

Mixed Income TOD Acquisition Fund Business Plan Framework

November 2008

prepared for:
The San Francisco Foundation



STRATEGICECONOMICS

The Center for Transit-Oriented Development (CTOD)

Local Initiatives Support Corporation (LISC) Bay Area

	<i>Existing Stock of Subsidized Housing</i>	43
	<i>Local Policies</i>	44
	<i>Potential Role of Fund</i>	44
V.	APPENDIX B: LAND SUPPLY IN STATION AREAS	47
VI.	APPENDIX C: PARCEL SIZES IN STATION AREAS	63
VII.	APPENDIX D: LAND USE OF PARCELS IN STATION AREAS	67
VIII.	APPENDIX E: MEDIAN INCOME AND INCOME DIVERSITY	71
IX.	APPENDIX F: STOCK OF SECTION 8 AND LIHTC-SUPPORTED UNITS	78

I. INTRODUCTION

BACKGROUND

The Great Communities Collaborative (GCC) brings together residents and local organizations to participate in community planning processes across the Bay Area to create a region of vibrant neighborhoods with affordable housing, shops, jobs and services near transit. The GCC is a unique cooperative relationship between four Bay Area nonprofit organizations - Greenbelt Alliance, TransForm, Urban Habitat, the Non-Profit Housing Association of Northern California, and the national nonprofit Reconnecting America. The East Bay Community Foundation, the San Francisco Foundation and the Silicon Valley Community Foundation are also part of the collaborative. In 2006, members of the GCC met with the Bay Area Local Initiatives Support Corporation (Bay Area LISC) and the San Francisco Foundation to craft a strategy for property acquisition in support of equitable TOD. These conversations were rooted in the recognition that the ability to control land and land use is often critical to ensuring that affordable housing, open space, and community facilities are not left out, but rather go hand-in-hand with private market development. Following those initial meetings, the GCC released a report in 2007 authored by the Center for Transit Oriented Development (CTOD) and the Center for Community Innovation called *Transit-Oriented for All*, which made the case that TOD is most effective when linked to equitable development. This report helped galvanize the attention of regional non-profit organizations, public agencies, and foundations toward exploring tools to ensure that transit oriented communities are developed in an inclusive manner. In October of 2007, an expanded focus group that included many of these organizations convened to further discuss the need for, and to determine the interest in, an acquisition fund for the Bay Area. To further discussion, Bay Area LISC prepared a report *Property Acquisition Strategy for Transit Oriented Development* to identify additional examples of land acquisition strategies.

Following these meetings, presentations, and publications, the CTOD in conjunction with Bay Area LISC were tasked with forming a steering committee to provide guidance in determining the type of land acquisition fund that could be an important component of a comprehensive strategy to achieve the goal of fostering mixed-income transit oriented communities. This document is an important next step in crafting and implementing such a fund, and will form the basis for a later Business Plan.

THE NEED FOR A TOD ACQUISITION FUND

A recent analysis by the Center for Transit Oriented Development (CTOD) found that in 2000, 613,000 households in the Bay Area lived near fixed-guideway transit stations. That same study projects that by 2030, the demand for housing near transit will increase by 40%; in order to meet this demand, 248,000 units housing units will need to be constructed in transit oriented developments (TOD) in the Bay Area. While this demand will come from households across all income groups, it will be especially acute among low-, very low-, and extremely low-income households; of the total demand for housing in TOD, roughly 50 percent will come from households in these groups. By providing affordable housing in transit zones, lower-income workers can be better connected to regional employment market without significantly increasing their transportation costs.

However, even as housing providers and managers struggle to access sufficient funding for the construction and operation of affordable housing, they face an additional barrier when seeking to provide housing opportunities in transit zones: a very limited land supply. Out of the 1,140,520 acres of land located in incorporated cities or census designated places in the Bay Area, only 31,280 acres (less than

3%) are considered vacant or underutilized.¹ Of this, only 4,458 acres are within one half mile of a fixed-guideway transit station; this number increases to 5,488 acres when stations proposed under the Metropolitan Transportation Commission's (MTC) Resolution 3434 are included.² Those vacant or underutilized parcels that do exist near transit are often more expensive than those in the surrounding area, particularly relative to parcels located at the periphery of the region. Given this scarcity and expense of opportunity sites near transit, and the need for additional housing in the region (both subsidized and market-rate), it will be critical to ensure that development on each of these parcels capitalizes on the advantages offered by transit connectivity. A land acquisition fund could play an important role in overcoming these obstacles and fostering high quality, economically inclusive TOD.

ABOUT THIS REPORT

A variety of strategies have been utilized around the Bay Area to support the development and preservation of high-density, mixed-income communities. Transit supportive zoning, inclusionary housing ordinances, traditional redevelopment strategies, and community benefits agreements are just a few of the tools that can be employed to ensure that the scarce opportunities offered by land near transit are not squandered. However, there is one potentially critical tool that does not currently exist in the region: a mixed-income TOD acquisition fund.

This report is the next step in the progression of meetings, presentations, and documents described above, and provides an initial framework for a mixed-income TOD acquisition fund for the Bay Area. The next section provides a regional analysis of the region's station areas in terms of land supply, income, housing stock, and relevant policies. The set of regional needs and assets that arise from this analysis serves as an important lens for refining the fund's goals. The third section describes the unique set of benefits that an acquisition fund can offer, and provides an initial set of specific goals for the fund. In addition, this section offers a preliminary plan of operations for the fund, along with a series of "Next Steps" to be taken in order to finalize and institutionalize the fund. The appendices at the end of the document include four case studies that further illuminate the variety of opportunities and challenges to mixed-income TOD in the Bay Area, and a series of charts and matrices that form a more detailed regional analysis than the one presented in Section II.

¹ Underutilized parcels are those for which the assessed value of the land exceeds the assessed value of the buildings or other improvements. This is a commonly used index for assessing whether a given parcel is likely to be redeveloped and was employed by Prof. John Landis and Heather Hood in their California Statewide Infill Study. Information about the benefits and limitations of this measure can be found at <http://infill.gisc.berkeley.edu/about.html>

² Resolution 3434 was the regional transportation expansion adopted by MTC in 2001.

II. REGIONAL SCAN AND NEED ASSESSMENT

The regional analysis below, as well as the case studies that can be found in the appendix, was conducted to achieve three goals:

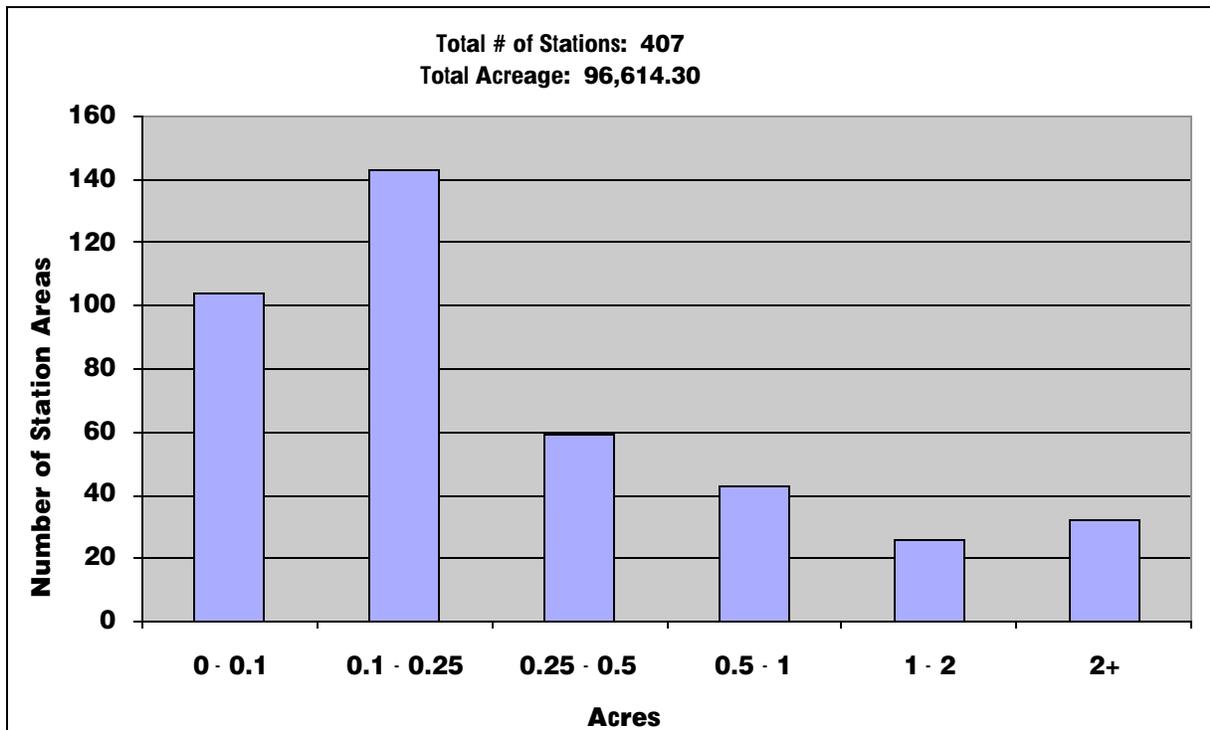
- 1) to offer a preliminary methodology for evaluating the TOD potential of different areas of geographic focus and/or project sites for the fund;
- 2) to provide an initial assessment of potential benefits of, and barriers to, the use of a mixed-income TOD acquisition fund in a variety of contexts; and
- 3) to highlight key issues that the steering committee considered in its effort to narrow and finalize the goals, scope, and business mechanisms for the fund.

While many station areas could be improved through the use of this fund, neither the level of need, nor potential for benefit, is distributed uniformly. Given scarce resources, it is important to determine where and how these funds should be applied. Specifically, the analysis evaluated land supply in terms of: 1) parcel size, 2) total acreage, 3) value, and 4) land use. It also looked at how incomes (including both median household incomes and the diversity of household incomes), the stock of affordable housing, and relevant policies and planning efforts vary across the region. The information in this section of the report was used as a guide to help the committee in its efforts to delineate goals and priorities for the fund; it will be further utilized in the future to select the geographic regions in which the fund will focus its activities.

Land Supply: Parcel Size

A key factor in determining the likelihood that an individual parcel will be redeveloped is its size. Smaller parcels often pose significant barriers to higher-density development, including multi-family housing; this is especially true in areas with parking minimums, setback and yard requirements. In addition, as a result of requirements and costs associated with the most commonly available funding streams, many affordable housing developers will not consider new construction projects with fewer than 50 units; this scale is simply not possible on small parcels. The following histogram shows that the majority of station areas have vacant and underutilized parcels with an average size of less than a quarter of an acre:

Figure 1: Station Areas by Average Parcel Size of Vacant and Underutilized Parcels (Bay Area)



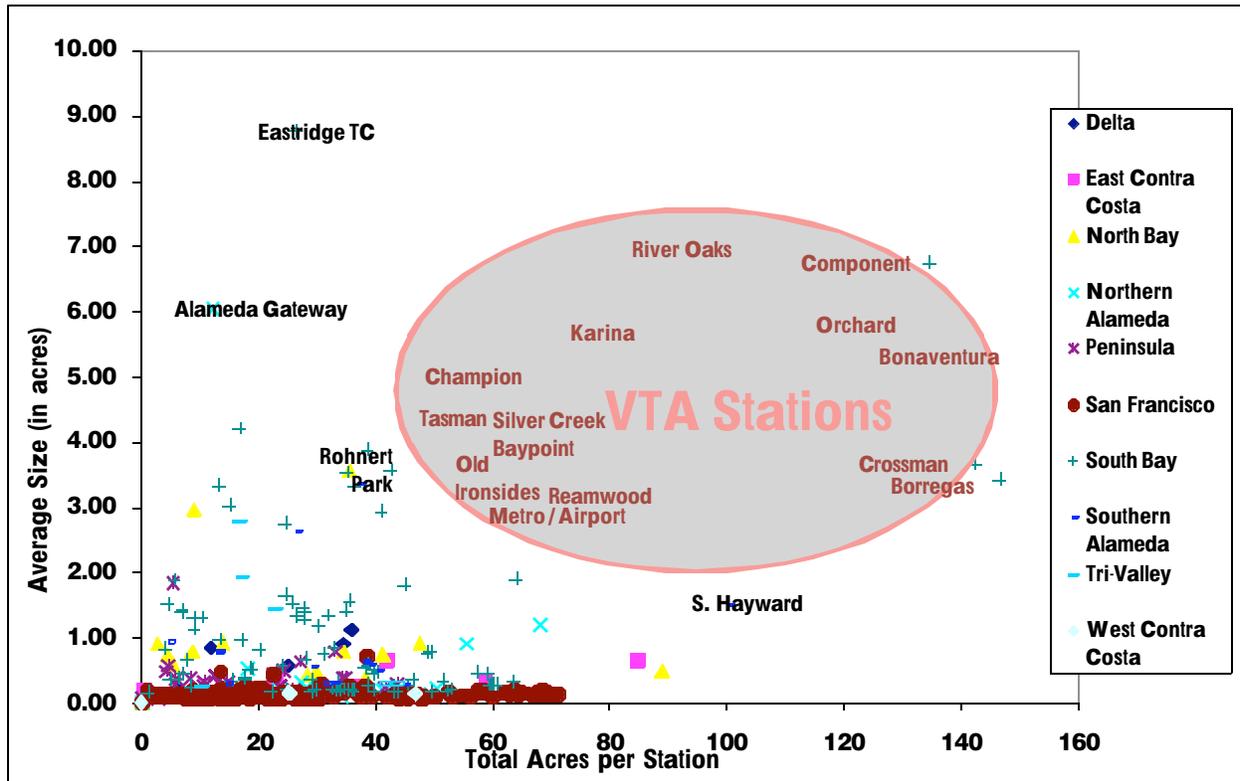
This highlights an important barrier to mixed-income TOD in the Bay Area. One potential role for the acquisition fund is to purchase and aggregate some of these parcels into a size more appealing to these developers. However, this assumes that the parcels are adjacent to each other and available for sale, two factors that are likely to vary considerably. Even in cases, where parcels *could* be aggregated, this process might necessitate untenable transaction and holding costs for the fund. These complications could lead to a preference for focusing on existing developable parcels. In either case, the amount and distribution of parcel sizes should factor into considerations about where to focus the fund’s resources.

Appendix B includes a complete listing of stations, along with the characteristics of the vacant and underutilized parcels within their half-mile radii. As depicted in that chart, as well as in Figure 1, above, parcel size varies dramatically among station areas. However, there is somewhat greater consistency in average parcel size within each sub-region, as shown in histograms included in Appendix C. These charts show that while San Francisco, West Contra Costa County, and Northern Alameda County feature almost exclusively small parcels near transit, Southern Alameda County’s parcels are generally quite large. The South Bay, which has the greatest number of station areas, has a wide distribution of parcel sizes.

Land Supply: Total Acreage

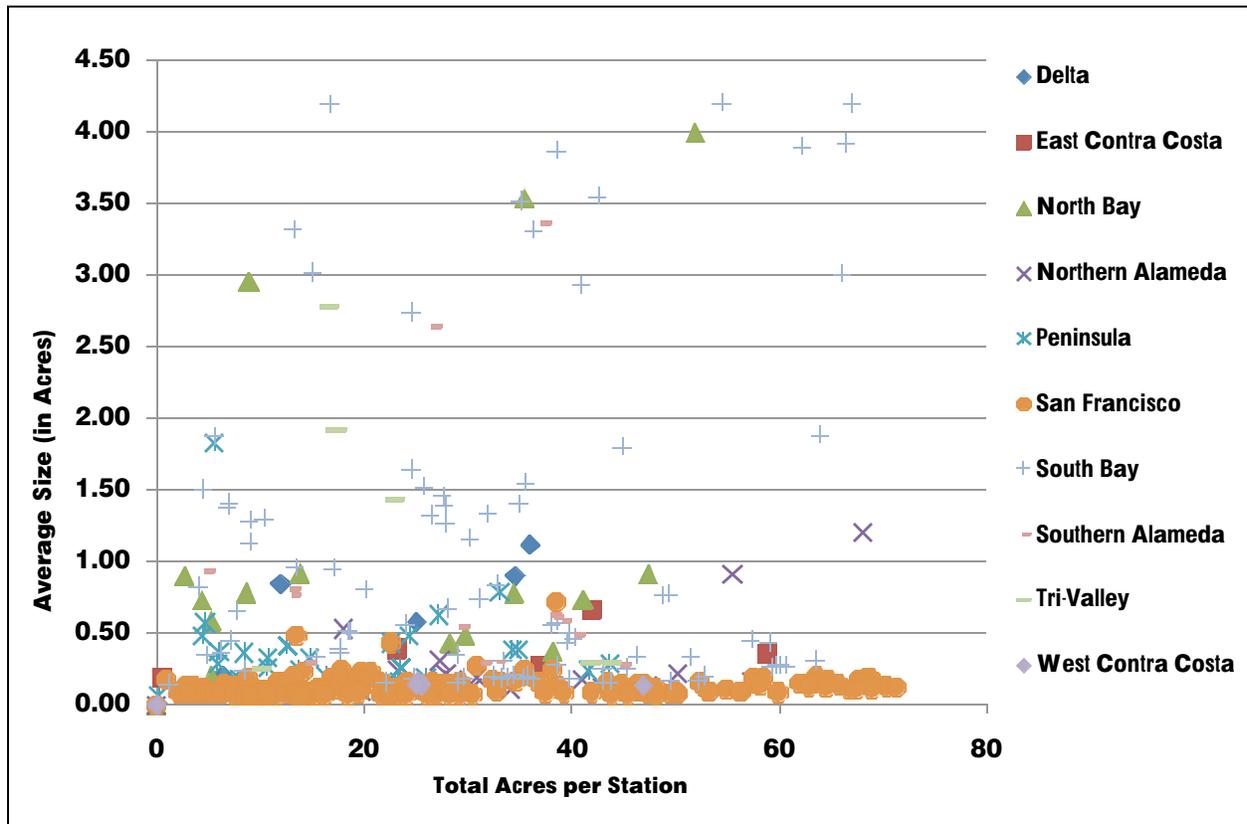
Out of the 96,614 acres of land within one half mile of transit (including Resolution 3434 stations), only 5,488 acres (5.7%) are vacant or underutilized. However, this statistic obscures the fact that there is tremendous variability among stations, regions, and corridors, in terms of the proportion of the land that is likely to redevelop. For instance, within the half-mile radius of the Valley Transportation Authority’s (VTA) Borregas Station in Sunnyvale, 147 acres (29%) of the land are vacant or underutilized; meanwhile, out of the 407 existing or proposed station areas in the Bay Area, twelve do not include any underutilized or vacant parcels. This variability is illustrated in Figure 2, which shows the total acreage of vacant and underutilized land, plotted along with the average parcel size, of each of the Bay Area’s station areas:

Figure 2: Characteristics of Vacant and Underutilized Parcels Near Transit



It is especially noteworthy that, out of the eleven station areas with the greatest amount of vacant land, nine are around VTA light rail stops. Furthermore, as the scatterplot shows, the only stations in the Bay Area that have *both* large parcels and a large amount of total acreage are near VTA stations. Depending on the goals of the fund, this may highlight the South Bay as an important region of focus. Figure 3 depicts the same data, but is zoomed in on the lower left quadrant.

Figure 3: Characteristics of Vacant and Underutilized Parcels Near Transit



Vacant Land: Land Value

Given limited funding, land value plays an important role in the orientation and scope of the fund. Engaging in areas with high land values may limit the breadth of the fund’s activities. In many cases, however, areas with high land values are those most likely to redevelop quickly; thus, one could make a case for the fund to intervene and help prevent development that does not maximize the benefits of being located near transit on those sites.³ Due to the limitations on reassessment imposed by Proposition 13, however, available data on land value are not an accurate reflection of what it would actually cost to purchase a given parcel. Therefore, for the case study analysis below, home prices are used as a proxy for the land value of a given area, relative to the region as a whole. However, a more thorough analysis, including conversations with real estate brokers, would be required before any accurate judgments about the potential cost of acquiring a given parcel can be made.

Vacant Land: Land Use Type

Another key consideration when determining appropriate sites for the acquisition fund is land use. Of the vacant or underutilized parcels within a half mile of transit stations, 1,356 (24.7%) are currently in industrial use (Table 1). Another 1,508 (27.5%) are in some form of residential use. These data are key while all of these uses are considered “equivalent” in the analyses above, land use has an important impact on whether a parcel will be, or should be, redeveloped. For instance, vacant land and parking lots (969 acres, 18% of these parcels) may be viewed far more favorably than other uses, as development may

³ Depending on context, this may include development that is inappropriately low density, of poor design, and/or does not include affordable housing units.

face fewer barriers and will not displace current uses. At the other end of the spectrum, current residential uses may be viewed less favorably, especially if units are occupied. While industrial uses may be easily redeveloped, this may come at the cost of current or future jobs, and thus must be considered carefully.

Table 1: Land Use of Vacant and Underutilized Parcels in the Bay Area

Current Land Use	Acres	% Vacant
Industrial	1356	25%
Multifamily Residential	1079	20%
Vacant	863	16%
Commercial	788	14%
Retail	563	10%
Single Family Residential	384	7%
Parking	105	2%
Not Available	77	1%
Other	56	1%
Other Residential	45	1%
Mixed Use	43	1%
Recreational	33	1%
Mobile Home	31	1%
Transportation	28	1%
Medical	22	0%
Agriculture	15	0%
Total	5488	100%

As with all other parcel data, however, there is significant variation in the distribution of these land uses regionally. For instance, in the North Bay, Southern Alameda County, and Eastern Contra Costa County & Solano, the largest single land use for these parcels is “vacant.” However, in San Francisco and the Western Contra Costa/Northern Alameda Counties, only 10-11% of this land is vacant; instead, in both these sub-regions, the predominant land use on these parcels is multifamily housing (39% of land and 27% of land, respectively). Finally, in the South Bay (the sub-region that hosts 41% of the region’s vacant and underutilized land), industrial uses are most prevalent, with 41% of the sub-region’s “redevelopable” land devoted to that use. The charts in Appendix D show the land uses for each of these sub-regions.

Income Levels and Diversity

Existing income levels and diversity are a key factor in determining the fund’s geographical focus and approach. Among many possibilities, the fund could be used in highly diverse areas as a means of preserving affordable units, and thus, the existing income mix. It may also be used in higher-income, less diverse areas to support the development of affordable units. It could be employed to catalyze market-rate development in lower income areas. Or it could employ a mix of these and other strategies throughout the Bay Area. The maps in Appendix E depict household income levels and income diversity in each of the sub-regions. These can be used as a guide for determining which areas have different types of needs and, thus, where different strategies may be most appropriate.

