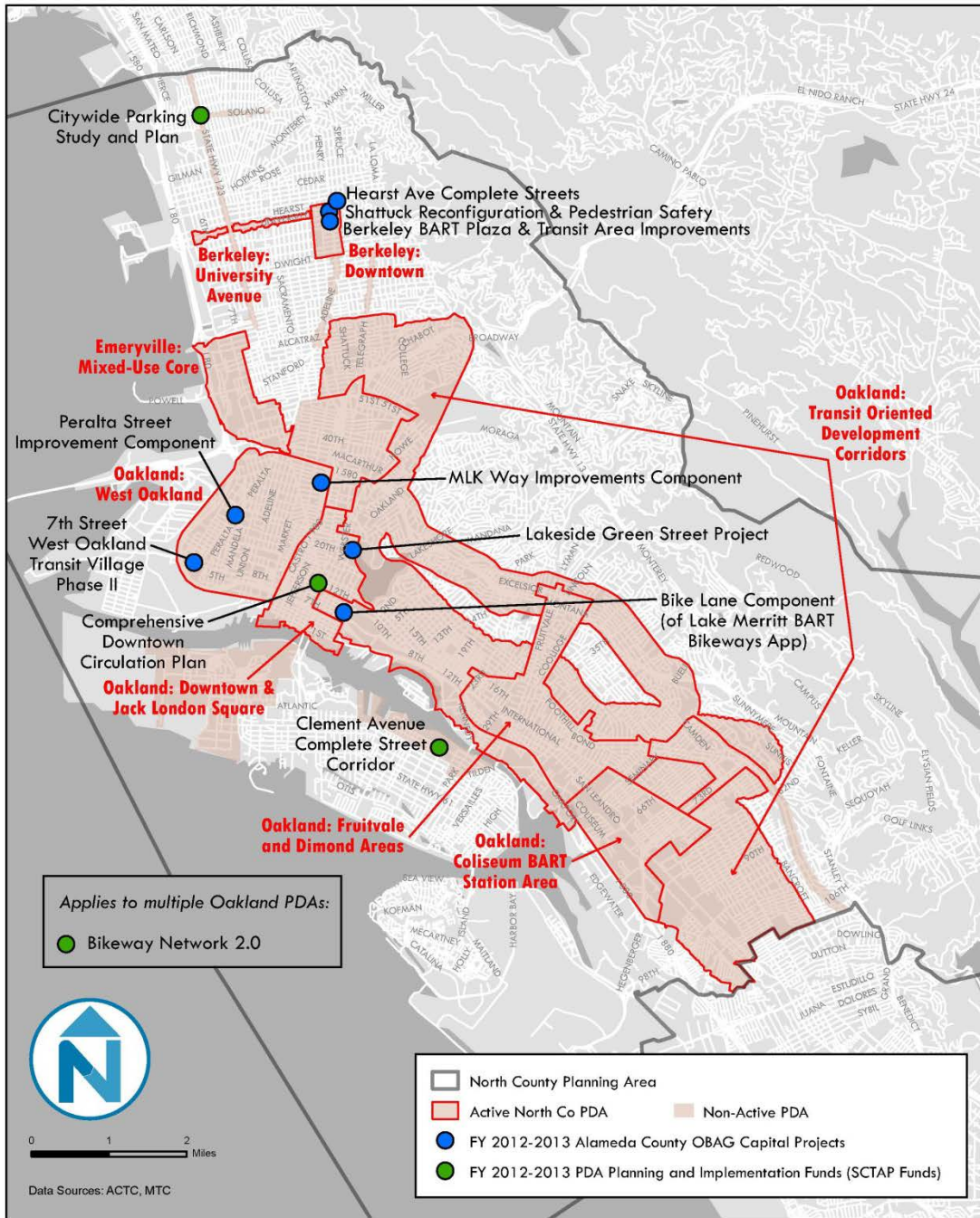
Figure 6   Central County PDAs, OBAG