Existing Subsidized Housing Stock

An additional consideration, related to income levels and diversity, is the existing stock of subsidized affordable housing. Overall, there is a demonstrable need for more affordable housing in the Bay Area. This is particularly true within current and planned station areas. Taken as a whole, 41% of the region’s

Low-Income Housing Tax Credit (LIHTC) and federally-assisted Section 8 units, (two of the most common funding mechanisms for low-income housing), are located within a half-mile radius around a fixed-guideway transit station. However, this statistic is somewhat skewed by San Francisco, where the majority of the city lies within a half-mile of such a station. In the rest of the Bay Area, only 15% of Section 8 units and 32% of LIHTC are located within these station areas (Table 2).

Table 2: Existing Subsidized Housing Stock in the Bay Area

	All Sites			Non-SF		
	<i>Total</i>	<i>In Station Area</i>	<i>%</i>	<i>Total</i>	<i>In Station Area</i>	<i>%</i>
<i>Section 8</i>	26,713	10,929	41%	18,043	2,653	15%
<i>LIHTC</i>	49,896	20,214	41%	42,043	13,350	32%
<i>TOTAL</i>	76,609	31,143	41%	60,086	16,003	27%

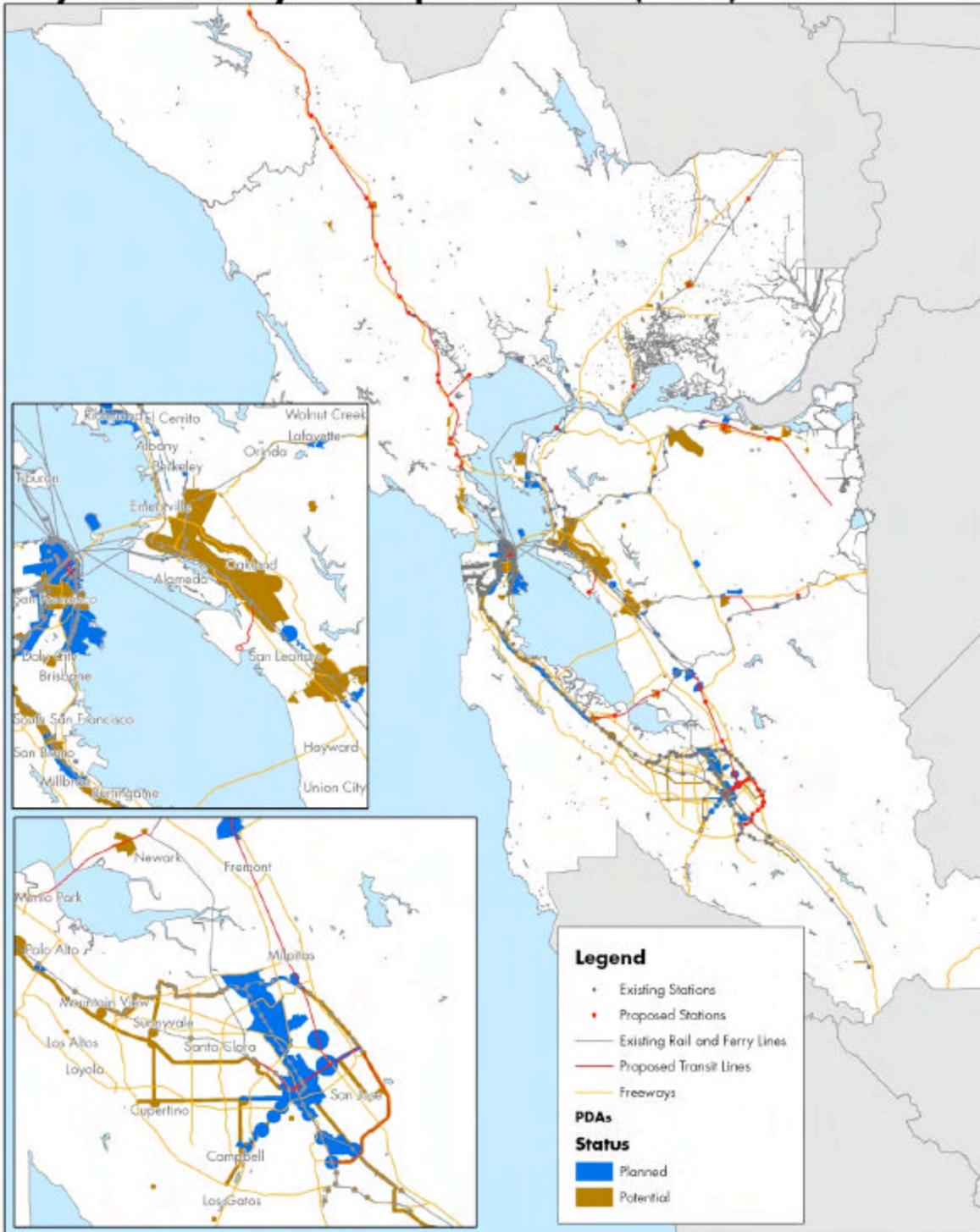
In areas that have an insufficient stock of permanently affordable housing, the residents may be at a high risk of displacement, making the neighborhood a potentially excellent candidate for the TOD land acquisition fund. As with each of the previous factors, context is critical in making this determination. The maps found in Appendix F depict the existing stock of Section 8 and LIHTC-funded housing in each of the sub-regions.

Current Planning Efforts

Mixed-income transit oriented communities cannot be successfully fostered through the construction of a single project; instead developments must be seen as components of a larger neighborhood strategy. Therefore, it is important that funds be utilized in the context of broader, complementary planning efforts. Working with the Association of Bay Area Governments (ABAG) and MTC, cities throughout the Bay Area have self-identified FOCUS Priority Development Areas (PDAs) where city councils have agreed to support higher levels of development in transit-served locations. Because these sites are likely to have supportive policies, including zoning, and an accommodating political environment, the acquisition fund may wish to target areas located within a PDA. In addition, the Great Communities Collaborative (GCC) supports a region-wide initiative that intervenes during on-going planning efforts in a select number of cities, and shares the goals of the Acquisition Fund. Therefore, applying funds in GCC sites may create synergies and help ensure the realization of mixed-income TOD. Figures 4 and 5 depict current PDAs and GCC sites.

Figure 4: Bay Area Priority Development Areas

Bay Area Priority Development Areas (PDAs)



Sources: ABAG; Strategic Economics, 2008.

Figure 5: Bay Area Transit Oriented Development Opportunities



Summary of Findings

As this regional analysis suggests, there is a limited supply of land around transit stations with which to develop mixed income TOD in the Bay Area. However, conditions around these transit stations vary dramatically in terms of land supply, income levels, affordable housing stock, and policy environment. As such, each individual station area presents a unique set of potential barriers to mixed-income TOD. Given the inevitable limitations on funding, however, the land acquisition fund will need to be somewhat circumscribed in its focus and cannot be expected to address all of these barriers. The fund's goals and priorities will necessitate a focus on particular sub-regions within the Bay Area, where its activities are most likely to have a substantial impact. The particular relationship between these goals, and this analysis, will be discussed in the following section.

III. GOALS, OPERATIONS, AND NEXT STEPS

The paucity of appropriate developable or redevelopable land near stations is a key barrier to the development and preservation of mixed-income transit-oriented communities in the Bay Area. In the heated real estate market of the past decade, many of the prime parcels have already been developed as expensive market rate housing, or in other uses, with little consideration given to mixed income housing; or the land has languished due to local weak market conditions. Neither condition has helped to create the appropriate income balance at all transit stations. As the market continues slowing, developers may feel pressure to pursue, and cities may be tempted to approve, any development that is financially feasible, regardless of its true transit supportiveness or ability to provide a mix of housing types and price points. The land acquisition fund being proposed can help communities to achieve the goal of mixed-income TOD under both the hot and cold market conditions. While there are currently several strategies and funding mechanism that can be employed to finance mixed-income TOD projects, there is not currently a source for funds that is specifically targeted to proactive land acquisition. An acquisition fund could fill this gap and help capitalize on the unique set of opportunities offered by land near transit.

SETTING THE VISION

In establishing the land acquisition fund, the overarching vision must be to support both market rate and affordable housing projects, depending on specific local contexts and need. The fund must be available to purchase land, but also existing buildings that may be providing housing that is currently affordable, but vulnerable to gentrification in the future. And, the fund must be targeted in such a way as to maximize its impact by both focusing on locations with high quality transit and where there are other supportive policy initiatives and investments already in place.

The following three principles are key to achieving the Fund's vision:

- 1) Target sites that will leverage more funding and support from the community;**
- 2) Ensure that all activities are directed toward areas with supportive public policy, and work in concert with complementary planning and redevelopment efforts; and**
- 3) Target sites that have a high probability of catalyzing other mixed income and mixed use developments.**

CONDITIONS FOR FUND DEPLOYMENT

The analysis presented in the previous section, and provided in greater detail in the appendices, offers important insights into how to determine whether a given area is likely to support a broader transformation into a mixed-income transit oriented community. While the specific geographic focus for the fund will not be selected formally until the fund's sources have been secured and its structure has been finalized, in general, the Fund should be deployed only in station areas with the following characteristics:

- 1) Many large developable parcels.** It is unlikely, within a given area, that the fund will be involved in the acquisition of more than a few parcels. However, unless there are other additional parcels that can be easily redeveloped, the potential for new development to catalyze widespread change will be limited. In particular, parcels smaller than a quarter of an acre are not likely to be attractive to developers; in the case of affordable housing, a parcel must usually be able to support the development of at least 50 units for a project to be feasible.

- 2) **Supportive public policy and planning efforts.** This is critical for three reasons. First, in the absence of proper policy support and local “buy-in,” there may be barriers to the development of transit-oriented, mixed-income projects that cannot be overcome without significant compromise. Given limited resources, the fund should not be deployed in contexts where its potential benefits will not be maximized. Secondly, a complementary planning document and/or process is important in order to ensure that this new development is not an “island,” and that it can help catalyze similar development in the area. As discussed above, Priority Development Areas (PDA) and, in particular, “Planned” rather than “Potential” PDAs, are an important tool for identifying areas with accommodating policy. ABAG defines a planned PDA as one that has both an adopted land use plan and a resolution of support from the city council or county board.⁴ Finally, particular impact may be derived from focusing efforts within active redevelopment areas; the fund’s investments are likely to be more successful when deployed in partnership with the resources of a public agency empowered to acquire and hold land and make infrastructure investments.
- 3) **A high degree of transit connectivity.** The analysis in the previous section only considers the development potential of the land located in station areas. However, the *transit* side of TOD is equally important. Stations served by an isolated commuter rail line with large headways will not induce the same reductions in automobile ownership and use as those served by a more integrated, more frequently running system. Distance and accessibility to employment centers also affects the potential for high-quality TOD. Cities at the urban fringe or isolated from existing transit may be less likely to maximize the fund’s impact than those served by the region’s most extensive transit networks, such as BART, MUNI, and VTA.

In other areas that do not share these characteristics, attention to alternative strategies will be necessary in order to achieve the goal of mixed-income transit-oriented development throughout the region. While land value, household income levels, and existing housing stock are critical factors for evaluating the appropriateness of particular sites and activities, their role will need to be evaluated on a case-by-case basis. In particular, market conditions, funding availability, and the capacity of local partners will influence how funding decisions are made. The case studies included in Appendix A serve as examples for how this information can be compiled and evaluated, while providing clearer insight into how the characteristics described here are associated in different sub-regions

FUND OPERATION

This section outlines the preliminary plan for how the acquisition fund would operate, and key issues that will need to be addressed. However, until sources of funds are identified, the specifics of this plan must necessarily remain flexible in order to best match the terms of its funders, as well as the conditions of the marketplace at the time that the fund becomes operational.

⁴ In general, these categories relate to readiness for funding: Planned PDAs would be eligible for capital infrastructure funds, planning grants, and technical assistance while Potential PDAs would be eligible for planning grants and technical assistance, but not capital infrastructure funds. For more information, see ABAG’s website: www.bayareaevision.org/pda/

While the previous sections offer guidelines for goals and geographic focus, they do not address one dimension that is a critical consideration for all decisions related to development: time. This factor is particularly critical in this case given the dual roles proposed for the fund, namely:

- 1) Acquiring land in order to control the form of development, thereby facilitating the *immediate* development of transit-supportive uses and mixed-income housing; and
- 2) Acquiring land in order to maintain affordability for *future* mixed-income transit-oriented development.

These two goals may often work in concert. If a parcel is purchased prior to a significant increase in value, then the goals of maintaining affordability *and* controlling the form of development may be met simultaneously. However, a structure set up to primarily address the second goal, which has a long time-horizon and requires “patient capital,” may not be nimble enough to address the first one, which may require a rapid decision-making process. This may be especially true during periods and in places of high market activity where land is being developed rapidly and the acquisition process must proceed quickly in order to gain control of key parcels. As such the committee has proposed a “*two-tiered*” approach to allocating funds. In addition to being guided by distinct goals, these two funding pools could focus on different geographies, provide loans or grants with different terms, and follow different operating mechanisms.

- 1) **Short Term Opportunities:** Funding from this pool will be reserved for sites where there is immediate potential for development. In these cases, development of some sort is imminent; the fund will be deployed in order to ensure that the “right” kind of development occurs. Because this requires relatively quick action, careful thought must be applied to the mechanism by which sites are selected and funding is dispersed. While having a staff-person assigned to monitor development opportunities may fill this need, it is more likely that this will function best as a “bottom-up” process. One possibility would be to issue a Notice of Funding Availability (NOFA) to cities, key community groups and non-profit developers within the geographic focus area, and invite applications to the fund. Similar funds in other regions allocate funding through this mechanism, making use of community expertise to increase the fund’s responsiveness to community needs and opportunities.
- 2) **Long Term Opportunities:** In this context, the fund could be deployed to acquire key sites with strong long-term potential, but where current market conditions are unfavorable to higher density development. In these cases, land will be acquired and held, potentially for several years, until high quality, economically-inclusive transit-oriented development is feasible. While holding land entails additional costs, including financing fees, taxes and insurance, this strategy helps to keep the price of land from escalating. These savings can be used to ensure higher quality development by reducing developer cost and/or boost the depth or quantity of affordable housing provided. Because there will not usually be a need for quick action in these cases, a more “top-down” approach, including more comprehensive strategic planning, can be employed to identify properties to be acquired.

In both of these capacities, the fund would work within the guiding principles stated above. However, when assessing short-term opportunities, the existence of a large number of large developable parcels may be less critical than is the case for long-term opportunities. In fact, in some areas, a scarcity of such parcels may justify action, such as when critical community amenities, including affordable housing, would not be otherwise provided. Likewise, while the fund should pay particular attention to locations where redevelopment areas and station areas overlap, this may be a greater priority for long term opportunities than for short term ones.

NEXT STEPS

This plan is offered as a framing document for approaching potential funders including foundations and other capital partners, both private and public. After funder interest has been evaluated, including the amount of funding as well as preferences for the fund's structure and desired outcomes, another series of steering committee meetings should be convened. In addition, further investigation into land values should be conducted to help inform the size of a fund. This will be used to formulate a final business plan for the fund which will include technical details on staffing, amount of capital needed, fund operations, and sources of funding. Within the framework of a "two-tiered" approach, there are questions that need to be addressed as part of the business plan with different implications as they pertain to each approach.

The following is a preliminary outline of elements the business plan should consider:

Fund Administration

- 1) Identification of potential funders
 - a. Type and terms of funding available
 - i. Capital investment in loan fund
 - ii. Grant monies for fund
 - iii. Grant funds for fund administration
- 2) Discussion on fund manager(s) and operator(s)
- 3) Determine if eligible sites will be identified by the fund's managers or if there will be a competitive application processor both (as may be advisable under the two-tier approach).

Fund Operation

- 4) Establish eligibility criteria
 - a. Type of borrower or grantee
 - b. Type of proposed development
 - c. Site characteristics and location
 - d. Asset ownership and management
- 5) Determine whether funds will be provided as loans or grants, and under what conditions
 - a. Outline loan and grant terms

IV. APPENDIX A: CASE STUDIES

Based on the analysis conducted above, four focus areas were selected for more in depth study: the North First Street Corridor in San Jose, the Third Street Corridor in San Francisco, Southern Alameda County, and Pittsburg/Antioch in East Contra Costa County. Following the structure of the region-wide analysis presented in Section II, each case study is evaluated based on the land supply, including parcelization, total acreage, value, and use; income and diversity; stock of affordable housing; and local policy context. In addition, each case study features a brief discussion of transit quality and accessibility and demand for affordable housing. Finally, based on this information, the case studies conclude with a preliminary assessment of the role for the fund in that area.

SAN JOSE NORTH FIRST STREET

Land Supply

Although it covers a very small geography (only 2.8 square miles), North First Street includes a great abundance of vacant and underutilized land. In addition, these parcels are very large and have the capacity to accommodate development at a significant scale. Exempting parcels that are smaller than 1/4 of an acre, there are 380 acres of potentially developable land in this area; at 50 du/acre, this could accommodate approximately 19,000 new housing units. However, the vast majority of this land is currently in industrial use; in addition to the City of San Jose’s restrictions on industrial conversions (described below), residential development could displace current and potential jobs. Finally, with average home sales in 2007 (\$440/sq. ft.) near the median for the Bay Area (\$475/sq. ft.), the cost of acquiring the land for these projects could be substantial.

Table 3: Land Uses, North First Street (San Jose)

Current Land Use	Acres	# of Parcels
LIGHT INDUSTRIAL	169.28	24
R&D FACILITY	122.27	24
VACANT LAND (NEC)	50.13	8
OFFICE BLDG.	12.84	3
WAREHOUSE	9.28	1
MULTI FAMILY LOT	7.99	1
COMMERCIAL BLDG.	6.01	3
TRUCK TERMINAL	1.16	1
FOOD PROCESSING	0.7	1
SERVICE STATION	0.46	1
Total	380.12	67

Quality of Transit/Accessibility

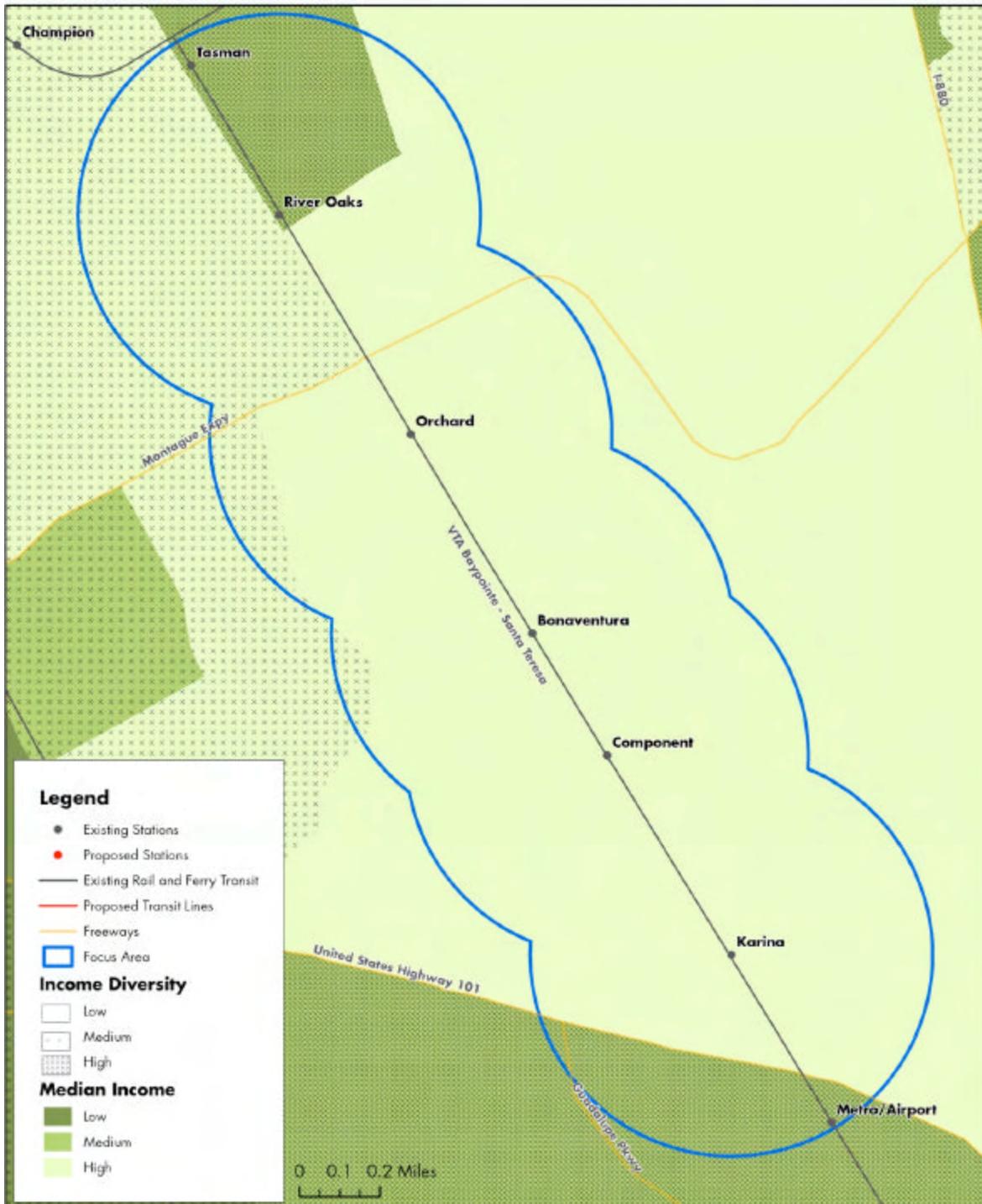
The corridor is well connected to downtown San Jose and Mountain View, both only a short ride away on the VTA light rail, a high-quality line that makes 255 trips through the corridor each weekday. Transfers are available to CalTrain, Amtrak, and the Altamont Commuter Express from the light rail, providing access to job opportunities in Fremont, the Tri-Valley, the Peninsula, and San Francisco. In addition to rail transit, there are 6 VTA bus routes that operate within the focus area., Including both light rail and

bus service, the priority development area in which the North First Street corridor is located (the Central and North San Jose Consolidated Area) has an average of 2,102 transit vehicle stops per day per square mile; this represents a fairly average density of transit for the region's PDAs.

Income and Diversity

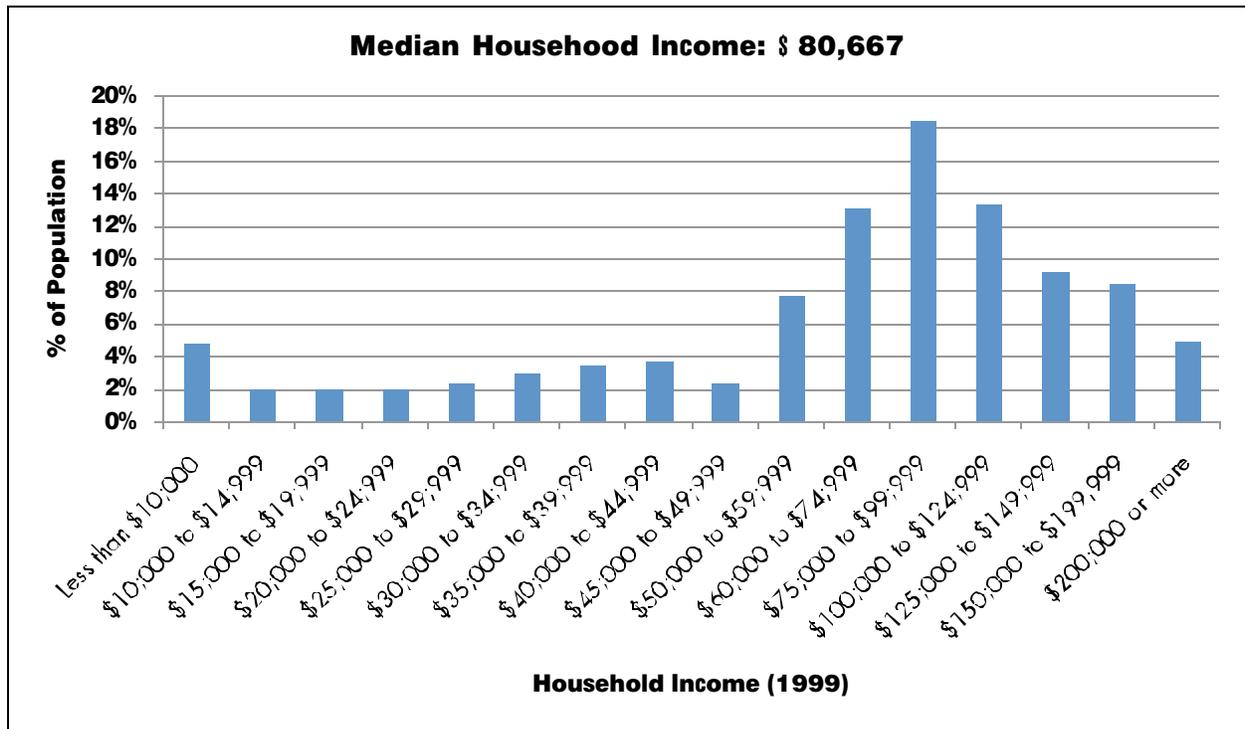
Although the population of this area is small, (7,276 households), Figures 6 and 7 below show that it has a very low level of income diversity, with a median income significantly higher than that of the region as a whole.

Figure 6: Income and Diversity, N. First Street (San Jose)



Sources: U.S. Census 2000; ABAG; Strategic Economics, 2008

Figure 7: Income Distribution, N. First Street (SJ)



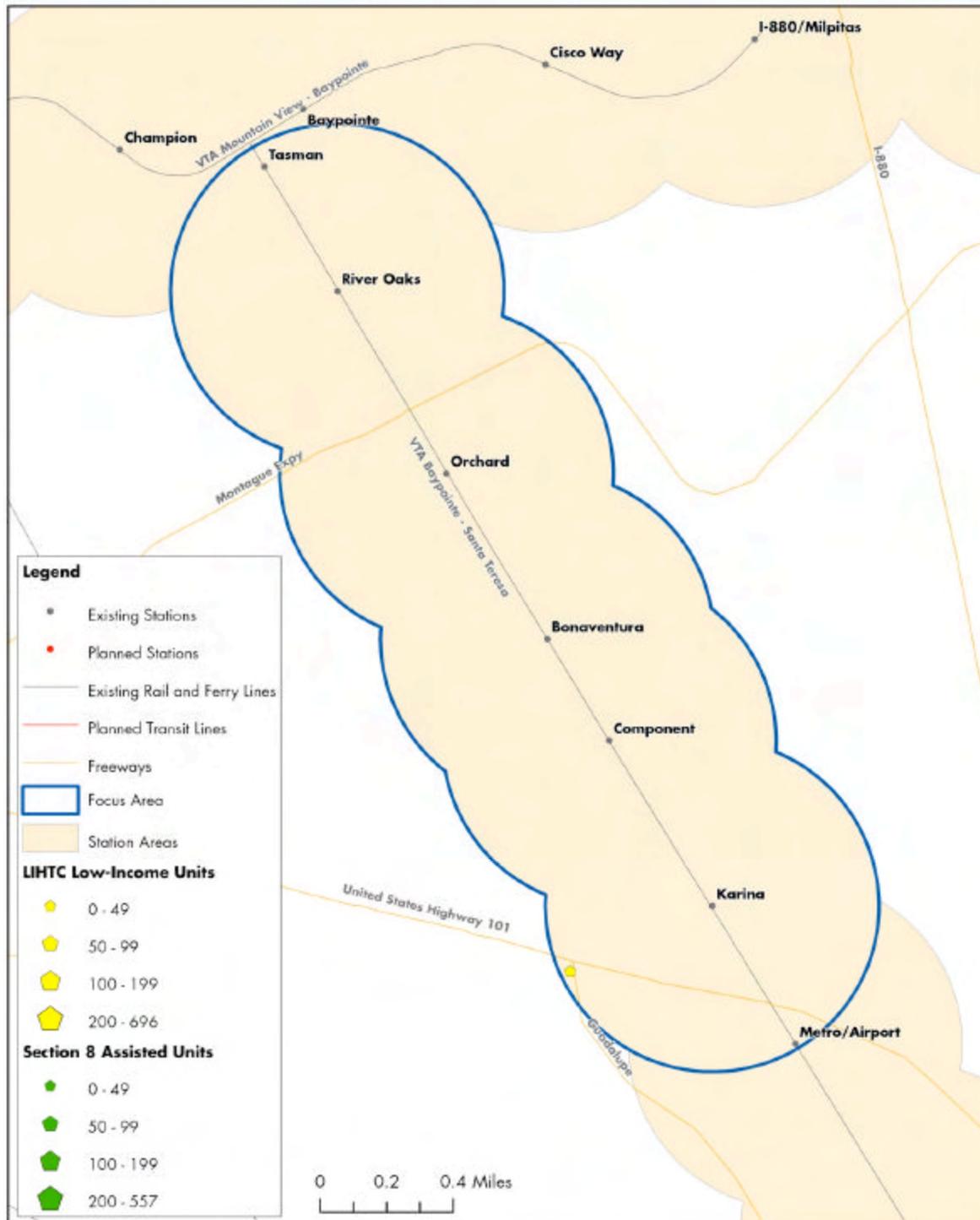
Demand for Housing

The CTOD market demand estimate projects that, from 2005 to 2030, Santa Clara County will experience an increase in demand for housing near transit of 48,572 households. In addition, ABAG’s Regional Housing Needs Assessment has tasked San Jose with accommodating 19,271 new homes for households of moderate income and below by 2014. San Jose is currently undertaking a revision of their Housing Element, so it is not yet clear whether they intend to direct these affordable units toward this corridor.

Existing Stock of Subsidized Housing

As the map below shows, there is very little federally subsidized affordable housing within the corridor. Only 23 units were funded through the Low-Income Housing Tax Credit (LIHTC) program and there are no units of project-based Section 8 housing. While this neither includes public housing nor units created under San Jose’s inclusionary housing policy, this suggests an overall deficit in subsidized housing in the corridor.

Figure 8: Affordable Housing, N. First Street (SJ)



Sources: Reconnecting America; California Tax Credit Allocation Committee; Strategic Economics, 2008.

Local Policies

The North First Street Corridor is located within the Rincon de los Eseros redevelopment area. This designation is important, not only due to the potential for supportive activities by the San Jose Redevelopment Agency, but also due to California's requirement that 20% of TIF revenue be allocated to affordable housing. In addition, San Jose has an inclusionary housing ordinance that applies only to projects within redevelopment areas.

In addition, this area falls within the North San Jose Area Development Policy. This document places a strong emphasis on industrial preservation and employment generation within the area. As such, it limits the conversion of industrial land to 285 acres total. However, of the land that is converted, the policy mandates the development of high density housing (between 55 and 90 dwelling units per acre). In total, the policy allows for the development of 18,650 - 32,000 new units of housing in North San Jose.

Potential Role of Fund

There are several key factors that make North First Street an attractive area of focus for the fund. Due to the large parcel sizes, it is unlikely that land will need to be assembled in order to make development feasible. In addition, with its favorable location in a relatively affluent portion of the region, it is not likely that the land will need to be held for an usually long period of time. Given the absence of existing affordable housing and prevalence of wealthier households, neither preservation nor fully market-rate strategies are appropriate. Therefore, the fund would most likely be used in order to reduce the relatively high land acquisition costs, with parcels being conveyed promptly to affordable housing developers.

SAN FRANCISCO THIRD STREET

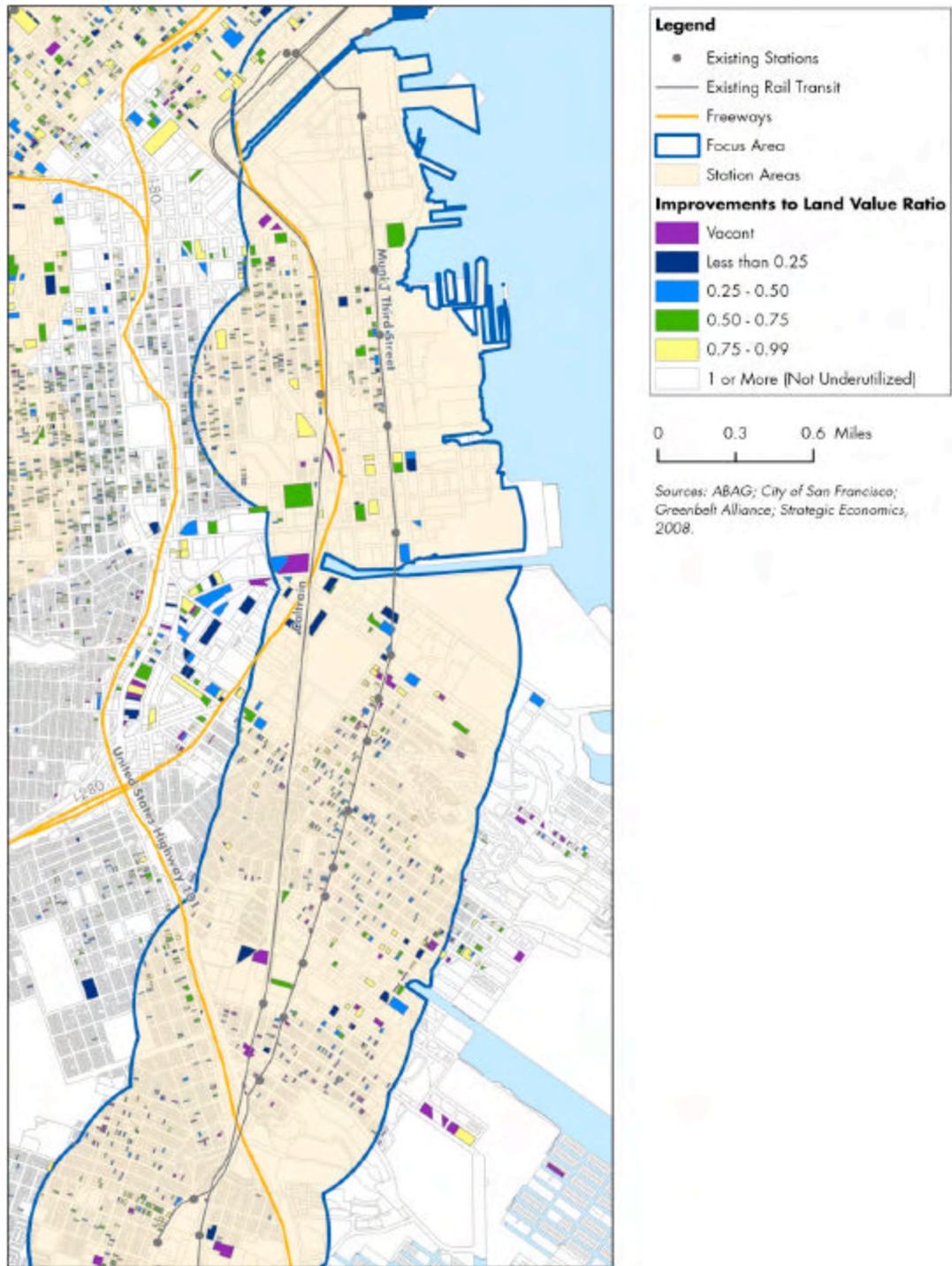
Land Supply

Although there is a fairly large amount of vacant and underutilized land within the 5 square miles of the 3rd Street Corridor, the vast majority is composed of very small, non-adjacent parcels. In fact, if parcels less than ¼ of an acre are not included, the total acreage is reduced from 156 to 89, eliminating 858 of the 954 parcels. At 50 du/acre, this would only yield 4,500 new units of housing. In addition, while more than 20% (32 acres) of the total 156 acres is vacant, the majority is either currently in industrial (52 acres) or residential (33 acres). Finally, in 2007 the average sales price of homes in the area (\$657/sq. ft.) was considerably greater than that of the Bay Area (\$475/sq/ ft). As a consequence of these factors, purchasing land for the development of new housing in this area would be expensive, difficult, would likely require displacement of residents and/or jobs, and would not yield a large number of new units.

Table 4: Land Uses, Third Street (San Francisco)

Current Land Use	Acres	# of Parcels
INDUSTRIAL (NEC)	51.55	118
VACANT LAND (NEC)	31.77	228
MULTI FAMILY DWELLING	17.15	253
SINGLE FAMILY RESIDENCE	12.55	185
OFFICE BLDG.	8.63	8
STORE BLDG.	8.38	37
AUTO SALES	8.2	1
WAREHOUSE	4.15	11
STORES & RESIDENTIAL	3.25	41
APARTMENT	2.34	26
COMMERCIAL	2.19	17
n/a - no code	1.84	8
FINANCIAL BLDG.	0.98	2
CONDOMINIUM	0.93	6
SERVICE STATION	0.69	4
HOTEL	0.53	3
CLUB	0.28	2
PARKING LOT	0.21	2
GARAGE	0.06	1
TOWNHOUSE/ROWHOUSE	0.05	1
Total	155.73	954

Figure 9: Vacant and Underutilized Parcels, Third Street Corridor (San Francisco)



Quality of Transit/Accessibility

The area is very well served by transit, with the MUNI Light Rail “T” Line making 231 trips through the corridor each weekday. In addition, there are two CalTrain stations and 10 MUNI bus lines within the focus area. These services directly connect residents to the largest job centers in the Bay Area, including downtown San Francisco, San Jose, and the many agglomerations along the Peninsula. In addition, via MUNI, transfer is available to BART, AC Transit, and Golden Gate Transit, providing access to most of the North and East Bay. Overall, the priority development areas through which the corridor runs (Downtown Neighborhoods and Transit Infill, Bayview/Hunters Point/Candlestick Point, the Port of San Francisco, the Eastern Neighborhoods, and Mission Bay) host an average of 5,153 vehicle stops per day per square mile; this is among the highest density of stops in the region.

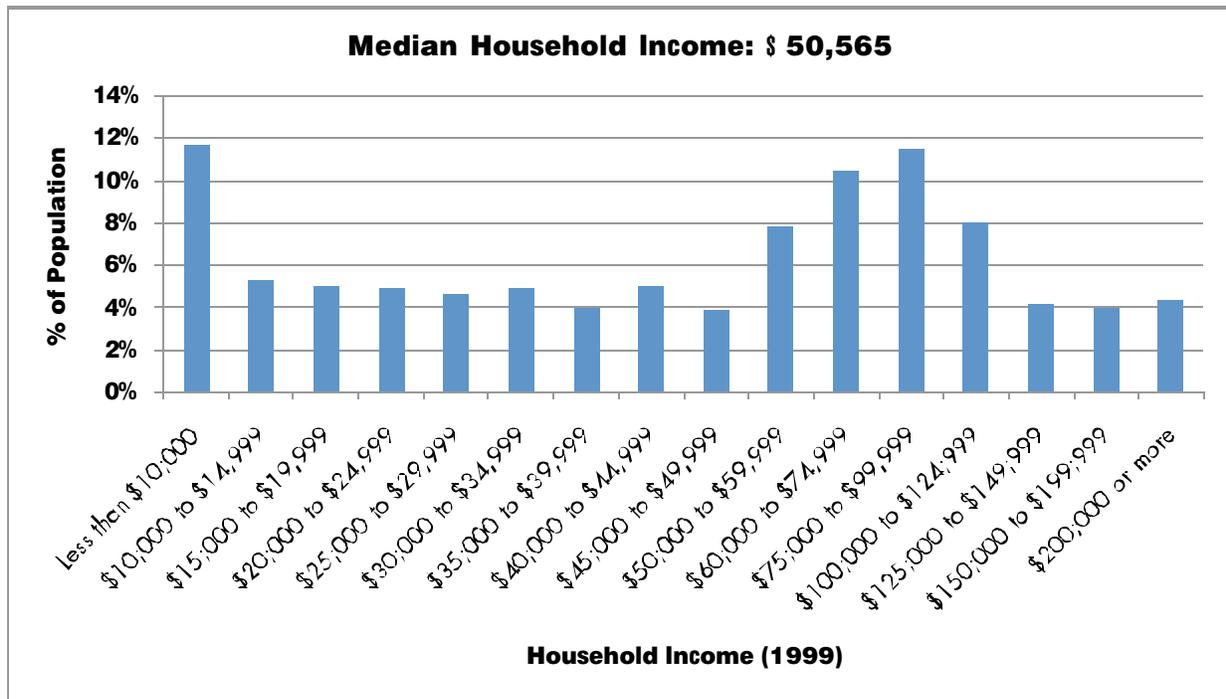
Income and Diversity

The population of this area is fairly large, (23,349 households), and extremely varied over the length of the corridor. Whereas the areas near to the north (Dogpatch and part of Potrero Hill) have median incomes higher than the regional average, those to the south (the Bayview and southern Potrero Hill) have incomes much lower than the regional average. Overall, however, most of these neighborhoods have income diversity that is equal or greater than the region as a whole; only Dogpatch, Mission Bay, and the poorest sections of the Bayview have less economic diversity. Figures 10 and 11 depict these phenomena.

Figure 10: Income and Diversity, Third Street (SF)



Figure 11: Income Distribution, Third Street (SF)



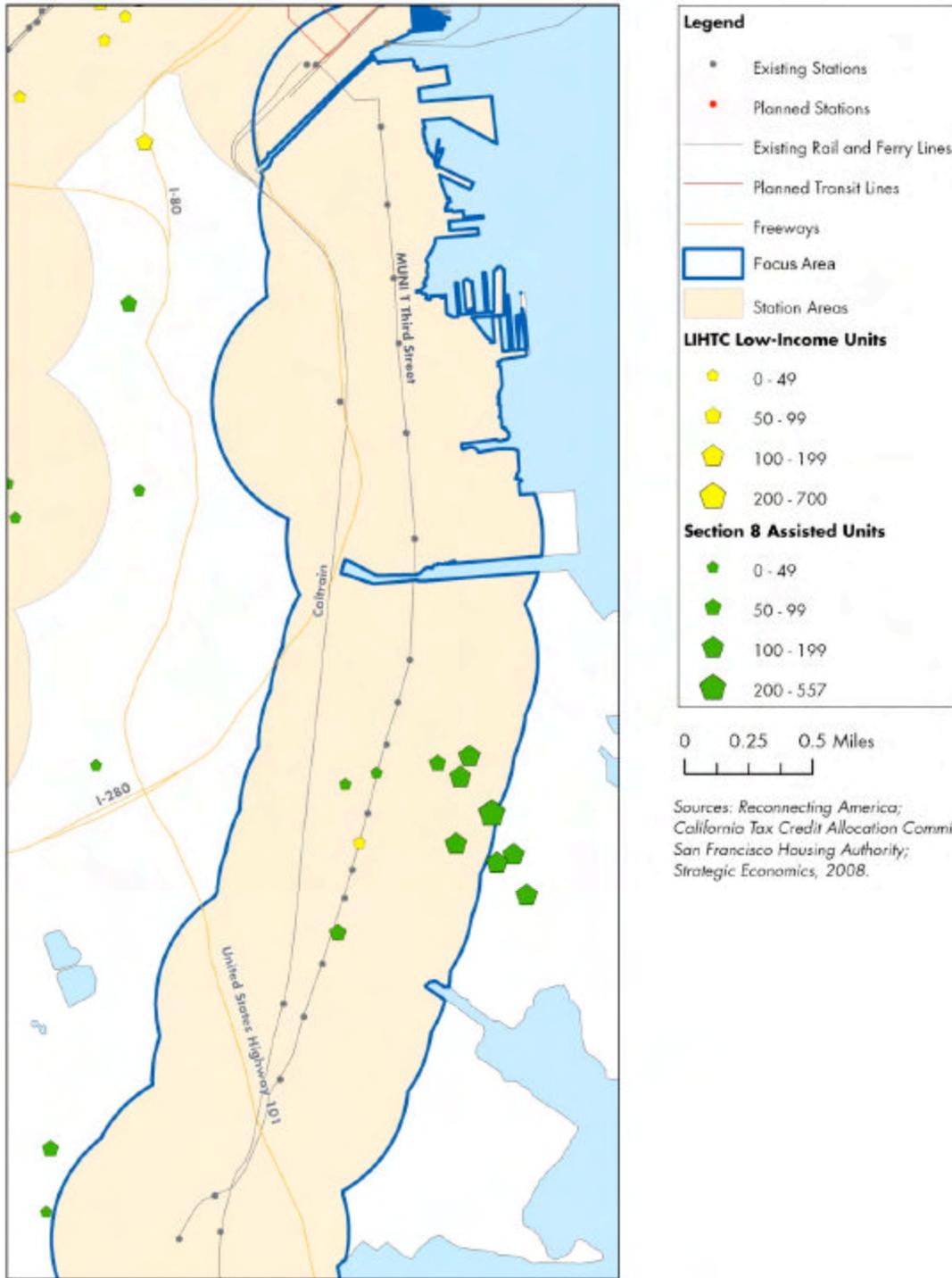
Demand for Housing

The CTOD market demand estimate projects that, from 2005 to 2030, San Francisco will experience an increase in demand for housing near transit of 53,500 households. In addition, the Regional Housing Needs Assessment has tasked San Francisco with accommodating 18,878 new homes for households of moderate income and below by 2014. San Francisco’s housing element notes that in 1999, nearly 80% of households in the city could not afford a market-rate two-bedroom apartment. Likewise, this document notes that 76,600 households (36% of renters) citywide spend more than 30% of their income on rent. These statistics suggest a high demand for affordable housing, especially near transit.

Existing Stock of Subsidized Housing

As the map below shows, while there is a large supply of affordable housing in this portion of the city, a relatively smaller amount is actually within the station areas. There is only one project funded through Low-Income Housing Tax Credit (LIHTC), which includes 29 units. An additional seven developments are subsidized by the federal Section 8 program, and provide a total of 829 units. Finally, the San Francisco Housing Authority operates 860 units of public housing, housed within three projects.