Capital Projects, and SCTAP Funded Projects
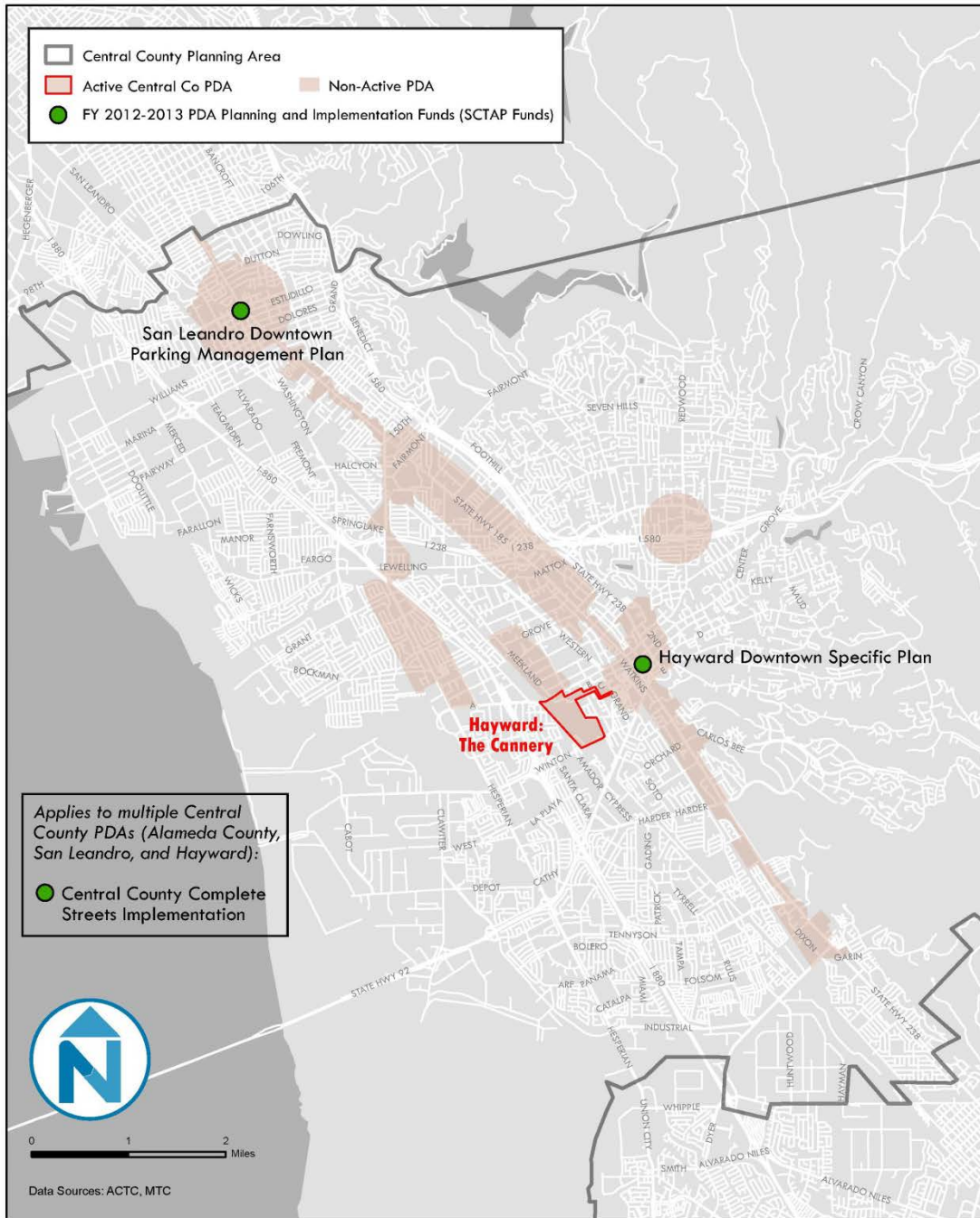