Figure 12: Affordable Housing, Third Street (SF)



Local Policies

Much of the corridor is the subject of a recent planning initiative for the “Eastern Neighborhoods.” The resulting set of four plans, currently approved by the Planning Commission but not yet adopted by the Board of Supervisors, emphasizes a combination of industrial preservation and mixed-income, high density, transit-oriented development in areas that are converted to residential purposes. According to the Showplace Square/Potrero Hill Area Plan, developers of formerly industrial areas will be required to contribute toward the housing needs of lower-income residents. Likewise, the city will provide land and funding for the construction of new affordable housing and will consider the acquisition of existing housing for “rehabilitation and dedication as permanently affordable housing.” The Central Waterfront Plan has similar policies, with the added prioritization of the development of affordable family housing along transit corridors.

The southern portion of the corridor is under the guidance of the Bayview/Hunters Point Area Plan. Unlike the Eastern Neighborhoods Plans, this plan aims to preserve the existing low-medium density character of the residential neighborhoods.

Finally, much of the corridor is within one of two redevelopment areas (Bayview/Hunters Point and Mission Bay). This, coupled with the city’s Inclusionary Housing Below Market Rate program could ease the land acquisition and redevelopment process, while ensuring that new housing has a substantial affordable component.

Potential Role of Fund

The Third Street Corridor would pose several substantial challenges if it were selected as an area of focus for the fund. The land supply is limited, fragmented, and, most likely, expensive. It is not clear that parcels *could* be assembled into developable sites even if the fund’s managers were willing to expend the resources necessary to do so. However, the presence of high quality transit, supportive public policy, and documented need may be compelling enough to consider alternative uses for the fund. For instance, in keeping with a policy stated in Showplace Square/Potrero Hill Area Plan, the fund might be deployed to preserve the affordability of existing market rate and subsidized housing in the area. Such measures, though potentially complicated, could provide an important means of stabilizing these neighborhoods against the threat of displacement.

SOUTHERN ALAMEDA COUNTY

Southern Alameda County contains a large amount of vacant and underutilized land within the 8.7 square miles that comprise the ½ mile radii around the 13 existing and planned transit stations in the cities of San Leandro, Hayward, Union City, Fremont, Newark, and the unincorporated area of Castro Valley. These parcels, which total 386 acres, are quite varied in their size. If parcels less than ¼ of an acre are not included, the total acreage is reduced to 330, yielding 16,500 new units of housing, assuming a 50 du/acre density. This land is a diverse array of uses, including 40 acres of vacant land and 53 acres of mine/quarry. However, more than a quarter of this land (105 acres) is currently in residential use; this could make redevelopment of many of these parcels difficult or impossible. Nevertheless, based on 2007 home sales prices (\$411/sq. ft., as compared to \$475/sq. ft. for the region), the land in this area may be somewhat less expensive than other portions of the region. These low land values, coupled with the relatively large amount of vacant and otherwise suitable land, make this land supply favorable for the fund's goals.

Table 5: Land Uses, Southern Alameda County

Current Land Use	Acres	# of Parcels
MINE/QUARRY	52.73	1
STORE BLDG.	32.07	61
SINGLE FAMILY RESIDENCE	31.23	150
INDUSTRIAL ACREAGE	23.71	3
MOBILE HOME PARK	18.64	4
COMMERCIAL	16.58	34
GARAGE	14.78	29
LIGHT INDUSTRIAL	13.22	6
INDUSTRIAL (NEC)	13.15	8
COMMERCIAL LOT	13.02	43
APARTMENT	12.9	32
AUTO SALES	11.76	15
WAREHOUSE	11.31	15
MULTI FAMILY LOT	10.41	39
MULTI FAMILY DWELLING	9.97	42
MULTI FAMILY AC	8.79	7
RESTAURANT BLDG.	7.5	18
DUPLEX	7.42	47
OFFICE BLDG.	7.09	19
SERVICE STATION	6.12	13
SHOPPING CTR	5.6	3
QUADRUPLEX	5.16	22
MEDICAL BLDG.	4.83	11
STORES & OFFICES	4.83	12
RESIDENTIAL (NEC)	4.29	5

TRUCK TERMINAL	4.24	1
RURAL HOMESITE	3.1	1
n/a - no code	3.07	7
TRIPLEX	2.9	15
NURSING HOME	2.69	2
PARKING LOT	2.29	4
CONDOMINIUM	2.21	2
COMMERCIAL ACREAGE	2.18	1
RECREATIONAL	2.03	2
FINANCIAL BLDG.	1.87	2
SUPER MARKET	1.83	3
HEAVY INDUSTRIAL	1.77	2
CARWASH	1.75	4
BOWLING ALLEY	1.34	1
AUTO WRECKING	1.19	1
FUNERAL HOME	1.01	1
INDUSTRIAL LOT	0.95	5
HOSPITAL	0.86	1
PUD	0.44	6
HOTEL	0.42	1
MOBILE HOME	0.25	1
CLUB	0.23	1
PARKING STRUCTURE	0.19	1
Total	385.92	704

Quality of Transit/Accessibility

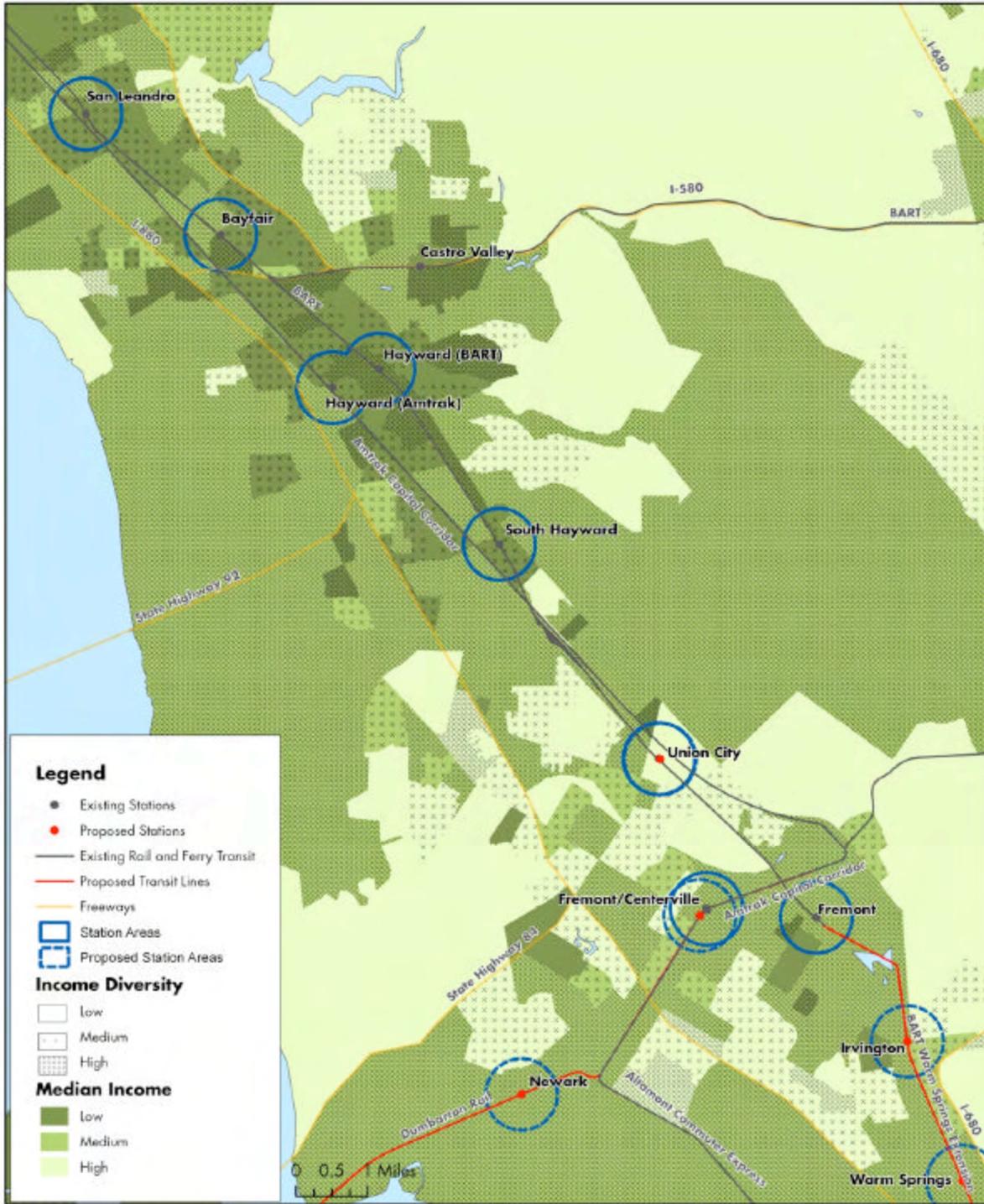
The quality of transit service in Southern Alameda is good in terms of regional access, but fairly poor from the perspective of local access. The San Leandro portion of the corridor is served by three BART lines, which make a total of 426 trips through the corridor, daily. Two of these lines continue south, making 266 trips through Hayward, Union City, and Fremont; the other diverges east, through Castro Valley with 162 trips daily. This service provides high speed connection to the remainder of the East Bay (including job centers in Oakland, Berkeley, and Walnut Creek), San Francisco, and northern San Mateo County. In addition, there are Amtrak stops in Hayward and Fremont and an ACE stop. These provide additional connections to San Jose, Sacramento, and the Tri-Valley. Through these services, transfer is available to nearly every transit provider in the Bay Area. In addition, two new high-speed transit lines are planned for the area: BART-to-San Jose and Dumbarton Rail; these will provide direct, frequent service to San Jose/Santa Clara and the Peninsula.

At the local level AC Transit provides a fairly dense network of bus service, but with very long headways. As a result, the priority development areas through which the corridor runs (San Leandro Downtown TOD, Urban Unincorporated Alameda County, Downtown (Hayward), the Cannery, South Hayward BART, Intermodal Station District, Centerville PDA, Central Fremont, and Irvington District of Central Fremont) host an average of 1,831 vehicle stops per day per square mile. This is slightly lower than average among the PDAs throughout the region.

Income and Diversity

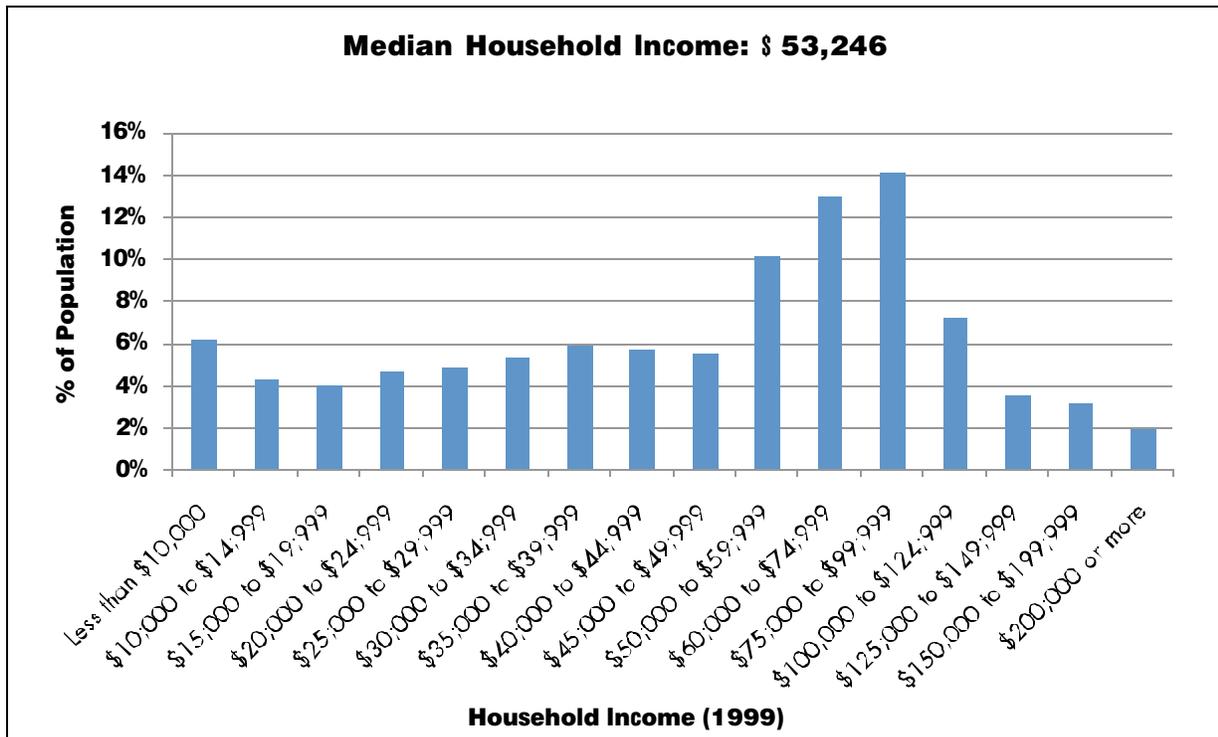
The population of this area is fairly large, (68,431 households), and extremely income diverse. In the northern portion of the corridor (San Leandro, Hayward, and Castro Valley), median incomes are significantly lower than that of the region; Union City is the only portion of the corridor where the median income is significantly higher than that of the region. However, none of these areas have a high concentration of low incomes, with the entire corridor possessing income diversity that is equal to or greater than the regional average. Figures 13 and 14 depict these phenomena.

Figure 13: Income and Diversity, Southern Alameda County



Sources: U.S. Census 2000; ABAG; Strategic Economics, 2008

Figure 14: Income Distribution, Southern Alameda County



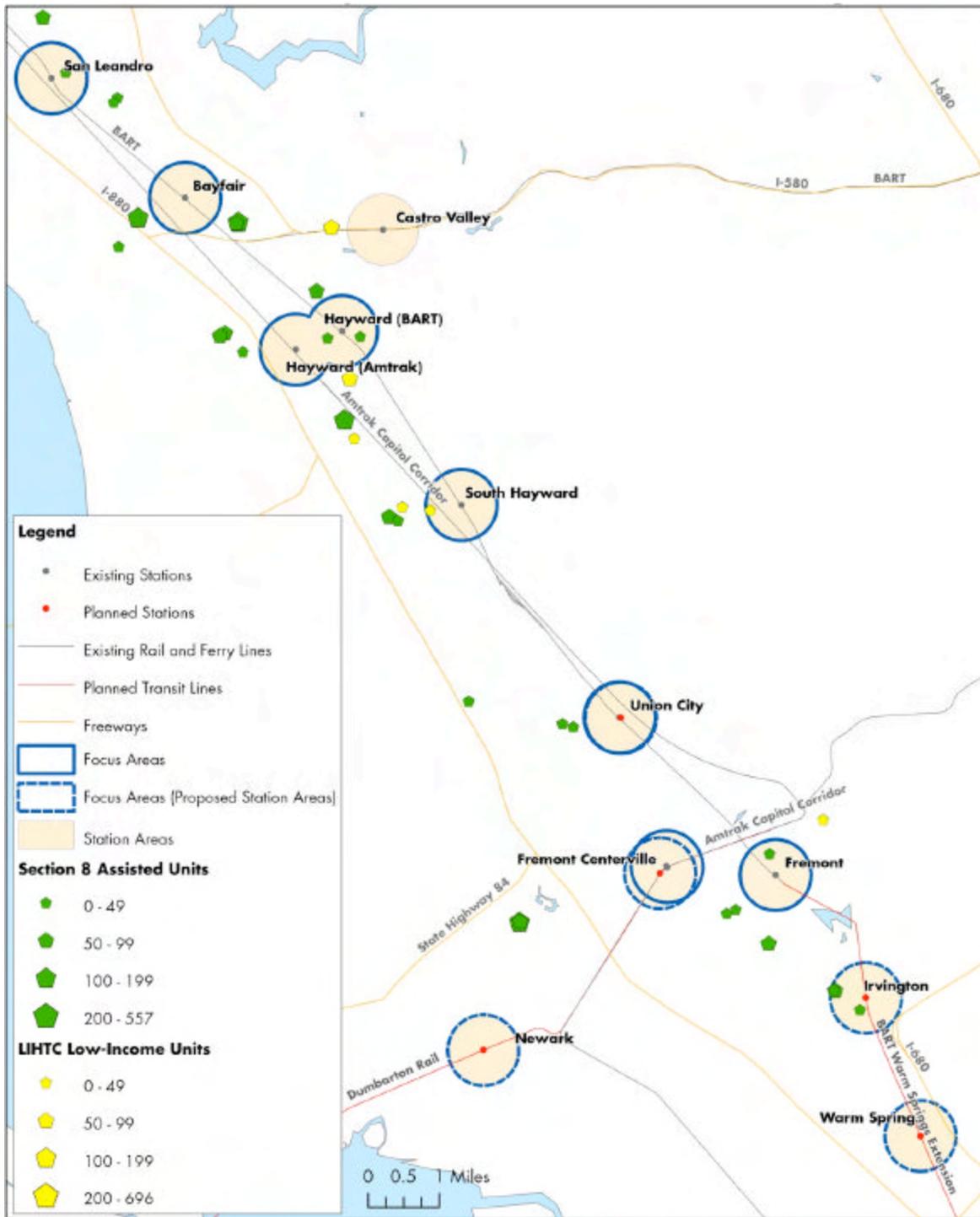
Demand for Housing

The CTOD market demand estimate projects that, from 2005 to 2030, there will be a 70,186 household increase in demand for housing near transit in Alameda County. In addition, the Regional Housing Needs Assessment allocated the cities in this corridor with accommodating 8,984 new homes for households of moderate income and below by 2014. The Housing Elements from these cities show that a combined 28,488 households (38% of renters) spend more than 30% of their incomes on housing.

Existing Stock of Subsidized Housing

As the map below shows, the supply of affordable housing in this corridor is relatively small. There is only one LIHTC project, containing 40 units and seven Section 8-funded housing complexes, containing a total of 208 units. Given the demand, discussed above, this supply appears to be inadequate to serve the local population.

Figure 15: Affordable Housing, Southern Alameda County



Sources: Reconnecting America; California Tax Credit Allocation Committee; Strategic Economics, 2008.

Local Policies

The policies affecting the corridor, which spreads across five cities and portions of unincorporated county, vary considerably in how well they support mixed-income TOD. San Leandro has the most advanced policy in the corridor, with a “Downtown Transit Oriented Development Strategy.” This document proposes that the TOD area “include a mixture of housing units to accommodate a wide range of household incomes and needs” and permits the development of high density housing near the BART station and future BRT corridor. Hayward, Fremont, and Union City, also have plans for neighborhoods near transit stations, but none of these permit high density housing on more than a few parcels, instead focusing on the retail and commercial components of TOD. Newark currently lacks any such plan, but is initiating a new planning process in preparation for the future Dumbarton Rail station.

Though these cities vary in their acceptance of higher density housing, there is considerable agreement in their approach to the development of new affordable housing; all five cities have inclusionary housing ordinances that require 15% of units be affordable to households of moderate incomes and below.

Potential Role of Fund

Unlike the previous two focus areas, Southern Alameda County’s stations are dispersed over a wide area. As a result, the fund might not be able to affect a concentration of development that would create spillover impacts in the surrounding areas, and may therefore be a less appealing target for the fund. Nevertheless, the area appears to have an ample supply of relatively less expensive land for new development and a demonstrable need for additional affordable housing; given that many of the cities are already “mixed-income” to a considerable degree, there may be some flexibility in the proper balance of affordable and market rate housing. In addition, the new station area planning process in Newark presents an important opportunity for the development of a new mixed-income TOD; if the fund were introduced while planning were underway, it is possible that parcels could be acquired before the zoning designations change and land values increase. However, speculation may have already driven up land values as a consequence of the planned addition of rail; a more intensive survey of land owners and brokers would be necessary to determine present values.

PITTSBURG / ANTIOCH

Pittsburg and Antioch have relatively little underutilized land within the 2.9 square miles that comprise the ½ mile radii around the Pittsburg/Bay Point BART station, the Antioch Amtrak station, and the two planned e-BART stations. In addition, roughly half of these 55.85 acres of underutilized land are either in residential (19 acres) or industrial (8 acres) use. However, in addition to these underutilized parcels, this area includes a considerable amount of vacant land, totaling 35 acres. Altogether, if vacant and underutilized parcels less than ¼ of an acre are not included, the total amount of redevelopable land is 67 acres; this would yield 3,400 new units of housing, assuming an average density of 50 units per acre. In addition, the land in this area appears to be among the least expensive in the region, with 2007 home sales (\$276/ sq. ft.) averaging just over half that of the region (\$475/sq. ft.). These low land costs might permit the acquisition of a larger number of parcels, which could in turn catalyze large scale development of needed housing.