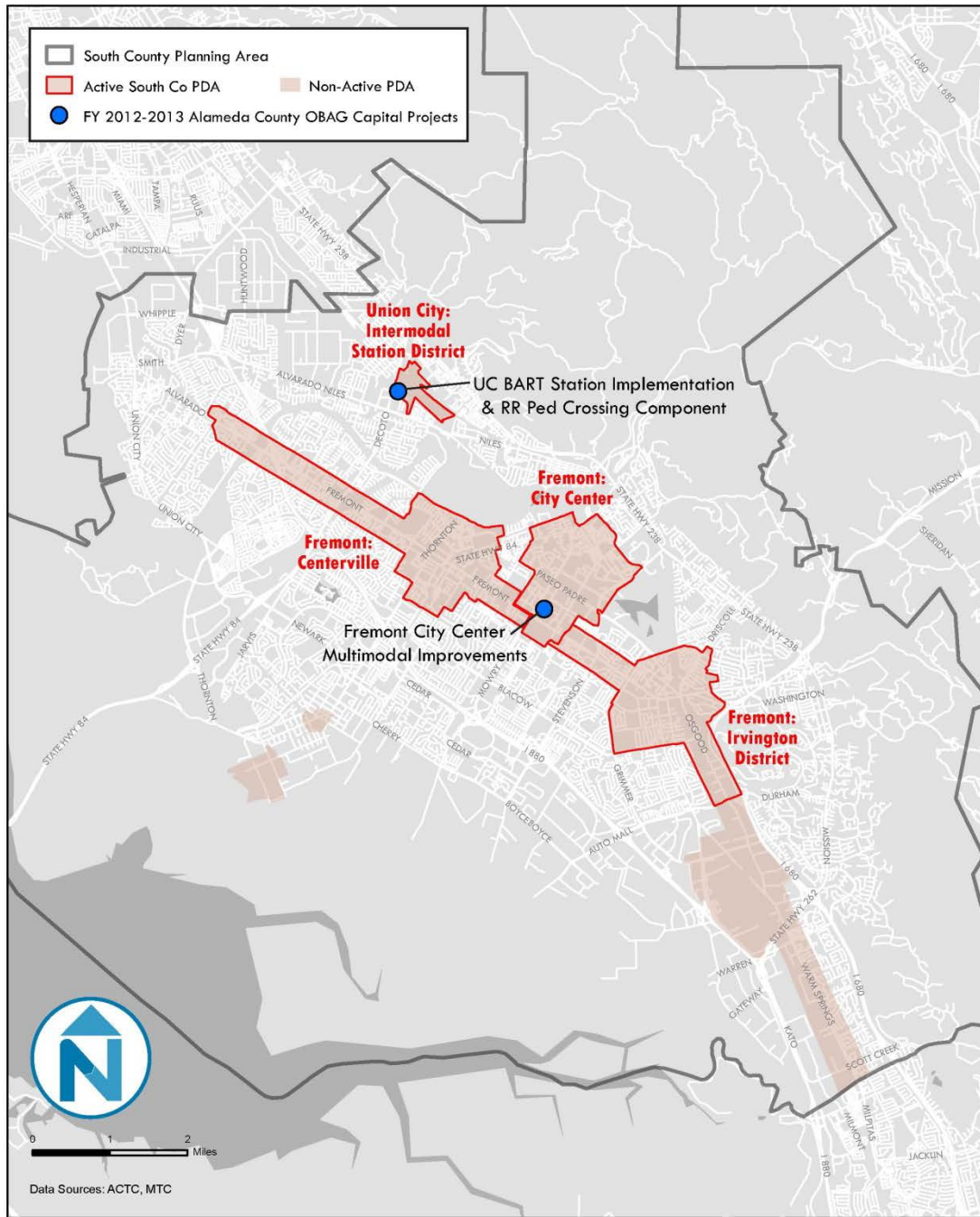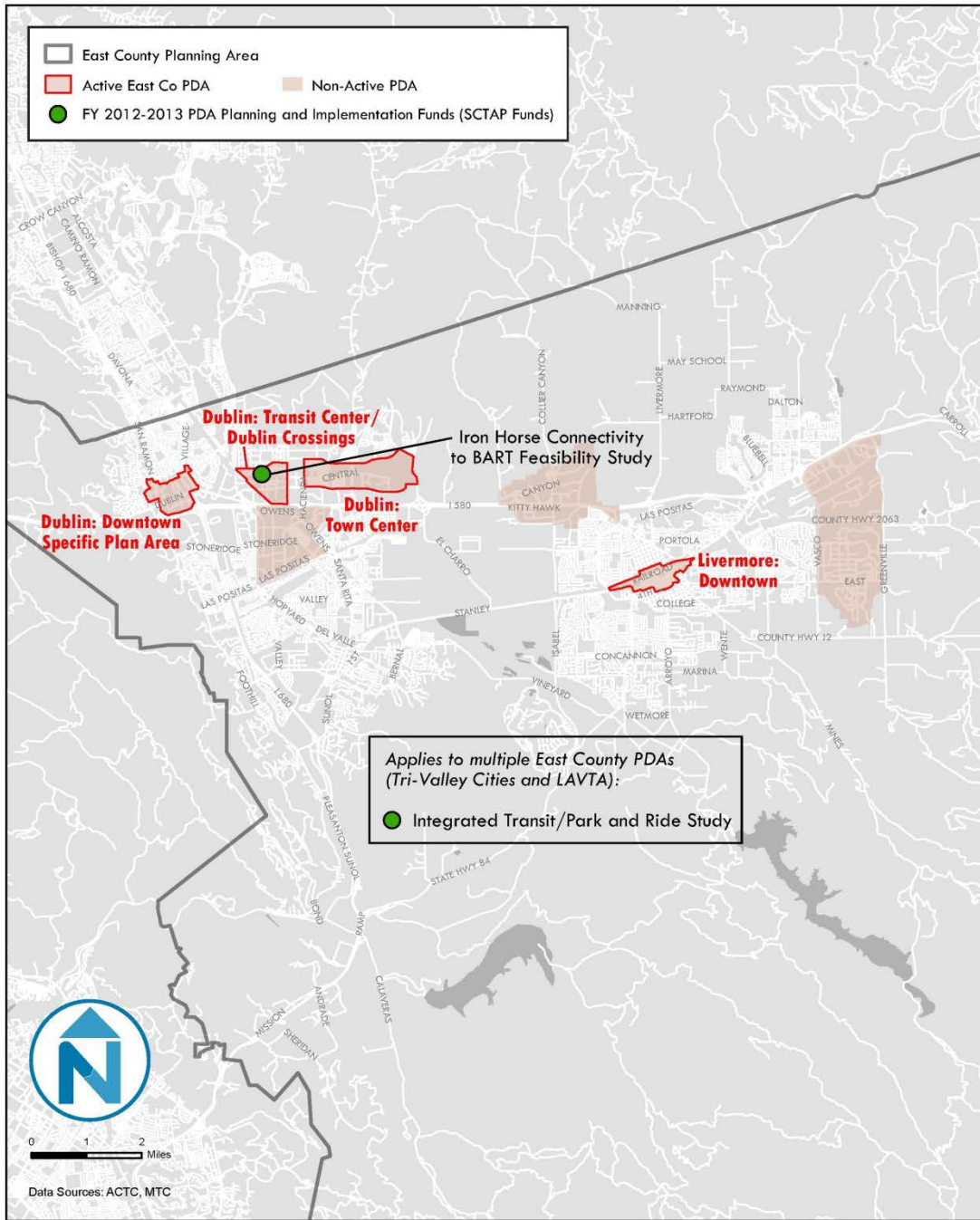**Figure 7   South County PDAs, OBAG Capital Projects, and SCTAP Fund Projects**

Figure 8   East County PDAs, OBAG Capital Projects, and SCTAP Funded Projects

PDA Coordination with Other Planning Efforts

To ensure the success of the PDA IGS, efforts must span unilaterally across all Alameda CTC planning efforts. This section outlines other recent Alameda CTC planning efforts and their respective inclusion of PDA elements. Given the recent timing of the PDA IGS, some plans' inclusion of PDA language is minimal. However, the specificity will increase in future years with progress in the development of Alameda County PDAs.

Countywide Transportation Plan (June 2012)

Integration of land use was taken into consideration throughout the Alameda Countywide Transportation Plan (CWTP) update process. The vision and goals explicitly address land use by stating that new transportation investments must be "supported by appropriate land uses" and that our transportation system will be "integrated with land use patterns and local decision making." Further, coordination of land use and transportation in Alameda County will also help achieve other aspects of the county's vision for sustainability, transit operations, public health, and economic opportunity. Land use was also incorporated into the performance measures that were used to evaluate transportation investments. The use of measures such as the share of low-income households with access to activity centers, schools and transit stops as well as transit ridership and riders per hour reflects the importance of land use in the CWTP. The following specific Land Use Objectives are defined within the CWTP:
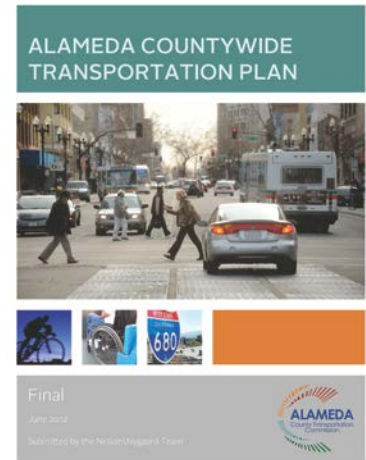
- Encourage a land use pattern that provides a variety of destinations within walking and bicycling distance
- Encourage a built environment that provides an interesting and vibrant street environment, including interest and comfort for pedestrians and bicyclists as well as "eyes on the street" for improved safety
- Encourage a pattern of major employment centers and employment in general with convenient transit access and nearby mixed use and residential areas
- Support walkable residential neighborhoods in proximity to schools
- Support the creation and maintenance of housing, affordable to a range of households, with PDAs and other TOD opportunities
- Encourage preservation of valuable agricultural lands in the county to provide produce and other agricultural products within proximity of urban development
- Encourage the creation of a connected street network providing multiple and convenient routes for all modes within and between neighborhoods and centers, and for the regional transportation system

It is anticipated that future CWTP efforts will continue to build off the 2012 Plan and will utilize PDA locations to coordinate land use and transportation policies.

Congestion Management Plan Update
(Fall 2013)

The Alameda County Congestion Management Plan (CMP) has a specific section dedicated to the Land Use Analysis Program. Among the program's goals includes better integrating local land use and regional transportation investment decisions. A major component of the Alameda CTC Land Use Analysis Program is the legislatively required review of land use development projects. This review allows the Alameda CTC to assess impacts of individual development actions on the regional transportation system and that action can be taken to reduce the opportunity for any significant impacts. The most recent update of the CMP includes a goal of better coordinating transportation investments with the county's land use patterns and incorporates the recommendations of the Alameda County Priority Development Investment and Growth Strategy adopted by the Commission in March 2013.
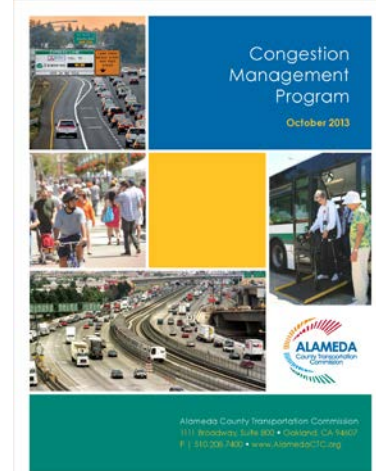
Alameda Countywide Pedestrian Plan (October 2012)