Table 6: Land Uses, Pittsburg/Antioch

Current Land Use	Acres	# of Parcels
VACANT LAND (NEC)	27.14	10
SINGLE FAMILY RESIDENCE	12.42	104
MOTEL	7.17	1
INDUSTRIAL LOT	4.58	4
LIGHT INDUSTRIAL	4.42	4
RESIDENTIAL (NEC)	4.1	25
AUTO SALES	3.94	1
INDUSTRIAL PARK	3.25	1
DUPLEX	3.17	24
MULTI FAMILY DWELLING	2.5	5
RESIDENTIAL LOT	2.47	8
SERVICE STATION	2.28	3
GARAGE	2.24	5
RESTAURANT BLDG.	2.22	2
COMMERCIAL	2.16	1
COMMERCIAL BLDG.	1.31	5
COMMERCIAL ACREAGE	1.05	1
RURAL HOMESITE	1	1
COMMERCIAL LOT	0.93	8
PARKING LOT	0.92	2
STORE BLDG.	0.44	4
PUD	0.36	3
THEATER	0.29	1
MEDICAL BLDG.	0.23	1
CLUB	0.13	1
RESTAURANT DRIVE IN	0.13	1
WASTE LAND	0.12	2
Total	90.97	228

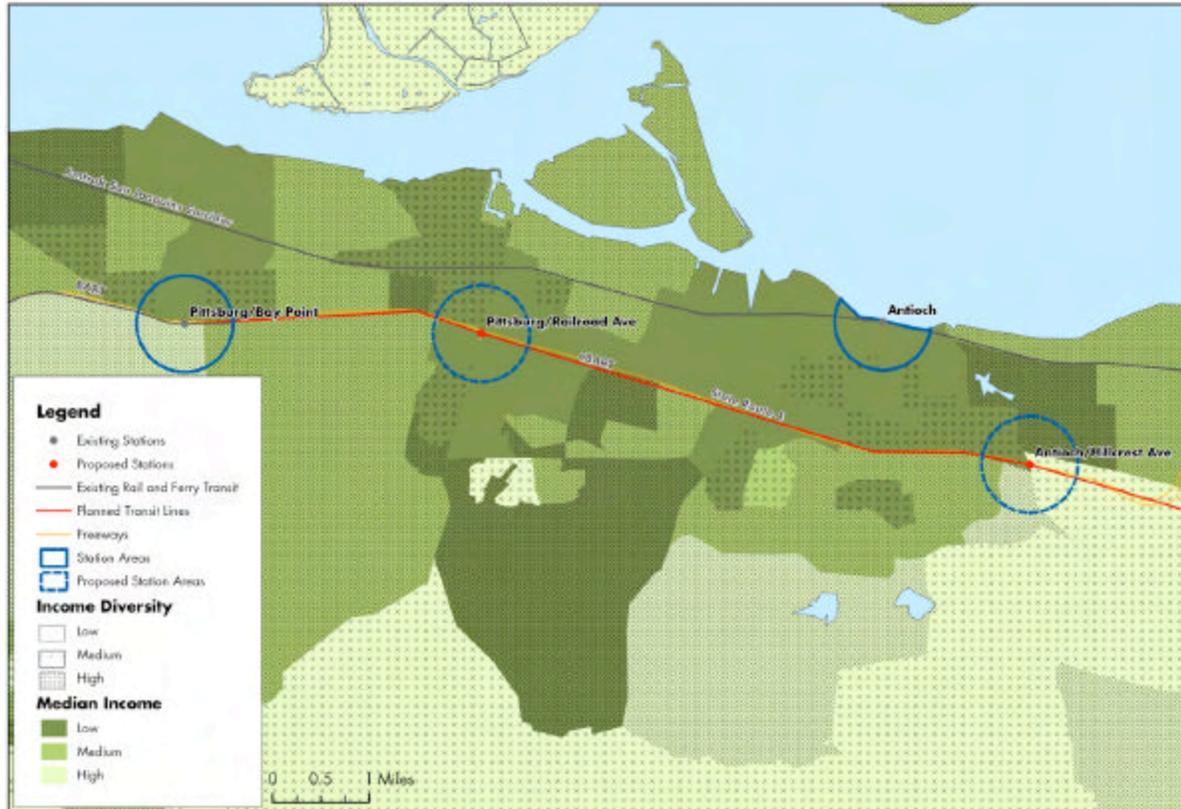
Quality of Transit/Accessibility

The current quality of transit service in this area is relatively poor. Pittsburg/Bay Point BART station offers 83 trips per day, providing access to the majority of the East Bay, San Francisco, and northern San Mateo County. However, the other transit is limited to Amtrak (8 trips per day) and Tri-Delta bus, which offers relatively infrequent service. In total, the priority development areas within this corridor (Hillcrest eBART, Rivertown Waterfront Focus Area, Railroad Avenue eBART, Pittsburg/Bay Point Station) host an average of 1,103 vehicle stops per day per square mile; this is considerably lower than average among the PDAs throughout the region.

Income and Diversity

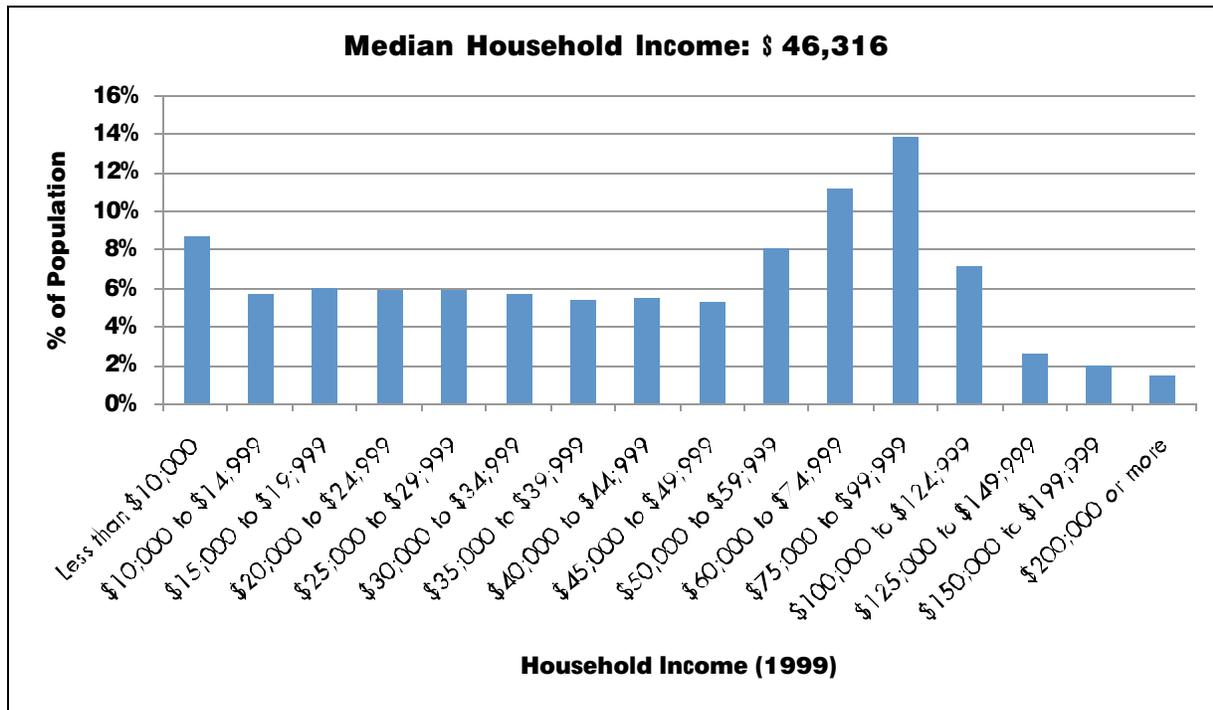
By and large, the population of this area is low income with little income diversity. Exceptions to this generalization are limited to portions of the Pittsburg/Bay Point and Hillcrest e-BART station areas which include areas of higher income and greater income diversity, as Figures 16 and 17 show.

Figure 16: Income and Diversity, Pittsburg/Antioch



Sources: U.S. Census 2000; ABAG; Strategic Economics, 2008

Figure 17: Income Distribution, Pittsburg/Antioch



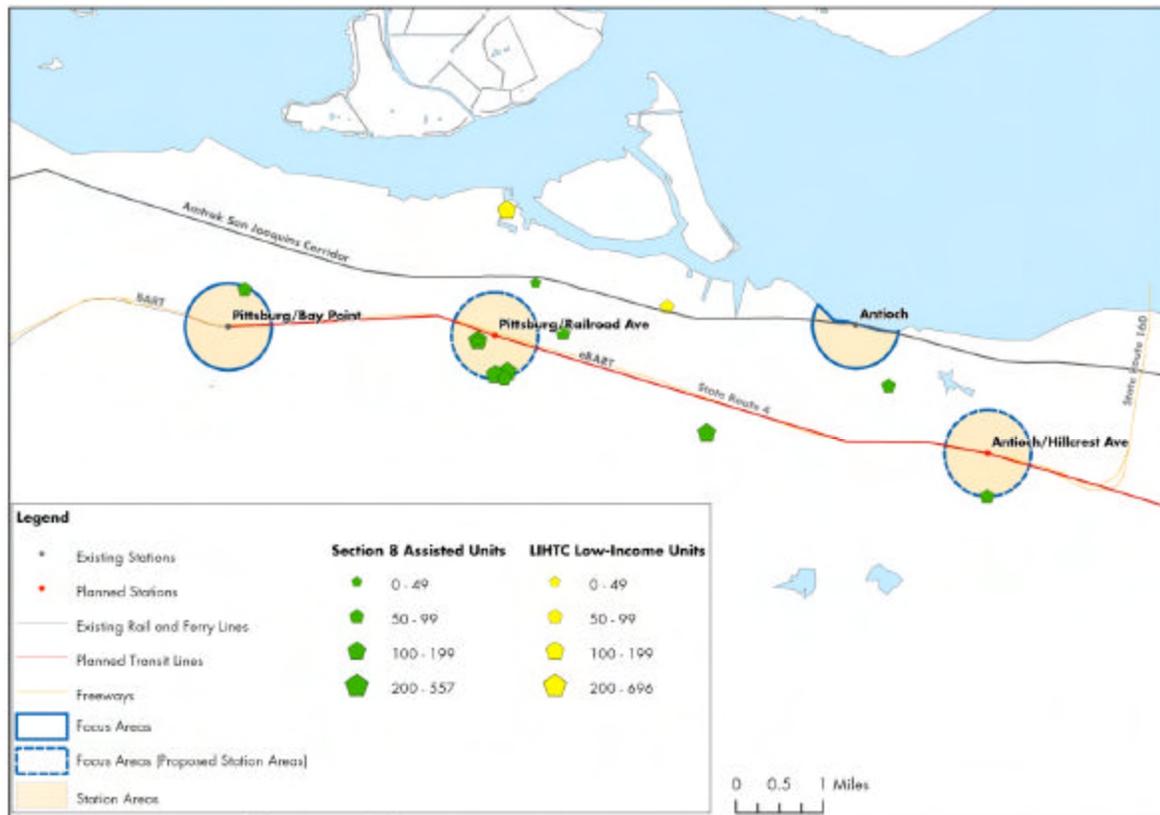
Demand for Housing

The CTOD market demand estimate projects that, from 2005 to 2030, there will be a 8,030 increase in household demand for housing near transit in east Contra Costa County. In addition, the Regional Housing Needs Assessment allocated the cities in this corridor with accommodating 2,077 new homes for households of moderate income and below by 2014. The Housing Elements from Pittsburg and Antioch show that 7,980 households (46% of renters) spend more than 30% of their incomes on housing.

Existing Stock of Subsidized Housing

As the map below shows, given the small, low density character of these cities, there is a relatively large supply of affordable housing in the station areas. Although there are no LIHTC projects, there are six Section 8-funded housing complexes, containing a total of 547 units. While this is a higher density of affordable housing than either the North First Street or Southern Alameda focus areas, the demand for subsidized housing, demonstrated above, suggests that additional units are needed.

Figure 18: Affordable Housing, Pittsburg/Antioch



Sources: Reconnecting America; California Tax Credit Allocation Committee; Strategic Economics, 2008.

Local Policies

Planning processes are currently underway for both the station areas in Pittsburg. Although both are intended to encourage transit oriented development, the levels of density that will be permitted and the degree to which affordable housing will be encouraged is not yet known. However, Pittsburg’s inclusionary housing ordinance will help to ensure that affordable housing will be at least a small component of both of these plans.

As a part of its general plan, Antioch has neighborhood plans for the areas around both of its stations. For Hillcrest e-BART, the general plan recommends TOD-style mixed-use development, but does not specify what this should entail. Around the Amtrak station, the plan recommends low-density residential, with a focus on revitalizing the traditional downtown nearby.

Potential Role of Fund

Driven by the expected addition of the e-BART line, there are ongoing planning efforts through which the fund could significantly alter the communities around these stations. In addition, Pittsburg and Antioch host a considerable supply of vacant land in large parcels that is likely to bear significantly lower costs than in other areas of the region. Furthermore, while there is clear demand for affordable housing, there is also a concentration of low income households that points to a potential role for additional market rate housing. However, until the new transit is added, the corridor will be poorly served and will be highly automobile dependant. In addition, given that Pittsburg and Antioch are known as “the epicenter” of the Bay Area’s foreclosure crisis, the acquisition of land in this area may require a long “hold time” until

developers are interested in adding more units. This costs associated with this process may off-set the benefits offered by the lower purchase price of the land itself.

V. APPENDIX B: LAND SUPPLY IN STATION AREAS

<i>Acreage Rank</i>	<i>Size Rank</i>	Existing/ Proposed	Region	Station	System/Corridor	# of Parcels	Acreage	Avg. Parcel Size
9	86	Existing	E/C Contra Costa + Solano	LAFAYETTE	BART (Pittsburg)	131	84.95	0.65
47	128	Existing	E/C Contra Costa + Solano	WALNUT CREEK	BART (Pittsburg)	168	58.89	0.35
105	84	Existing	E/C Contra Costa + Solano	PLEASANT HILL	BART (Pittsburg)	64	42.00	0.66
131	153	Existing	E/C Contra Costa + Solano	CONCORD	BART (Pittsburg)	139	37.05	0.27
135	58	Existing	E/C Contra Costa + Solano	PITTSBURG/BAY POINT	BART (Pittsburg)	32	35.92	1.12
146	65	Proposed	E/C Contra Costa + Solano	Dixon	Capitol Corridor Service Expansion	38	34.51	0.91
207	92	Proposed	E/C Contra Costa + Solano	Pittsburg/Railroad Ave	eBART	43	25.01	0.58
222	121	Existing	E/C Contra Costa + Solano	ORINDA	BART (Pittsburg)	60	23.14	0.39
244	176	Existing	E/C Contra Costa + Solano	Martinez	Amtrak (Capitol Corridor/San Joaquins)	94	19.31	0.21
250	266	Existing	E/C Contra Costa + Solano	Antioch	Amtrak (San Joaquins)	139	18.11	0.13
302	67	Proposed	E/C Contra Costa + Solano	Antioch/Hillcrest Ave	eBART	14	11.93	0.85
354	183	Existing	E/C Contra Costa + Solano	Vallejo Ferry Terminal	FERRY	33	6.46	0.20
356	174	Existing	E/C Contra Costa + Solano	Suisun	Amtrak (Capitol Corridor)	30	6.34	0.21
394	196	Existing	E/C Contra Costa + Solano	NORTH CONCORD MARTINEZ	BART (Pittsburg)	3	0.56	0.19
396	396	Proposed	E/C Contra Costa + Solano	Benicia	Capitol Corridor Service Expansion	0	0.00	0.00
397	397	Proposed	E/C Contra Costa	Fairfield/Vacaville	Capitol Corridor Service Expansion	0	0.00	0.00

			+ Solano					
18	54	Existing	N. Alameda + W. Contra Costa	Oakland (Coliseum)	Amtrak (Capitol Corridor)	57	68.13	1.20
52	216	Existing	N. Alameda + W. Contra Costa	BERKELEY	BART (Richmond)	345	57.49	0.17
56	64	Existing	N. Alameda + W. Contra Costa	COLISEUM	BART (Dublin/Fremont)	61	55.59	0.91
68	173	Existing	N. Alameda + W. Contra Costa	19TH STREET	BART (Pittsburg/Richmond)	235	50.28	0.21
83	255	Existing	N. Alameda + W. Contra Costa	NORTH BERKELEY	BART (Richmond)	340	47.39	0.14
86	265	Existing	N. Alameda + W. Contra Costa	EL CERRITO PLAZA	BART (Richmond)	359	46.87	0.13
101	277	Existing	N. Alameda + W. Contra Costa	ASHBY	BART (Richmond)	360	43.09	0.12
109	208	Existing	N. Alameda + W. Contra Costa	FRUITVALE	BART (Dublin/Fremont)	230	41.14	0.18
149	300	Existing	N. Alameda + W. Contra Costa	ROCKRIDGE	BART (Pittsburg)	327	34.21	0.10
164	189	Existing	N. Alameda + W. Contra Costa	12TH STREET	BART (Pittsburg/Richmond)	162	30.89	0.19
166	275	Existing	N. Alameda + W. Contra Costa	MACARTHUR	BART (Pittsburg/Richmond)	250	30.41	0.12
178	211	Existing	N. Alameda + W. Contra Costa	LAKE MERRITT	BART (Dublin/Fremont)	165	28.56	0.17
184	172	Existing	N. Alameda + W. Contra Costa	Oakland (Jack London Square)	Amtrak (Capitol Corridor/San Joaquins)	128	27.92	0.22
187	137	Existing	N. Alameda + W. Contra Costa	Emeryville	Amtrak (Capitol Corridor/San Joaquins)	89	27.35	0.31
204	257	Existing	N. Alameda + W. Contra Costa	Richmond	Amtrak (Capitol Corridor/San Joaquins)	184	25.50	0.14
205	234	Existing	N. Alameda + W. Contra Costa	EL CERRITO DEL NORTE	BART (Richmond)	163	25.22	0.15
206	260	Existing	N. Alameda + W. Contra Costa	RICHMOND	BART (Richmond)	185	25.09	0.14
220	167	Existing	N. Alameda + W.	Berkeley	Amtrak (Capitol Corridor)	98	23.30	0.24

			Contra Costa					
239	307	Existing	N. Alameda + W. Contra Costa	WEST OAKLAND	BART (All)	204	19.71	0.10
251	98	Existing	N. Alameda + W. Contra Costa	Jack London Square Ferry Terminal	FERRY	34	18.00	0.53
300	4	Existing	N. Alameda + W. Contra Costa	Alameda Gateway Ferry Terminal	FERRY	2	12.12	6.06
324	325	Existing	N. Alameda + W. Contra Costa	Bay Farm Island Ferry Terminal	FERRY	107	9.26	0.09
399	399	Proposed	N. Alameda + W. Contra Costa	Airport	BART/Oakland Airport Connector	0	0.00	0.00
407	407	Proposed	N. Alameda + W. Contra Costa	Hercules	Capitol Corridor Service Expansion	0	0.00	0.00
8	104	Proposed	North Bay	Petaluma	Northwestern Pacific Rail (SMART)	182	88.83	0.49
66	12	Proposed	North Bay	Rohnert Park	Northwestern Pacific Rail (SMART)	13	51.95	4.00
82	63	Proposed	North Bay	Santa Rosa North/Jennings Road	Northwestern Pacific Rail (SMART)	52	47.41	0.91
110	80	Proposed	North Bay	Downtown Novato	Northwestern Pacific Rail (SMART)	56	41.12	0.73
125	122	Proposed	North Bay	Santa Rosa	Northwestern Pacific Rail (SMART)	102	38.19	0.37
138	19	Proposed	North Bay	Corona Station	Northwestern Pacific Rail (SMART)	10	35.48	3.55
147	74	Proposed	North Bay	Windsor	Northwestern Pacific Rail (SMART)	44	34.48	0.78
169	103	Proposed	North Bay	Healdsburg	Northwestern Pacific Rail (SMART)	61	29.79	0.49
179	113	Proposed	North Bay	Cloverdale	Northwestern Pacific Rail (SMART)	65	28.26	0.43
257	171	Proposed	North Bay	Downtown San Rafael	Northwestern Pacific Rail (SMART)	78	17.13	0.22
282	62	Proposed	North Bay	Cotati	Northwestern Pacific Rail (SMART)	15	13.82	0.92
317	269	Existing	North Bay	Golden Gate Sausalito Ferry Terminal	FERRY	75	9.73	0.13
332	28	Proposed	North Bay	North Novato/Fireman's Fund	Northwestern Pacific Rail (SMART)	3	8.88	2.96
335	73	Proposed	North Bay	Novato South	Northwestern Pacific Rail (SMART)	11	8.63	0.78
366	90	Proposed	North Bay	Civic Center	Northwestern Pacific Rail (SMART)	9	5.30	0.59
367	177	Existing	North Bay	Tiburon Ferry Terminal	FERRY	26	5.28	0.20
376	81	Proposed	North Bay	Larkspur Ferry Terminal	Northwestern Pacific Rail (SMART)	6	4.39	0.73
388	66	Existing	North Bay	Golden Gate Larkspur Ferry Terminal	FERRY	3	2.71	0.90
398	398	Proposed	North Bay	Port Sonoma/Black Point (study)	Northwestern Pacific Rail (SMART)	0	0.00	0.00
98	142	Existing	Peninsula	PALO ALTO	CalTrain	149	43.68	0.29
108	166	Existing	Peninsula	CALIFORNIA AVENUE	CalTrain	173	41.66	0.24
143	120	Existing	Peninsula	MOUNTAIN VIEW	CalTrain	90	34.84	0.39

148	119	Existing	Peninsula	Downtown Mountain View	VTA (Downtown Mountain View)	88	34.25	0.39
155	72	Existing	Peninsula	Whisman	VTA (Downtown Mountain View)	42	33.05	0.79
189	88	Existing	Peninsula	SAN ANTONIO	CalTrain	43	27.19	0.63
199	186	Existing	Peninsula	SAN MATEO	CalTrain	135	25.95	0.19
211	105	Existing	Peninsula	Evelyn	VTA (Downtown Mountain View)	50	24.32	0.49
215	258	Existing	Peninsula	PAUL AVENUE	CalTrain	174	23.84	0.14
217	158	Existing	Peninsula	REDWOOD CITY	CalTrain	91	23.50	0.26
218	159	Proposed	Peninsula	Redwood City	Dumbarton Rail	91	23.50	0.26
219	218	Existing	Peninsula	STANFORD STADIUM	CalTrain	142	23.35	0.16
227	114	Existing	Peninsula	SAN CARLOS	CalTrain	52	22.55	0.43
264	178	Existing	Peninsula	BURLINGAME	CalTrain	81	16.35	0.20
274	134	Existing	Peninsula	BROADWAY	CalTrain	45	14.77	0.33
283	161	Existing	Peninsula	MENLO PARK	CalTrain	56	13.69	0.24
296	116	Existing	Peninsula	MILLBRAE	BART (Millbrae)	30	12.53	0.42
297	117	Existing	Peninsula	MILLBRAE	CalTrain	30	12.53	0.42
306	133	Existing	Peninsula	S SAN FRANCISCO	CalTrain	32	10.72	0.34
308	154	Existing	Peninsula	BELMONT	CalTrain	40	10.65	0.27
338	126	Existing	Peninsula	HILLSDALE	CalTrain	23	8.43	0.37
343	205	Existing	Peninsula	SAN BRUNO	CalTrain	45	8.07	0.18
350	202	Existing	Peninsula	HAYWARD PARK	CalTrain	39	7.09	0.18
360	123	Existing	Peninsula	COLMA	BART (SFO/Millbrae)	16	5.96	0.37
361	144	Existing	Peninsula	SAN BRUNO	BART (SFO/Millbrae)	20	5.81	0.29
364	36	Existing	Peninsula	SOUTH SAN FRANCISCO	BART (SFO/Millbrae)	3	5.49	1.83
372	94	Proposed	Peninsula	Chilco Street (East Menlo Park)	Dumbarton Rail	8	4.61	0.58
377	106	Existing	Peninsula	ATHERTON	CalTrain	9	4.35	0.48
386	356	Existing	Peninsula	DALY CITY	BART (All)	37	2.87	0.08
395	389	Existing	Peninsula	SFO INTERNATIONAL AIRPORT	BART (SFO)	2	0.14	0.07
6	42	Existing	S. Alameda + Tri-Valley	SOUTH HAYWARD	BART (Fremont)	67	100.18	1.50
94	145	Existing	S. Alameda + Tri-Valley	HAYWARD	BART (Fremont)	159	44.73	0.28
97	141	Proposed	S. Alameda + Tri-Valley	Downtown Livermore	tBART	149	43.82	0.29
107	143	Existing	S. Alameda + Tri-Valley	Livermore	ACE	144	41.87	0.29

113	102	Existing	S. Alameda + Tri-Valley	CASTRO VALLEY	BART (Dublin)	82	40.34	0.49
118	91	Proposed	S. Alameda + Tri-Valley	Fremont Centerville	Dumbarton Rail	67	39.08	0.58
124	89	Existing	S. Alameda + Tri-Valley	Fremont	Amtrak (Capitol Corridor)	62	38.32	0.62
128	87	Existing	S. Alameda + Tri-Valley	Fremont	ACE	60	37.96	0.63
130	22	Proposed	S. Alameda + Tri-Valley	Newark	Dumbarton Rail	11	37.08	3.37
157	138	Existing	S. Alameda + Tri-Valley	SAN LEANDRO	BART (Dublin/Fremont)	108	32.75	0.30
162	139	Existing	S. Alameda + Tri-Valley	Hayward	Amtrak (Capitol Corridor)	106	31.32	0.30
172	97	Proposed	S. Alameda + Tri-Valley	Irvington	BART Fremont to San Jose	53	29.23	0.55
195	32	Proposed	S. Alameda + Tri-Valley	Warm Springs	BART Fremont to San Jose	10	26.47	2.65
224	44	Proposed	S. Alameda + Tri-Valley	Vasco Road	tBART	16	22.97	1.44
256	33	Existing	S. Alameda + Tri-Valley	EAST DUBLIN/PLEASANTON	BART (Dublin)	9	17.28	1.92
262	30	Existing	S. Alameda + Tri-Valley	Vasco	ACE	6	16.68	2.78
276	140	Existing	S. Alameda + Tri-Valley	BAYFAIR	BART (Dublin/Fremont)	49	14.44	0.29
292	76	Proposed	S. Alameda + Tri-Valley	Union City	Capitol Corridor Service Expansion	17	13.01	0.77
293	77	Proposed	S. Alameda + Tri-Valley	Union City	Dumbarton Rail	17	13.01	0.77
294	70	Existing	S. Alameda + Tri-Valley	UNION CITY	BART (Fremont)	16	12.93	0.81
314	160	Existing	S. Alameda + Tri-Valley	Pleasanton	ACE	40	10.14	0.25
370	61	Existing	S. Alameda + Tri-Valley	FREMONT	BART (Fremont)	5	4.68	0.94

12	279	Existing	San Francisco	POWELL ST AND CALIFORNIA ST	MUNI CABLE CAR (CALIFORNIA, POWELL-HYDE, POWELL-MASON LINES)	601	71.23	0.12
13	264	Existing	San Francisco	POWELL ST AND SUTTER ST	MUNI CABLE CAR (POWELL- HYDE, POWELL-MASON LINES)	538	70.25	0.13
14	228	Existing	San Francisco	POWELL ST AND MARKET ST	MUNI CABLE CAR (POWELL- HYDE, POWELL-MASON LINES)	441	69.14	0.16
15	284	Proposed	San Francisco	Chinatown	Third Street Light Rail-Phase Two	596	68.85	0.12
16	198	Existing	San Francisco	MARKET ST AT HYDE ST AND 8TH ST	MUNI HISTORIC STREETCAR (F LINE)	369	68.66	0.19
17	200	Existing	San Francisco	CIVIC CENTER	BART (All)	374	68.43	0.18
19	230	Existing	San Francisco	POWELL STREET	MUNI METRO (J, K, L, M, N LINES)	433	67.68	0.16
20	209	Existing	San Francisco	CIVIC CENTER	MUNI METRO (J, K, L, M, N LINES)	383	67.64	0.18
21	297	Existing	San Francisco	JACKSON ST AND MASON ST	MUNI CABLE CAR (POWELL- HYDE, POWELL-MASON LINES)	629	67.35	0.11
23	296	Existing	San Francisco	WASHINGTON ST AND MASON ST	MUNI CABLE CAR (POWELL- HYDE, POWELL-MASON LINES)	621	66.76	0.11
26	254	Existing	San Francisco	16TH STREET & MISSION STREET	BART (All)	471	65.75	0.14
27	213	Existing	San Francisco	MARKET ST AT JONES ST AND 7TH ST	MUNI HISTORIC STREETCAR (F LINE)	385	64.79	0.17
28	239	Proposed	San Francisco	Sutter St.	Third Street Light Rail-Phase Two	427	64.58	0.15
29	274	Existing	San Francisco	CALIFORNIA ST AND HYDE ST	MUNI CABLE CAR (CALIFORNIA LINE)	528	64.43	0.12
32	184	Existing	San Francisco	MARKET ST AT LARKIN ST AND 9TH ST	MUNI HISTORIC STREETCAR (F LINE)	325	63.61	0.20
33	235	Existing	San Francisco	MARKET ST AT STOCKTON ST AND 4TH ST	MUNI HISTORIC STREETCAR (F LINE)	409	63.09	0.15
34	270	Existing	San Francisco	MARKET ST AT LAGUNA ST AND GUERRERO ST	MUNI HISTORIC STREETCAR (F LINE)	497	62.89	0.13
35	238	Existing	San Francisco	MARKET ST AT TAYLOR ST AND 6TH ST	MUNI HISTORIC STREETCAR (F LINE)	413	62.87	0.15
36	237	Existing	San Francisco	MARKET ST AT POWELL ST AND 5TH ST	MUNI HISTORIC STREETCAR (F LINE)	410	62.47	0.15
38	240	Existing	San Francisco	POWELL	BART (All)	413	61.97	0.15

43	329	Existing	San Francisco	24TH STREET & MISSION STREET	BART (All)	701	59.89	0.09
48	194	Existing	San Francisco	MARKET ST AT VAN NESS AVE	MUNI HISTORIC STREETCAR (F LINE)	311	58.44	0.19
49	247	Existing	San Francisco	MARKET ST AT HAIGHT ST AND GOUGH ST	MUNI HISTORIC STREETCAR (F LINE)	403	58.13	0.14
50	232	Existing	San Francisco	MARKET ST AT KEARNY ST AND 3RD ST	MUNI HISTORIC STREETCAR (F LINE)	371	57.59	0.16
51	192	Existing	San Francisco	VAN NESS AVE AND MARKET ST	MUNI METRO (J, K, L, M, N LINES)	303	57.50	0.19
54	312	Existing	San Francisco	MARKET ST AT CHURCH ST AND 14TH ST	MUNI HISTORIC STREETCAR (F LINE)	597	56.29	0.09
55	315	Existing	San Francisco	CHURCH STREET	MUNI METRO (J, K, L, M, N LINES)	598	56.09	0.09
58	294	Existing	San Francisco	MARKET ST B/W DUBOCE AVE AND DOLORES ST	MUNI HISTORIC STREETCAR (F LINE)	508	54.85	0.11
60	314	Existing	San Francisco	DUBOSE AND CHURCH	MUNI METRO (J, N LINES)	567	53.22	0.09
61	316	Existing	San Francisco	CHURCH ST AND 16TH ST	MUNI METRO (J LINE)	567	53.18	0.09
62	320	Existing	San Francisco	MARKET ST AT SANCHEZ ST AND 15TH ST	MUNI HISTORIC STREETCAR (F LINE)	590	53.17	0.09
64	233	Proposed	San Francisco	Folsom St.	Third Street Light Rail-Phase Two	338	52.35	0.15
69	334	Existing	San Francisco	MARKET ST AT CASTRO ST AND 17TH ST	MUNI HISTORIC STREETCAR (F LINE)	599	50.24	0.08
70	333	Existing	San Francisco	CASTRO	MUNI METRO (K, L, M LINES)	597	50.08	0.08
71	313	Existing	San Francisco	DUBOSE PARK/DUBOCE AND NOE	MUNI METRO (N LINE)	532	49.95	0.09
72	323	Existing	San Francisco	MARKET ST AT NOE ST AND 16TH ST	MUNI HISTORIC STREETCAR (F LINE)	575	49.93	0.09
74	359	Existing	San Francisco	22ND ST AND CHATTANOOGA ST	MUNI METRO (J LINE)	644	49.53	0.08
77	360	Existing	San Francisco	21ST ST AND CHATTANOOGA ST	MUNI METRO (J LINE)	630	48.28	0.08
78	365	Existing	San Francisco	CHURCH AND 24TH ST	MUNI METRO (J LINE)	636	48.07	0.08
79	280	Existing	San Francisco	CALIFORNIA ST AND VAN NESS AVE	MUNI CABLE CAR (CALIFORNIA LINE)	410	48.05	0.12
80	351	Existing	San Francisco	CHURCH AND 18TH ST	MUNI METRO (J LINE)	606	47.78	0.08
81	361	Existing	San Francisco	LIBERTY ST BETWEEN CHURCH ST AND DOLORES	MUNI METRO (J LINE)	626	47.71	0.08
84	358	Existing	San Francisco	CHURCH ST AND 20TH ST	MUNI METRO (J LINE)	613	47.27	0.08

85	245	Existing	San Francisco	MARKET ST B/W MONTGOMERY ST AND 2ND ST	MUNI HISTORIC STREETCAR (F LINE)	318	46.96	0.15
87	310	Existing	San Francisco	HYDE ST AND UNION ST	MUNI CABLE CAR (POWELL-HYDE LINE)	488	46.45	0.10
89	246	Existing	San Francisco	MONTGOMERY ST	BART (All)	314	46.33	0.15
90	369	Existing	San Francisco	CHURCH ST AND CLIPPER ST	MUNI METRO (J LINE)	612	45.44	0.07
93	250	Existing	San Francisco	MONTGOMERY STREET	MUNI METRO (J, K, L, M, N LINES)	313	44.80	0.14
95	364	Existing	San Francisco	CHURCH ST AND 27TH ST	MUNI METRO (J LINE)	580	43.84	0.08
99	236	Existing	San Francisco	MARKET ST AT BATTERY ST AND 1ST ST	MUNI HISTORIC STREETCAR (F LINE)	283	43.42	0.15
106	327	Existing	San Francisco	CHURCH ST AND 29TH ST	MUNI METRO (J LINE)	488	41.91	0.09
117	321	Existing	San Francisco	CHURCH AND 30TH ST	MUNI METRO (J LINE)	438	39.29	0.09
122	256	Existing	San Francisco	22ND STREET	CalTrain	277	38.58	0.14
123	82	Existing	San Francisco	Cesar Chavez-Marin	MUNI METRO (T LINE)	54	38.46	0.71
127	163	Existing	San Francisco	TERMINUS--4TH AND KING	CalTrain	157	38.09	0.24
129	330	Existing	San Francisco	30TH ST AND DOLORES ST	MUNI METRO (J LINE)	441	37.41	0.08
132	226	Existing	San Francisco	EMBARCADERO	MUNI METRO (J, K, L, M, N LINES)	230	36.70	0.16
140	164	Existing	San Francisco	CALTRAIN INBOUND, MUNI METRO N LINE	MUNI METRO (N, T LINES)	146	35.40	0.24
144	223	Existing	San Francisco	MARKET ST AT DRUMM ST AND MAIN ST	MUNI HISTORIC STREETCAR (F LINE)	216	34.53	0.16
154	221	Existing	San Francisco	EMBARCADERO	BART (All)	204	33.13	0.16
158	319	Existing	San Francisco	SAN JOSE AND RANDALL	MUNI METRO (J LINE)	361	32.74	0.09
160	212	Proposed	San Francisco	Transbay Terminal (TBT)	Transbay Terminal (TBT)	189	32.32	0.17
165	151	Existing	San Francisco	23rd Street	MUNI METRO (T LINE)	112	30.78	0.27
167	371	Existing	San Francisco	JUDAH ST AND 12TH AVE	MUNI METRO (N LINE)	419	30.38	0.07
171	378	Existing	San Francisco	JUDAH ST AND FUNSTON AVE	MUNI METRO (N LINE)	409	29.30	0.07
173	231	Existing	San Francisco	CALIFORNIA ST AND DRUMM ST	MUNI CABLE CAR (CALIFORNIA LINE)	187	29.19	0.16
174	241	Existing	San Francisco	Carroll	MUNI METRO (T LINE)	195	29.12	0.15
177	259	Existing	San Francisco	GLEN PARK	MUNI METRO (J LINE)	213	29.01	0.14
180	385	Existing	San Francisco	JUDAH AND 9TH AVE	MUNI METRO (N LINE)	401	28.26	0.07
181	253	Existing	San Francisco	GLEN PARK	BART (All)	201	28.14	0.14

188	252	Existing	San Francisco	Van Dyke	MUNI METRO (T LINE)	195	27.33	0.14
190	376	Existing	San Francisco	JUDAH ST AND 15TH AVE	MUNI METRO (N LINE)	375	26.95	0.07
191	299	Existing	San Francisco	TAYLOR ST AND BAY ST	MUNI CABLE CAR (POWELL-MASON LINE)	252	26.74	0.11
192	370	Existing	San Francisco	CARL AND COLE	MUNI METRO (N LINE)	367	26.68	0.07
193	229	Existing	San Francisco	Hudson	MUNI METRO (T LINE)	170	26.61	0.16
196	242	Existing	San Francisco	Gilman-Paul	MUNI METRO (T LINE)	177	26.43	0.15
198	388	Existing	San Francisco	IRVING ST AND 9TH AVE	MUNI METRO (N LINE)	373	26.14	0.07
201	262	Existing	San Francisco	GREEN AND THE EMBARCADERO	MUNI HISTORIC STREETCAR (F LINE)	195	25.76	0.13
202	244	Existing	San Francisco	20th Street	MUNI METRO (T LINE)	173	25.70	0.15
203	249	Existing	San Francisco	BROADWAY AND THE EMBARCADERO	MUNI HISTORIC STREETCAR (F LINE)	179	25.64	0.14
212	215	Existing	San Francisco	WASHINGTON AND THE EMBARCADERO	MUNI HISTORIC STREETCAR (F LINE)	145	24.17	0.17
214	387	Existing	San Francisco	IRVING ST AND 7TH AVE	MUNI METRO (N LINE)	343	24.04	0.07
216	286	Existing	San Francisco	Thomas	MUNI METRO (T LINE)	207	23.53	0.11
221	271	Existing	San Francisco	GREENWICH AND THE EMBARCADERO	MUNI HISTORIC STREETCAR (F LINE)	185	23.22	0.13
223	373	Existing	San Francisco	CARL ST AND STANYAN ST	MUNI METRO (N LINE)	320	23.08	0.07
225	382	Existing	San Francisco	IRVING ST AND 3RD AVE	MUNI METRO (N LINE)	322	22.84	0.07
226	283	Existing	San Francisco	Kirkwood	MUNI METRO (T LINE)	196	22.66	0.12
228	115	Proposed	San Francisco	Transbay Terminal	Caltrain Downtown Extension	52	22.55	0.43
229	384	Existing	San Francisco	IRVING ST AND 4TH AVE	MUNI METRO (N LINE)	318	22.45	0.07
230	381	Existing	San Francisco	CARL ST AND WILLARD ST	MUNI METRO (N LINE)	312	22.21	0.07
232	248	Existing	San Francisco	Mariposa	MUNI METRO (T LINE)	153	21.94	0.14
233	377	Existing	San Francisco	CARL ST AND HILLWAY AVE	MUNI METRO (N LINE)	301	21.60	0.07
234	227	Existing	San Francisco	Sunnydale	MUNI METRO (T LINE)	135	21.46	0.16
235	170	Existing	San Francisco	Evans	MUNI METRO (T LINE)	92	20.66	0.22
237	210	Existing	San Francisco	BAYSHORE	CalTrain	113	19.83	0.18
238	168	Existing	San Francisco	SECOND ST AND KING	MUNI METRO (N LINE)	84	19.73	0.23
240	282	Existing	San Francisco	CHESTNUT AND THE EMBARCADERO	MUNI HISTORIC STREETCAR (F LINE)	169	19.59	0.12
241	326	Existing	San Francisco	Palou	MUNI METRO (T LINE)	227	19.53	0.09
242	203	Existing	San Francisco	Bayshore	MUNI METRO (T LINE)	107	19.44	0.18

243	292	Existing	San Francisco	BEACH ST AND MASON ST	MUNI HISTORIC STREETCAR (F LINE)	177	19.34	0.11
245	201	Existing	San Francisco	FERRY TERMINAL	MUNI HISTORIC STREETCAR (F LINE)	106	19.28	0.18
246	298	Existing	San Francisco	BEACH ST AND JONES ST	MUNI HISTORIC STREETCAR (F LINE)	176	18.79	0.11
249	392	Existing	San Francisco	JUDAH AND 19TH AVE	MUNI METRO (N LINE)	268	18.48	0.07
252	197	Existing	San Francisco	STEUART STREET	MUNI HISTORIC STREETCAR (F LINE)	96	17.88	0.19
253	162	Existing	San Francisco	Giants Stadium Ferry Terminal	FERRY	73	17.73	0.24
259	295	Existing	San Francisco	BEACH ST AND STOCKTON ST	MUNI HISTORIC STREETCAR (F LINE)	158	17.03	0.11
260	195	Existing	San Francisco	San Francisco Ferry Building	FERRY	90	16.81	0.19
263	288	Existing	San Francisco	JEFFERSON ST AND POWELL ST	MUNI HISTORIC STREETCAR (F LINE)	148	16.62	0.11
265	383	Existing	San Francisco	JUDAH ST AND 40TH AVE	MUNI METRO (N LINE)	228	16.15	0.07
266	390	Existing	San Francisco	JUDAH ST AND 22ND AVE	MUNI METRO (N LINE)	233	16.14	0.07
267	302	Existing	San Francisco	LeConte	MUNI METRO (T LINE)	155	15.83	0.10
268	290	Existing	San Francisco	BAY AND THE EMBARCADERO	MUNI HISTORIC STREETCAR (F LINE)	140	15.66	0.11
269	287	Existing	San Francisco	JEFFERSON ST AND TAYLOR ST	MUNI HISTORIC STREETCAR (F LINE)	139	15.62	0.11
271	301	Existing	San Francisco	HYDE ST AND BEACH ST	MUNI CABLE CAR (POWELL-HYDE LINE)	148	15.41	0.10
272	374	Existing	San Francisco	JUDAH ST AND 43RD AVE	MUNI METRO (N LINE)	211	15.21	0.07
275	331	Existing	San Francisco	SAN JOSE AVE AND SANTA ROSA AVE	MUNI METRO (J LINE)	171	14.50	0.08
277	375	Existing	San Francisco	JUDAH ST AND 46TH AVE	MUNI METRO (N LINE)	197	14.17	0.07
278	169	Existing	San Francisco	South	MUNI METRO (T LINE)	62	14.14	0.23
279	293	Existing	San Francisco	PIER 39	MUNI HISTORIC STREETCAR (F LINE)	129	14.00	0.11
280	317	Existing	San Francisco	Arleta	MUNI METRO (T LINE)	151	13.95	0.09
281	393	Existing	San Francisco	JUDAH ST AND 25TH AVE	MUNI METRO (N LINE)	202	13.86	0.07
284	107	Existing	San Francisco	Mission Rock	MUNI METRO (T LINE)	28	13.48	0.48
286	372	Existing	San Francisco	JUDAH ST AND 48TH AVE	MUNI METRO (N LINE)	185	13.39	0.07

287	349	Existing	San Francisco	SAN JOSE AVE AND LAKEVIEW AVE	MUNI METRO (M LINE)	167	13.28	0.08
289	328	Existing	San Francisco	SAN JOSE AVE AND FARALLONES ST	MUNI METRO (M LINE)	154	13.17	0.09
290	182	Existing	San Francisco	BRANNAN AND THE EMBARCADERO	MUNI METRO (N LINE)	67	13.13	0.20
291	311	Existing	San Francisco	SAN JOSE AVE AND SANTA YNEZ AVE	MUNI METRO (J LINE)	138	13.09	0.09
295	339	Existing	San Francisco	BROAD AND PLYMOUTH	MUNI METRO (M LINE)	156	12.72	0.08
298	289	Existing	San Francisco	Pier 39	FERRY	111	12.42	0.11
299	272	Existing	San Francisco	Pier 43 1/2	FERRY	99	12.41	0.13
301	281	Existing	San Francisco	WEST PORTAL AVE AND ULLOA ST	MUNI METRO (K, L, M LINES)	103	11.94	0.12
303	219	Existing	San Francisco	FOREST HILL	MUNI METRO (K, L, M LINES)	72	11.74	0.16
304	379	Existing	San Francisco	OCEAN BEACH	MUNI METRO (N LINE)	163	11.63	0.07
305	363	Existing	San Francisco	BROAD ST AND CAPITOL AVE	MUNI METRO (M LINE)	147	11.17	0.08
307	386	Existing	San Francisco	JUDAH AND SUNSET	MUNI METRO (N LINE)	152	10.69	0.07
309	291	Existing	San Francisco	ULLOA ST AND FOREST SIDE AVE	MUNI METRO (L LINE)	97	10.63	0.11
310	306	Existing	San Francisco	TARAVAL ST AND 15TH AVE	MUNI METRO (L LINE)	107	10.59	0.10
311	318	Existing	San Francisco	OCEAN AVE AND MIRAMAR AVE	MUNI METRO (K LINE)	114	10.46	0.09
313	303	Existing	San Francisco	ULLOA ST AND 15TH AVE	MUNI METRO (L LINE)	101	10.24	0.10
315	322	Existing	San Francisco	TARAVAL ST AND 17TH AVE	MUNI METRO (L LINE)	115	10.12	0.09
316	305	Existing	San Francisco	SAN JOSE AVE AND OCEAN AVE	MUNI METRO (J LINE)	100	9.97	0.10
318	309	Existing	San Francisco	OCEAN AND JULES	MUNI METRO (K LINE)	102	9.72	0.10
319	368	Existing	San Francisco	SAN JOSE AVE AND MT VERNON AVE	MUNI METRO (M LINE)	130	9.68	0.07
320	354	Existing	San Francisco	OCEAN AVE AND LEE AVE	MUNI METRO (K LINE)	123	9.56	0.08
321	366	Existing	San Francisco	BROAD ST AND ORIZABA AVE	MUNI METRO (M LINE)	126	9.47	0.08
322	362	Existing	San Francisco	CITY COLLEGE	MUNI METRO (K LINE)	124	9.45	0.08
323	285	Existing	San Francisco	WEST PORTAL AVE AND 14TH AVE	MUNI METRO (K, M LINES)	81	9.28	0.11
327	335	Existing	San Francisco	TARAVAL ST AND 24TH AVE	MUNI METRO (L LINE)	108	9.05	0.08
328	395	Existing	San Francisco	JUDAH ST AND 28TH AVE	MUNI METRO (N LINE)	138	9.02	0.07
330	337	Existing	San Francisco	TARAVAL ST AND 22ND AVE	MUNI METRO (L LINE)	108	8.98	0.08
331	391	Existing	San Francisco	JUDAH ST AND 34TH AVE	MUNI METRO (N LINE)	129	8.93	0.07