The 2012 Countywide Pedestrian Plan integrates the PDA process as part of the development of Countywide priorities for pedestrian improvements. The goals for the Pedestrian Plan dovetail with those of the PDA IGS, as many PDAs are located in infill, transit-accessible locations near or are adjacent to downtowns. As a result, these locations are also those with high priorities for pedestrian facilities improvements. PDAs are referenced frequently as part of the prioritization process and are incorporated into the implementation actions of the Plan.
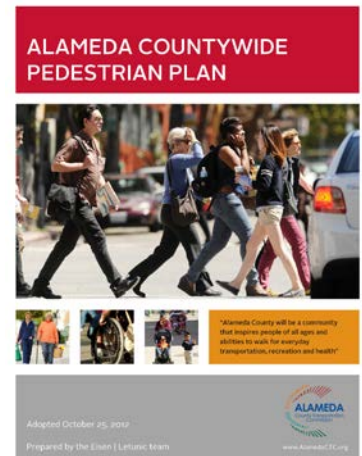
Alameda Countywide Bicycle Plan (October 2012)

Similar to the Pedestrian Plan, the Countywide Bicycle Plan frequently references the correlation between the types of locations where PDAs reside (infill, transit-accessible, adjacent to downtown) and locations that warrant improved bicycle infrastructure. The vast majority of PDAs in Alameda County are within areas covered by proposed bicycle improvements as part of the plan. Again, PDAs are referenced frequently as part of the prioritization process and are incorporated into the implementation actions of the Plan.

Updated ABAG Housing Data

According to data collected by ABAG, approximately 2,663 housing units were produced in Alameda County jurisdictions during 2013. Approximately 63% of these units were built within PDAs, and 23% of units (either built within or outside of a PDA) were affordable to very low income or low income households. This information is summarized in Figure 9.

Figure 9   **Housing Permit Activity for Alameda County Jurisdictions with PDAs (Calendar Year 2013)**

Jurisdiction	VLI	LI	Mod	Above Mod	Total Units	In PDAs	Outside PDAs	Unknown (PDA/ Non-PDA)
Alameda	18	0	0	1	19	0%	100%	0%
Albany	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Berkeley	0	0	0	58	58	100%	0%	0%
Dublin	0	14	0	659	673	38%	62%	0%
Emeryville	29	0	0	161	190	100%	0%	0%
Fremont	0	10	29	365	404	79%	20%	2%
Hayward	16	0	0	140	156	0%	10%	90%
Livermore	0	0	73	96	169	59%	38%	4%
Newark	0	0	0	0	0	0%	0%	0%
Oakland	383	23	0	160	566	87%	2%	10%
Pleasanton	38	3	12	259	312	54%	44%	3%
San Leandro	0	0	0	8	8	0%	100%	0%
Union City	0	0	0	0	0	0%	0%	0%
Alameda County	85	2	14	7	108	81%	19%	0%
County Totals	**569**	**52**	**128**	**1,914**	**2,663**	**62%**	**30%**	**8%**

Notes:

ABAG gathered permit data for jurisdictions with locally-designated Priority Development Areas (PDAs) for the calendar year 2013. All data provided by local jurisdiction staff unless noted otherwise.

*Information obtained from annual housing element progress report filed with the California Department of Housing and Community Development.

Percentages may not add up to 100% due to rounding.

Legend:

VLI: Number of units permitted affordable to very low income households (making less than 50% of Area Median Income)

LI: Number of units permitted affordable to low income households (making between 50-80% of Area Median Income)

Mod: Number of units permitted affordable to moderate income households (making between 80-120% of Area Median Income)

Above Mod: Number of units permitted affordable to above moderate income households (making 120%+ of Area Median Income)

Total Units: The total number of housing units permitted for the jurisdiction

In PDAs: Number of housing units permitted within PDAs

Outside PDAs: Number of housing units permitted outside of PDAs

Unknown (PDA/Non-PDA): Unknown if permitted units were inside or outside of PDAs due to lack of

location data
N/A: Indicates that information was not available for the jurisdiction

Figure 10 provides an updated summary of housing policies for those Alameda County jurisdictions with PDAs. This information was collected by ABAG in summer 2014. Figure 11 defines the types of housing policies employed by local jurisdictions.