333	355	Existing	San Francisco	RANDOLPH ST AND BRIGHT ST	MUNI METRO (M LINE)	114	8.85	0.08
334	188	Existing	San Francisco	FOLSOM AND THE EMBARCADERO	MUNI METRO (N LINE)	46	8.78	0.19
336	380	Existing	San Francisco	GENEVA AND SAN JOSE	MUNI METRO (M LINE)	121	8.63	0.07
339	394	Existing	San Francisco	JUDAH ST AND 31ST AVE	MUNI METRO (N LINE)	128	8.42	0.07
340	338	Existing	San Francisco	TARAVAL ST AND 19TH AVE	MUNI METRO (L LINE)	101	8.28	0.08
341	343	Existing	San Francisco	BALBOA PARK	MUNI METRO (J, K, M LINES)	102	8.25	0.08
342	304	Existing	San Francisco	OCEAN AVE AND VICTORIA ST	MUNI METRO (K LINE)	82	8.18	0.10
345	340	Existing	San Francisco	TARAVAL ST AND 26TH AVE	MUNI METRO (L LINE)	95	7.72	0.08
346	367	Existing	San Francisco	BALBOA PARK	BART (All)	100	7.49	0.07
347	273	Existing	San Francisco	ST FRANCIS CIRCLE	MUNI METRO (K, M LINES)	61	7.46	0.12
348	267	Existing	San Francisco	OCEAN AVE AND CERRITOS AVE	MUNI METRO (K LINE)	57	7.41	0.13
352	263	Existing	San Francisco	OCEAN AVE AND APTOS AVE	MUNI METRO (K LINE)	53	6.99	0.13
355	251	Existing	San Francisco	OCEAN AVE AND SAN LEANDRO WAY	MUNI METRO (K LINE)	45	6.44	0.14
358	357	Existing	San Francisco	TARAVAL ST AND 28TH AVE	MUNI METRO (L LINE)	81	6.25	0.08
359	347	Existing	San Francisco	RANDOLPH AND ARCH	MUNI METRO (M LINE)	78	6.23	0.08
363	350	Existing	San Francisco	TARAVAL ST AND 30TH AVE	MUNI METRO (L LINE)	70	5.52	0.08
365	342	Existing	San Francisco	TARAVAL ST AND 32ND AVE	MUNI METRO (L LINE)	66	5.35	0.08
369	332	Existing	San Francisco	TARAVAL ST AND 35TH AVE	MUNI METRO (L LINE)	56	4.73	0.08
371	345	Existing	San Francisco	TARAVAL ST AND SUNSET BLVD	MUNI METRO (L LINE)	58	4.65	0.08
373	276	Existing	San Francisco	JUNIPERO SERRA AND OCEAN	MUNI METRO (K LINE)	38	4.57	0.12
374	278	Existing	San Francisco	OCEAN AVE NEAR LAGUNITAS DR	MUNI METRO (M LINE)	38	4.54	0.12
379	341	Existing	San Francisco	RANDOLPH ST AND 19TH AVE	MUNI METRO (M LINE)	48	3.90	0.08
380	348	Existing	San Francisco	TARAVAL ST AND 40TH AVE	MUNI METRO (L LINE)	47	3.75	0.08
381	268	Existing	San Francisco	EUCALYPTUS DR NEAR 19TH AVE	MUNI METRO (M LINE)	27	3.51	0.13
382	352	Existing	San Francisco	TARAVAL ST AND 42ND AVE	MUNI METRO (L LINE)	42	3.31	0.08
383	346	Existing	San Francisco	TARAVAL ST AND 44TH AVE	MUNI METRO (L LINE)	39	3.12	0.08
384	344	Existing	San Francisco	46TH AVE AND ULLOA ST	MUNI METRO (L LINE)	37	2.99	0.08
385	353	Existing	San Francisco	TARAVAL ST AND 46TH AVE	MUNI METRO (L LINE)	38	2.98	0.08
387	261	Existing	San Francisco	STONESTOWN	MUNI METRO (M LINE)	21	2.78	0.13
389	336	Existing	San Francisco	46TH AVE AND VICENTE ST	MUNI METRO (L LINE)	32	2.67	0.08
390	308	Existing	San Francisco	RANDOLPH AND 19TH AVE	MUNI METRO (M LINE)	23	2.20	0.10
391	324	Existing	San Francisco	SF ZOO	MUNI METRO (L LINE)	25	2.17	0.09

393	204	Existing	San Francisco	SF STATE	MUNI METRO (M LINE)	5	0.90	0.18
400	400	Existing	San Francisco	Alcatraz Ferry Terminal	FERRY	0	0.00	0.00
401	401	Existing	San Francisco	Angel Island Ferry Terminal	FERRY	0	0.00	0.00
1	21	Existing	South Bay	Borregas	VTA (Downtown Mountain View)	43	146.78	3.41
2	16	Existing	South Bay	Crossman	VTA (Downtown Mountain View)	39	142.60	3.66
3	3	Existing	South Bay	Component	VTA (Central)	20	134.72	6.74
4	7	Existing	South Bay	Bonaventura	VTA (Central)	25	132.96	5.32
5	5	Existing	South Bay	Orchard	VTA (Central)	21	121.74	5.80
7	2	Existing	South Bay	River Oaks	VTA (Central)	13	90.53	6.96
10	6	Existing	South Bay	Karina	VTA (Central)	14	79.67	5.69
11	25	Existing	South Bay	Reamwood	VTA (Downtown Mountain View)	25	76.89	3.08
22	10	Proposed	South Bay	Silver Creek	VTA (Capitol Expressway Corridor)	16	67.18	4.20
24	13	Existing	South Bay	Baypointe	VTA (Alum Rock)	17	66.63	3.92
25	27	Existing	South Bay	Metro/Airport	VTA (Central)	22	66.19	3.01
30	34	Existing	South Bay	LAWRENCE	CalTrain	34	64.11	1.89
31	135	Proposed	South Bay	28th/Santa Clara (Five Wounds/BART)	VTA (Downtown/East Valley)	204	63.64	0.31
37	14	Existing	South Bay	Old Ironsides	VTA (Downtown Mountain View)	16	62.37	3.90
39	150	Existing	South Bay	San Jose	ACE	221	60.79	0.28
40	147	Existing	South Bay	San Jose	Amtrak (Capitol Corridor)	218	60.22	0.28
41	148	Existing	South Bay	SAN JOSE	CalTrain	218	60.22	0.28
42	149	Proposed	South Bay	Diridon/Arena	BART Fremont to San Jose	217	59.90	0.28
44	152	Proposed	South Bay	Diridon	VTA (Downtown/East Valley)	218	59.76	0.27
45	155	Existing	South Bay	San Jose Diridon	VTA (Winchester)	225	59.40	0.26
46	112	Existing	South Bay	Downtown Campbell	VTA (Winchester)	136	59.19	0.44
53	109	Existing	South Bay	Race	VTA (Winchester)	126	57.43	0.46
57	8	Existing	South Bay	Champion	VTA (Downtown Mountain View)	11	55.34	5.03
59	9	Existing	South Bay	Tasman	VTA (Central)	13	54.65	4.20
63	179	Proposed	South Bay	21st/Santa Clara (Carnegie Library)	VTA (Downtown/East Valley)	266	52.95	0.20
65	214	Proposed	South Bay	16th/Santa Clara (S.J. Medical Cntr.)	VTA (Downtown/East Valley)	311	52.32	0.17
67	132	Proposed	South Bay	Alum Rock	BART Fremont to San Jose	154	51.62	0.34
73	217	Proposed	South Bay	11th/Santa Clara	VTA (Downtown/East Valley)	301	49.66	0.16
75	75	Existing	South Bay	Gish	VTA (Central)	64	49.50	0.77
76	78	Existing	South Bay	MORGAN HILL	CalTrain	64	48.90	0.76
88	130	Existing	South Bay	SUNNYVALE	CalTrain	135	46.42	0.34
91	157	Existing	South Bay	San Fernando	VTA (Winchester)	174	45.43	0.26

92	37	Existing	South Bay	Middlefield	VTA (Downtown Mountain View)	25	45.02	1.80
96	222	Proposed	South Bay	Civic Plaza/ SJSU	BART Fremont to San Jose	272	43.82	0.16
100	220	Proposed	South Bay	Civic Center (6th/Santa Clara)	VTA (Downtown/East Valley)	265	43.15	0.16
102	156	Proposed	South Bay	San Fernando	VTA (Downtown/East Valley)	165	43.09	0.26
103	17	Existing	South Bay	Montague	VTA (Alum Rock)	12	42.63	3.55
104	18	Proposed	South Bay	Montague/ Capitol	BART Fremont to San Jose	12	42.63	3.55
111	29	Existing	South Bay	Lockheed Martin	VTA (Downtown Mountain View)	14	41.03	2.93
112	108	Existing	South Bay	GILROY	CalTrain	86	40.34	0.47
114	206	Existing	South Bay	Saint James	VTA (Central)	222	39.81	0.18
115	101	Proposed	South Bay	Sunset/Alum Rock	VTA (Downtown/East Valley)	79	39.75	0.50
116	111	Existing	South Bay	Great Mall/Main	VTA (Alum Rock)	90	39.56	0.44
119	15	Existing	South Bay	Oakridge	VTA (Almaden)	10	38.70	3.87
120	146	Existing	South Bay	COLLEGE PARK	CalTrain	140	38.69	0.28
121	93	Proposed	South Bay	Jackson/Alum Rock	VTA (Downtown/East Valley)	67	38.69	0.58
126	96	Existing	South Bay	Fruitdale	VTA (Winchester)	69	38.19	0.55
133	24	Existing	South Bay	Vienna	VTA (Downtown Mountain View)	11	36.45	3.31
134	207	Existing	South Bay	Japantown/Ayer	VTA (Central)	203	36.33	0.18
136	181	Existing	South Bay	Santa Clara	VTA (Central)	182	35.86	0.20
137	39	Existing	South Bay	Almaden	VTA (Almaden)	23	35.67	1.55
139	193	Proposed	South Bay	Transit Mall (First/Second)	VTA (Downtown/East Valley)	187	35.43	0.19
141	20	Proposed	South Bay	Nieman	VTA (Capitol Expressway Corridor)	10	35.20	3.52
142	46	Existing	South Bay	Fair Oaks	VTA (Downtown Mountain View)	25	35.04	1.40
145	175	Proposed	South Bay	Almaden Boulevard/Santa Clara	VTA (Downtown/East Valley)	166	34.53	0.21
150	185	Existing	South Bay	Paseo de San Antonio	VTA (Central)	176	33.94	0.19
151	136	Proposed	South Bay	King/Alum Rock (Mexican Heritage Plza)	VTA (Downtown/East Valley)	109	33.51	0.31
152	199	Existing	South Bay	Convention Center	VTA (Central)	180	33.32	0.19
153	191	Existing	South Bay	TAMIEN	CalTrain	175	33.32	0.19
156	68	Proposed	South Bay	Santa Clara	BART Fremont to San Jose	39	32.84	0.84
159	180	Proposed	South Bay	Market St.	BART Fremont to San Jose	164	32.54	0.20
161	49	Proposed	South Bay	Capitol West	VTA (Capitol Expressway Corridor)	24	31.99	1.33
163	79	Proposed	South Bay	South Calaveras	BART Fremont to San Jose	42	31.19	0.74
168	55	Existing	South Bay	CAPITOL	CalTrain	26	30.27	1.16
170	187	Existing	South Bay	Tamien	VTA (Santa Teresa)	155	29.74	0.19
175	224	Existing	South Bay	Virginia	VTA (Santa Teresa)	182	29.06	0.16

176	127	Existing	South Bay	Winchester	VTA (Winchester)	82	29.04	0.35
182	83	Existing	South Bay	Bascom	VTA (Winchester)	42	28.12	0.67
183	53	Proposed	South Bay	Berryessa	BART Fremont to San Jose	22	27.95	1.27
185	47	Proposed	South Bay	Capitol East	VTA (Capitol Expressway Corridor)	20	27.87	1.39
186	43	Existing	South Bay	Capitol	VTA (Santa Teresa)	19	27.68	1.46
194	50	Existing	South Bay	Bayshore/NASA	VTA (Downtown Mountain View)	20	26.51	1.33
197	1	Proposed	South Bay	Eastridge T.C.	VTA (Capitol Expressway Corridor)	3	26.27	8.76
200	40	Existing	South Bay	McKee	VTA (Alum Rock)	17	25.86	1.52
208	190	Existing	South Bay	Children's Discovery Museum	VTA (Santa Teresa)	130	24.78	0.19
209	38	Existing	South Bay	Cropley	VTA (Alum Rock)	15	24.67	1.64
210	31	Existing	South Bay	Hamilton	VTA (Winchester)	9	24.67	2.74
213	95	Proposed	South Bay	Alexander/Muirfield/Alum Rock	VTA (Downtown/East Valley)	43	24.10	0.56
231	225	Existing	South Bay	Civic Center	VTA (Central)	139	22.19	0.16
236	71	Proposed	South Bay	Monterey	VTA (Capitol Expressway Corridor)	25	20.16	0.81
247	100	Existing	South Bay	Santa Clara	ACE	37	18.79	0.51
248	99	Existing	South Bay	SANTA CLARA	CalTrain	36	18.52	0.51
254	125	Proposed	South Bay	Story	VTA (Capitol Expressway Corridor)	48	17.72	0.37
255	118	Existing	South Bay	Alum Rock	VTA (Alum Rock)	45	17.68	0.39
258	60	Proposed	South Bay	Senter	VTA (Capitol Expressway Corridor)	18	17.13	0.95
261	11	Existing	South Bay	Great America	VTA (Downtown Mountain View)	4	16.78	4.20
270	131	Proposed	South Bay	Alum Rock	VTA (Downtown/East Valley)	46	15.43	0.34
273	26	Proposed	South Bay	McLaughlin	VTA (Capitol Expressway Corridor)	5	15.09	3.02
285	59	Existing	South Bay	Curtner	VTA (Santa Teresa)	14	13.44	0.96
288	23	Existing	South Bay	I-880/Milpitas	VTA (Alum Rock)	4	13.28	3.32
312	51	Proposed	South Bay	Vistapark	VTA (Capitol Expressway Corridor)	8	10.42	1.30
325	56	Existing	South Bay	Great America	ACE	8	9.06	1.13
326	57	Existing	South Bay	Santa Clara	Amtrak (Capitol Corridor)	8	9.06	1.13
329	52	Existing	South Bay	Lick Mill	VTA (Downtown Mountain View)	7	9.00	1.29
337	165	Existing	South Bay	Blossom Hill	VTA (Santa Teresa)	35	8.44	0.24
344	85	Existing	South Bay	Cottle	VTA (Santa Teresa)	12	7.81	0.65
349	110	Existing	South Bay	Snell	VTA (Santa Teresa)	16	7.18	0.45
351	45	Existing	South Bay	Moffett Park	VTA (Downtown Mountain View)	5	7.05	1.41
353	48	Existing	South Bay	Penitencia Creek	VTA (Alum Rock)	5	6.93	1.39
357	124	Existing	South Bay	Branham	VTA (Santa Teresa)	17	6.30	0.37
362	35	Existing	South Bay	BLOSSOM HILL	CalTrain	3	5.63	1.88

368	129	Existing	South Bay	Hostetter	VTA (Alum Rock)	14	4.87	0.35
375	41	Existing	South Bay	Santa Teresa	VTA (Santa Teresa)	3	4.52	1.51
378	69	Existing	South Bay	Berryessa	VTA (Alum Rock)	5	4.12	0.82
392	243	Existing	South Bay	Ohlone/Chynoweth	VTA (Almaden/Santa Teresa)	8	1.19	0.15
402	402	Existing	South Bay	Cisco Way	VTA (Alum Rock)	0	0.00	0.00
403	403	Proposed	South Bay	Cunningham	VTA (Capitol Expressway Corridor)	0	0.00	0.00
404	404	Proposed	South Bay	Ocala	VTA (Capitol Expressway Corridor)	0	0.00	0.00
405	405	Proposed	South Bay	Ocala/Cunningham	VTA (Capitol Expressway Corridor)	0	0.00	0.00
406	406	Existing	South Bay	SAN MARTIN	CalTrain	0	0.00	0.00

VI. APPENDIX C: PARCEL SIZES IN STATION AREAS

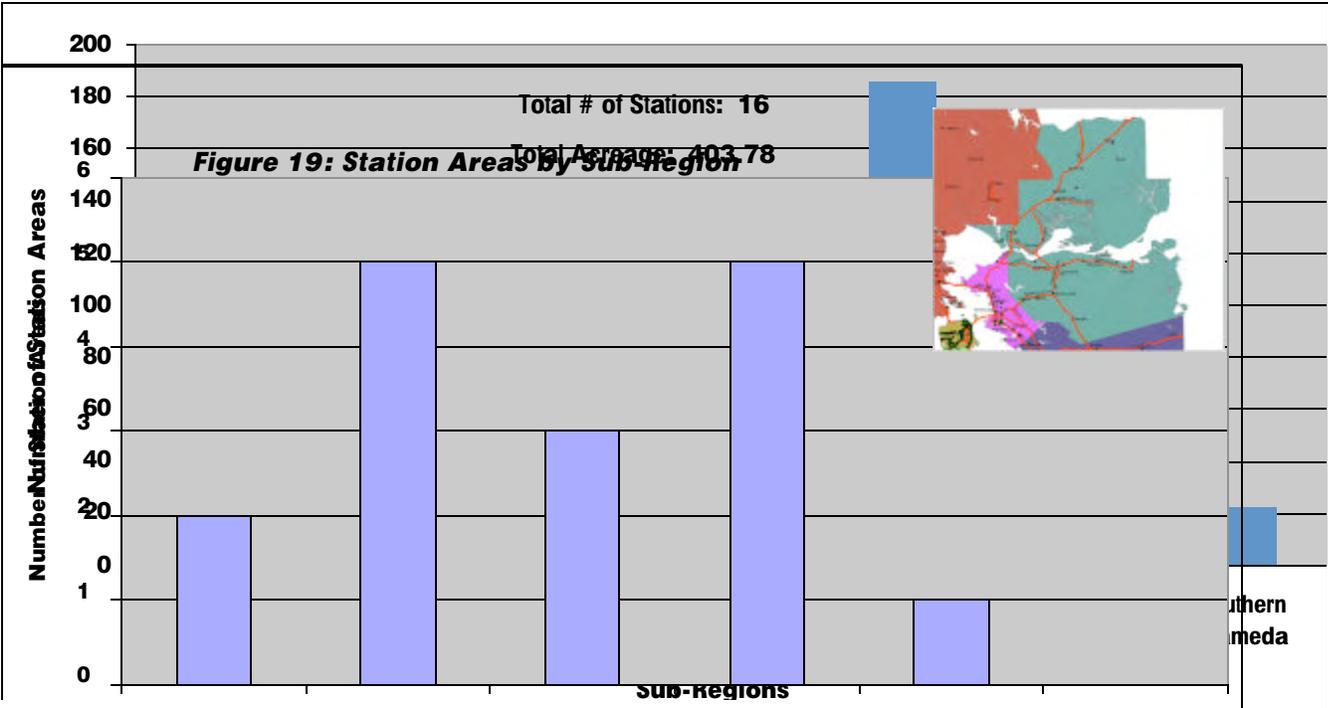


Figure 20: Station Areas by Average Parcel Size of Vacant and Underutilized Parcels (Central/East Contra Costa County/Solano County)

Figure 21: Station Areas by Average Parcel Size of Vacant and Underutilized Parcels (North Bay)

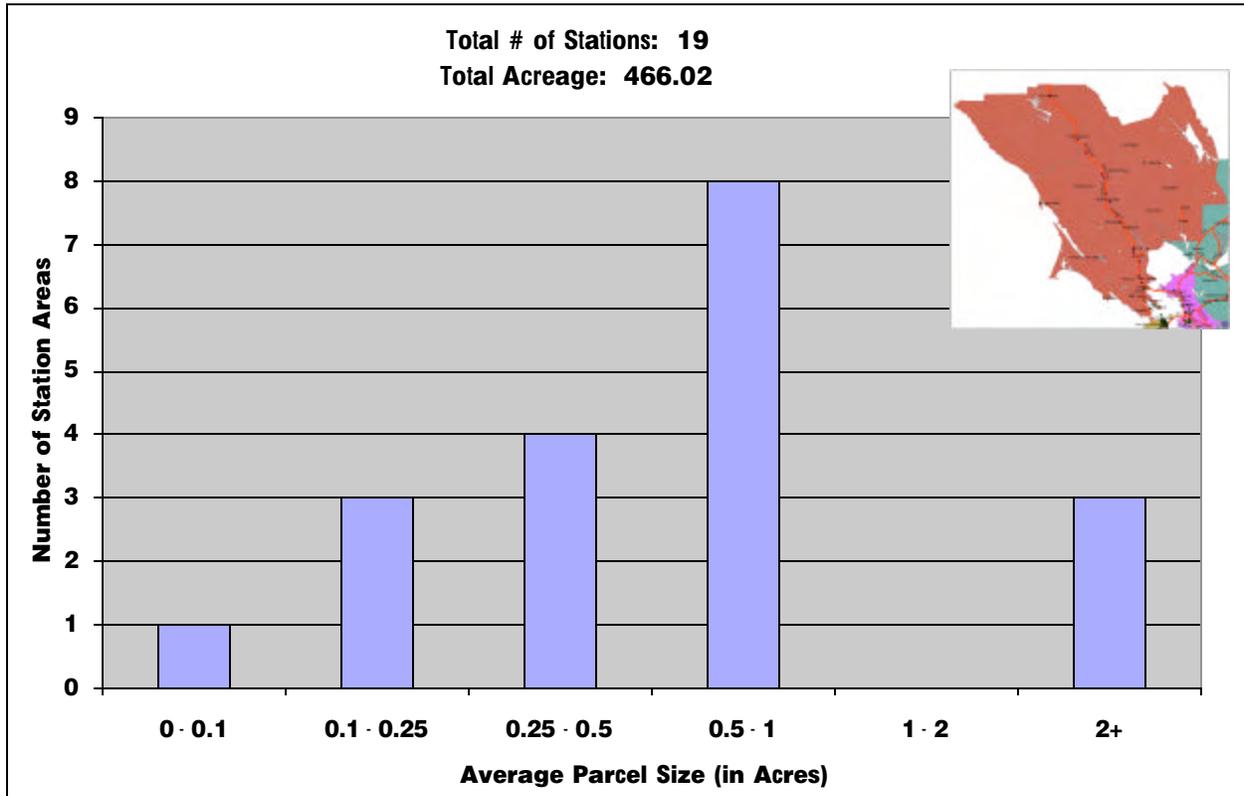


Figure 22: Station Areas by Average Parcel Size of Vacant and Underutilized Parcels (Northern Alameda/West Contra Costa County)