Figure 10   Alameda County Housing Policies for Jurisdictions with PDAs (Compiled by the Association of Bay Area Governments, July 2014)

Affordable Housing Policies and Programs	Alameda*	Albany	Berkeley	Dublin	Emeryville	Fremont	Hayward	Livermore	Newark	Oakland	Pleasanton	San Leandro	Union City	Unincorporated Alameda County
Reduced Parking Requirements	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	UC	Y	Y	Y
Streamlined Permitting Process	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Graduated Density Bonus (parcel assembly)	N	Y	N	N	N	N	N	N	N	Y	N	N	N	Y
Form-based codes	N	N	N	N	N	Y	Y	Y	Y	N	N	N	N	N
Mixed Use Zoning	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N
Housing Overlay Zone	N	Y	N	N	N	N	UC	N	N	N	N	N	N	N
Density Bonus Ordinances	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	UC	Y	Y	N
Inclusionary/Below Market Rate Housing Policy	Y	Y	Y	Y	Y	Y	Y	Y	N	N	Y	Y	Y	Y
Condominium Conversion Ordinance	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N
Just Cause Evictions	N	N	Y	N	N	N	Y	N	N	Y	N	Y	N	N
Rent Stabilization	N	N	Y	N	N	N	Y	N	N	Y	N	N	N	N
Acquisition/Rehabilitation/ Conversion Program	N	Y	N	Y	N	Y	Y	Y	N	N	Y	N	Y	Y
Preservation of Mobile Homes (Rent Stabilization ordinances)	N	N	N	N	N	Y	Y	N	N	Y	N	Y	Y	Y
SRO Preservation Ordinances	N	Y	N	N	N	N	N	N	N	Y	N	N	SRO N	N
Homeowner Rehabilitation program	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N
Other Anti-Displacement Strategies	N	Y	N	N	Y	Y	N	Y	N	N	N	N	N	Y
Reduced Fees or Waivers	N	UC	Y	Y	N	Y	Y	Y	N	N	Y	Y	N	Y
General Fund Allocation Incl. former RDA "Boomerang" Funds	N	UC	Y	N	N	Y	N	N	N	N	Y	N	N	N
In-Lieu Fees (Inclusionary Zoning)	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	Y	I-Y	Y
Housing Development Impact Fee	UC	Y	Y	N	Y	Y	UC	N	Y	N	N	N	Y	N
Commercial Development Impact Fee	Y	Y	Y	Y	Y	N	N	Y	Y	Y	Y	N	N	N
Other taxes or fees dedicated to housing	N	Y	N	N	N	Y	N	N	Y	Y	N	N	N	N
Locally Funded Homebuyer Assistance Programs	Y	N	N	Y	Y	N	N	Y	Y	Y	Y	Y	Y	N
Tenant-Based Assistance	N	Y	N	Y	N	Y	Y	Y	N	N	N	N	N	Y
Home sharing programs	N	Y	N	N	N	N	N	Y	N	N	N	Y	N	N
Has Public Housing?	N/A	N	Y	N	Y	N	N	Y	N	Y	N	N	Y	N
Has Group Homes?	N/A	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	N	Y	Y
Has a Second Unit Ordinance?	N/A	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	N	Y	Y
Has an Emergency Shelter?	N/A	N	Y	Y	N	Y	Y	Y	Y	Y	Y	N	N	Y
Has Affordable Housing Complexes?	N/A	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y

Notes:

ABAG tracked thirty housing policy and program types that represent the most prevalent and important strategies for fostering development of both market rate and affordable housing units. ABAG Staff compiled a summary of policies adopted by each jurisdiction based on the jurisdiction's certified 2007-2014 housing element, and sent the summary to local staff for verification. We have indicated instances in which we were not able to verify or obtain information.

Legend:

* Data compiled by ABAG staff

UC: The policy or program is currently under consideration by the jurisdiction

N/A: Indicates information was unavailable for jurisdiction

Figure 11   Housing Policy Definitions

Policies	Definition:
1. Reduced Parking Requirements	Reduced parking requirements to facilitate housing development (market or affordable).
2. Streamlined Permitting Process	One-stop permitting or priority processing for certain kinds of housing developments (market or affordable).
3. Graduated Density Bonus	Under the same zoning designation allow greater density with greater lot size to facilitate parcel assembly
4. Form-Based Code	Zoning codes that specify development requirements to an extent that development proposal meeting the requirements can be speedily entitled without conditional use permitting
5. Mixed Use Zoning	Allows for compatible non-residential use on a given parcel
6. Housing Overlay Zone	Housing overlay zones describe areas where jurisdictions provide incentives for housing development on sites that are not zoned for residential use.
7. Local Density Bonus Ordinance	A locally adopted density bonus ordinance that customizes state density bonus law to local priorities
8. Inclusionary/Below Market Rate Housing	When a jurisdiction requires a certain percentage of housing units in market-rate developments to be affordably priced to income-specified households
9. Condominium Conversion	An ordinance that regulates conversion of apartment buildings into condominiums and generally provides tenant protections.
10. Just Cause Eviction	An ordinance that allows evictions for legally delineated circumstances.
11. Rent Stabilization	Ordinances that regulate the percentage of annual rent increases, but allow rent to be "reset" at market-rate upon vacancy.
12. Acquisition/Rehabilitation/ Conversion	Programs to purchase, rehabilitate, and then convert properties from a past non-residential (or dilapidated residential) use to affordable (income-restricted) residential
13. Preservation of Mobile Homes (Rent Stabilization Ordinance)	Typically rent stabilization ordinances applicable to mobile homes to preserve a source of affordable housing.
14. SRO Preservation Ordinance	Typically rent stabilization ordinances applicable to properties designated "single room occupancy."
15. Homeowner Repair or Rehabilitation	Grant or low-cost loan programs targeted to homeowners to make either minor or major repairs to their properties.
16. Other Anti-Displacement Strategies	Policies that discourage eviction or economic displacement of residents due to market pressures.
17. Reduced Fees or Waivers	Reduced fees or permit waivers for affordable housing development.
18. General Fund Allocation Incl. Former RDA "Boomerang" Funds	An allocation of local funds for affordable housing development and preservation, for instance residual RDA funds.
19. In-Lieu Fees (Inclusionary Zoning)	Fees charged to market rate developers "in-lieu" of the construction of income-restricted ownership or rental units in new developments.
20. Housing Development Impact Fee	A per square foot or per unit development fee levied on market rate residential development that is used to develop or preserve affordable housing.
21. Commercial Development Impact Fee	A per square foot development fee levied on non-residential development that is used to develop or preserve affordable housing.
22. Other Taxes or Fees dedicated to housing	A local tax or fee (not specified above) dedicated to affordable housing development or preservation.
23. Locally-Funded Homebuyer Assistance Programs	Locally-funded homebuyer assistance programs – typically down payment assistance for first time buyers.
24. Tenant-Based Assistance	Locally-funded monetary assistance to tenants on a one-time or ongoing basis.
25. Home Sharing Programs	Locally-funded programs that encourage homeowners with extra rooms to "share" or room with a pre-screened tenant.
26. Public Housing	Number of public housing properties in the jurisdiction
27. Group Homes	Number of group homes in the jurisdiction
28. Second Units	Number of second units in the jurisdiction
29. Emergency Shelters	Number of emergency shelters in the jurisdiction
30. Affordable Housing Complexes	Number of affordable housing complexes in the jurisdiction

PDA Monitoring

Alameda CTC conducted its first full PDA Inventory in 2012 and the agency intends to build on this Inventory to incorporate additional data that could not be collected for this initial PDA Investment and Growth Strategy (2013) As written in the 2013 Alameda County PDA IGS, it was noted that data would be updated annually or biannually as new data is generated by the jurisdictions and then compiled and released by ABAG or MTC. As of May 2014, there have been few significant updates, thus Alameda CTC has elected not to undergo a significant update of its PDA Inventory at this time.

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