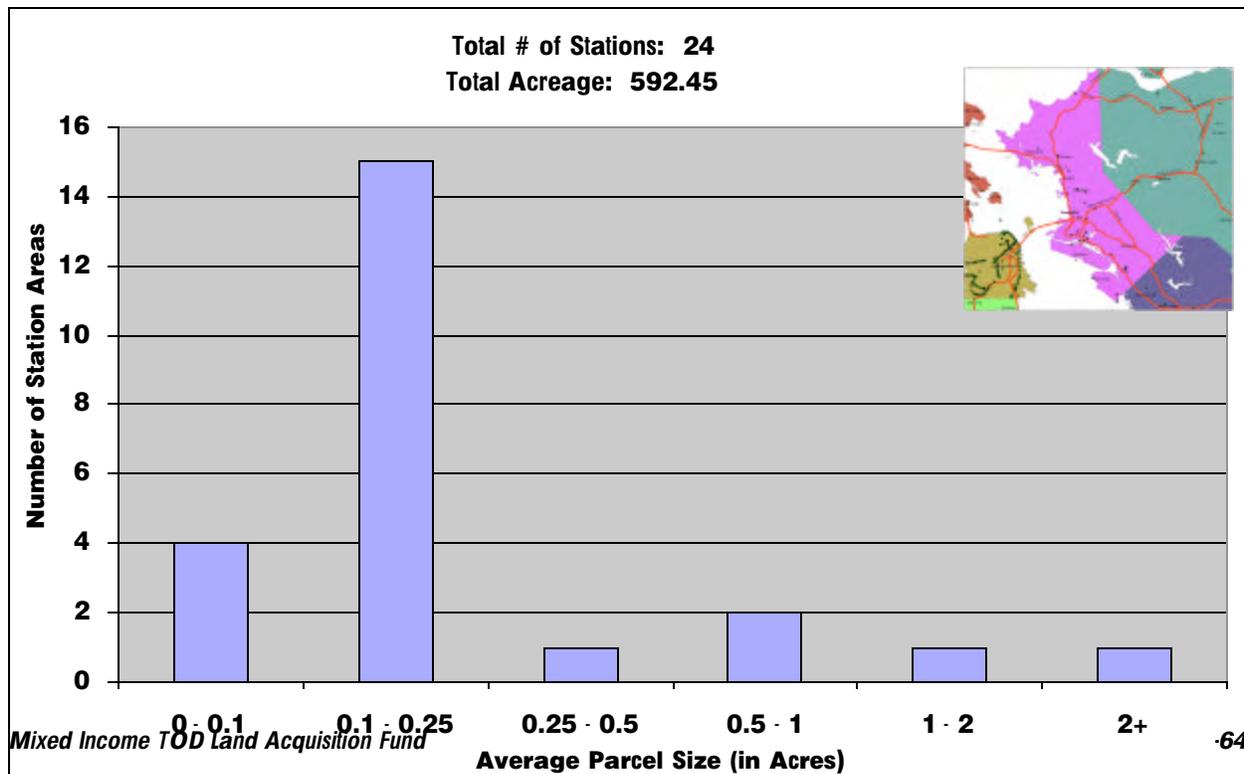


Figure 23: Station Areas by Average Parcel Size of Vacant and Underutilized Parcels (Peninsula)

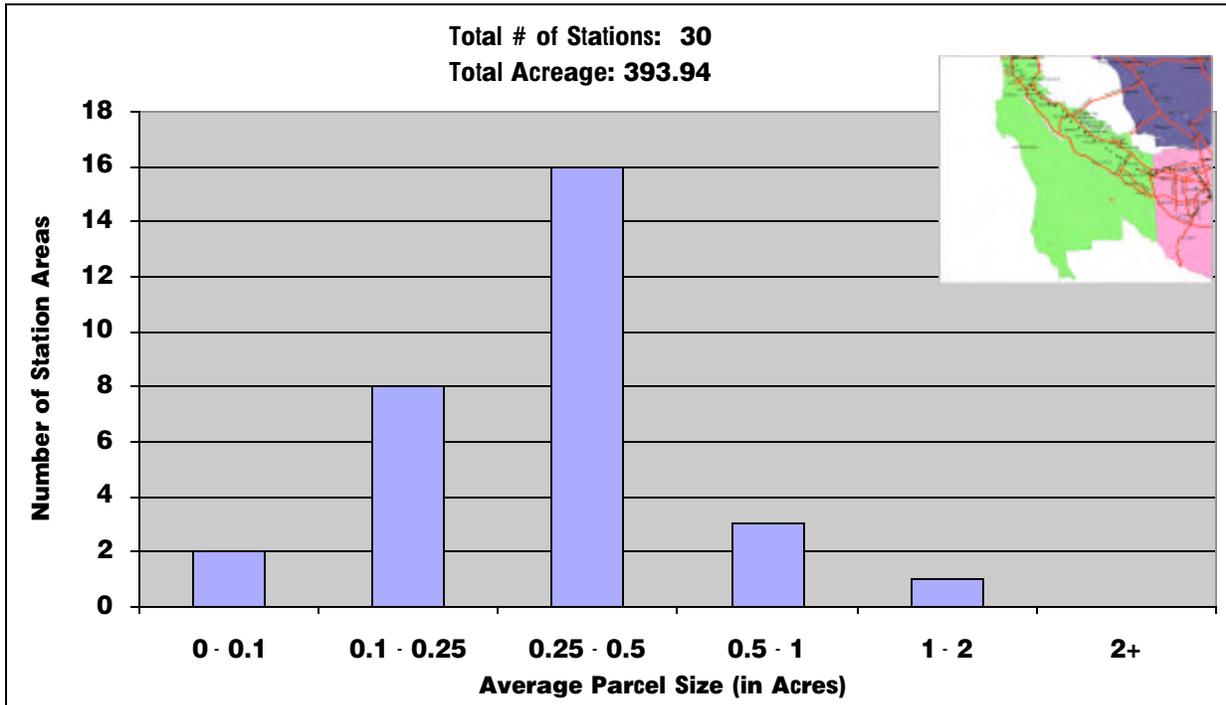


Figure 24: Station Areas by Average Parcel Size of Vacant and Underutilized Parcels (San Francisco)

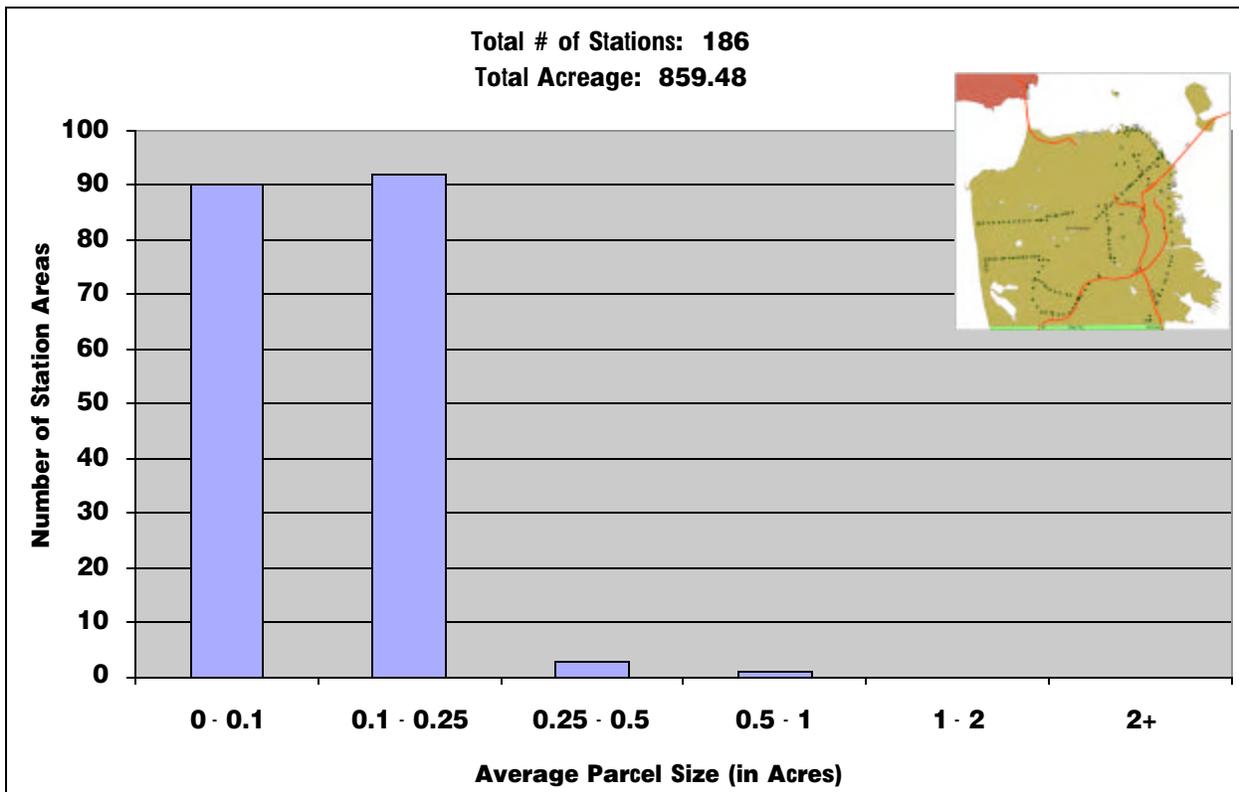


Figure 25: Station Areas by Average Parcel Size of Vacant and Underutilized Parcels (South Bay)

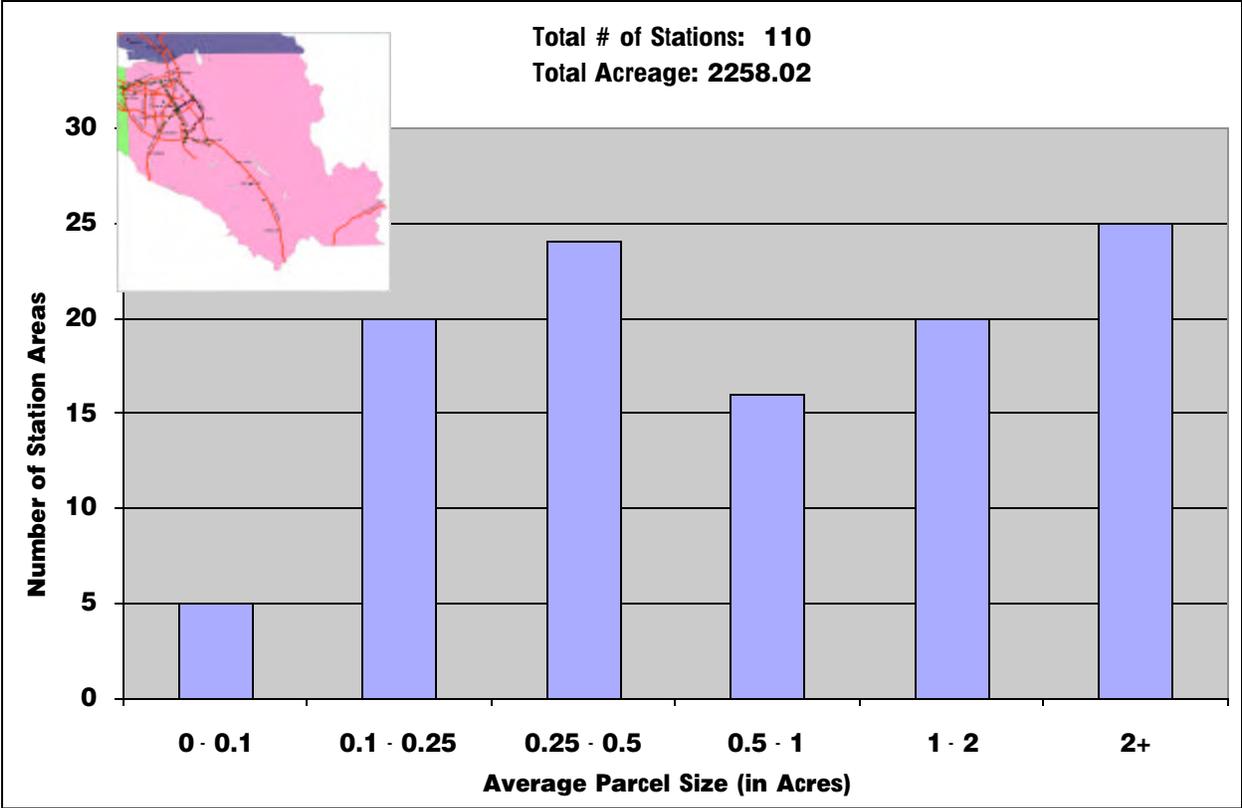
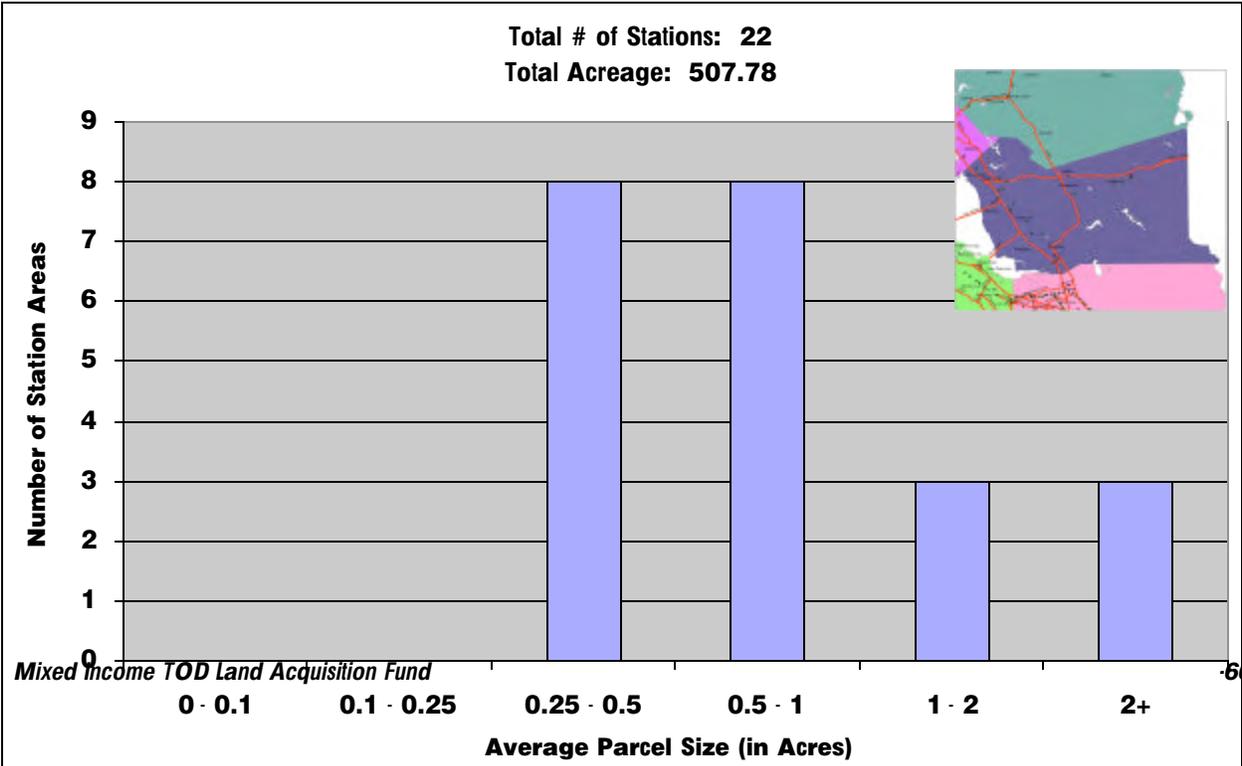


Figure 26: Station Areas by Average Parcel Size of Vacant and Underutilized Parcels (Southern Alameda/Tri-Valley)



VII. APPENDIX D: LAND USE OF PARCELS IN STATION AREAS

Table 7: Eastern/Central Contra Costa & Solano

Current Land Use	Acres	%
Vacant	137	34%
Retail	67	16%
Multifamily Residential	46	11%
Single Family Residential	46	11%
Commercial	41	10%
Industrial	19	5%
Other Residential	15	4%
Parking	12	3%
Not Available	10	2%
Recreational	9	2%
Medical	3	1%
Grand Total	404	100%

Table 8: Northern Alameda/Western Contra Costa

Current Land Use	Acres	%
Multifamily Residential	161	27%
Industrial	87	15%
Single Family Residential	84	14%
Retail	78	13%
Vacant	66	11%
Commercial	60	10%
Parking	34	6%
Other Residential	12	2%
Not Available	4	1%
Recreational	3	0%
Medical	2	0%
Other	1	0%
Transportation	0	0%
Grand Total	592	100%

Table 9: North Bay

Current Land Use	Acres	%
Vacant	148	32%
Commercial	82	18%
Industrial	75	16%
Multifamily Residential	49	10%
Retail	49	10%
Single Family Residential	23	5%
Parking	19	4%
Mobile Home	11	2%
Recreational	6	1%
Agriculture	2	0%
Other Residential	1	0%
Mixed Use	0	0%
Transportation	0	0%
Grand Total	466	100%

Table 10: Peninsula

Current Land Use	Acres	%
Multifamily Residential	89	23%
Commercial	71	18%
Retail	67	17%
Industrial	59	15%
Vacant	53	13%
Single Family Residential	33	8%
Mixed Use	6	1%
Agriculture	4	1%
Recreational	3	1%
Not Available	3	1%
Other Residential	2	1%
Transportation	2	0%
Other	1	0%
Parking	1	0%
Grand Total	394	100%

Table 11: Southern Alameda/Tri-Valley

Current Land Use	Acres	%
Vacant	98	19%
Retail	86	17%
Industrial	75	15%
Other	54	11%
Multifamily Residential	49	10%
Single Family Residential	39	8%
Commercial	37	7%
Parking	21	4%
Mobile Home	20	4%
Other Residential	12	2%
Medical	6	1%
Transportation	4	1%
Recreational	4	1%
Not Available	3	1%
Grand Total	508	100%

Table 12: San Francisco

Current Land Use	Acres	%
Multifamily Residential	338	39%
Industrial	120	14%
Retail	105	12%
Vacant	87	10%
Commercial	86	10%
Single Family Residential	39	5%
Mixed Use	37	4%
Parking	20	2%
Not Available	11	1%
Recreational	8	1%
Medical	7	1%
Other Residential	2	0%
Grand Total	859	100%

Table 13: South Bay

Current Land Use	Acres	%
Industrial	921	41%
Commercial	408	18%
Multifamily Residential	346	15%
Vacant	273	12%
Single Family Residential	119	5%
Retail	111	5%
Not Available	46	2%
Transportation	21	1%
Agriculture	9	0%
Medical	4	0%
Other Residential	0	0%
Recreational	0	0%
Grand Total	2258	100 %

VIII. APPENDIX E: MEDIAN INCOME AND INCOME

Figure 27: Income and Diversity in Central and Eastern Contra Costa and Solano Counties



Sources: U.S. Census 2000; ABAG; Strategic Economics, 2008

Figure 28: Income and Diversity in Northern Alameda and Western Contra Costa Counties



Sources: U.S. Census 2000; ABAG; Strategic Economics, 2008

Figure 29: Income and Diversity in the North Bay



Sources: U.S. Census 2000; ABAG; Strategic Economics, 2008

Figure 30: Income and Diversity in the Peninsula



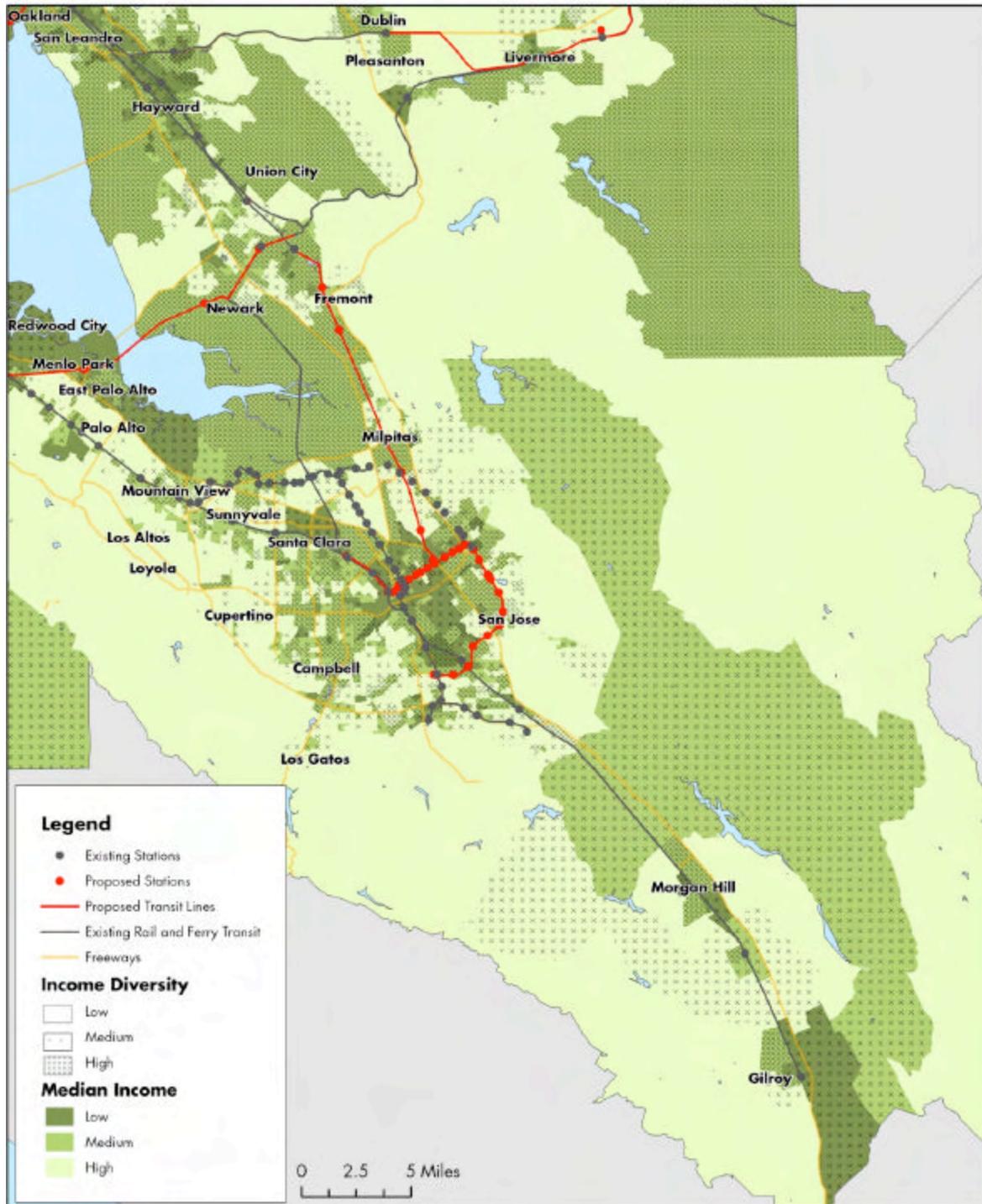
Sources: U.S. Census 2000; ABAG, Strategic Economics, 2008

Figure 31: Income and Diversity in San Francisco



Sources: U.S. Census 2000; ABAG; Strategic Economics, 2008

Figure 32: Income and Diversity in the South Bay



Sources: U.S. Census 2000; ABAG; Strategic Economics, 2008

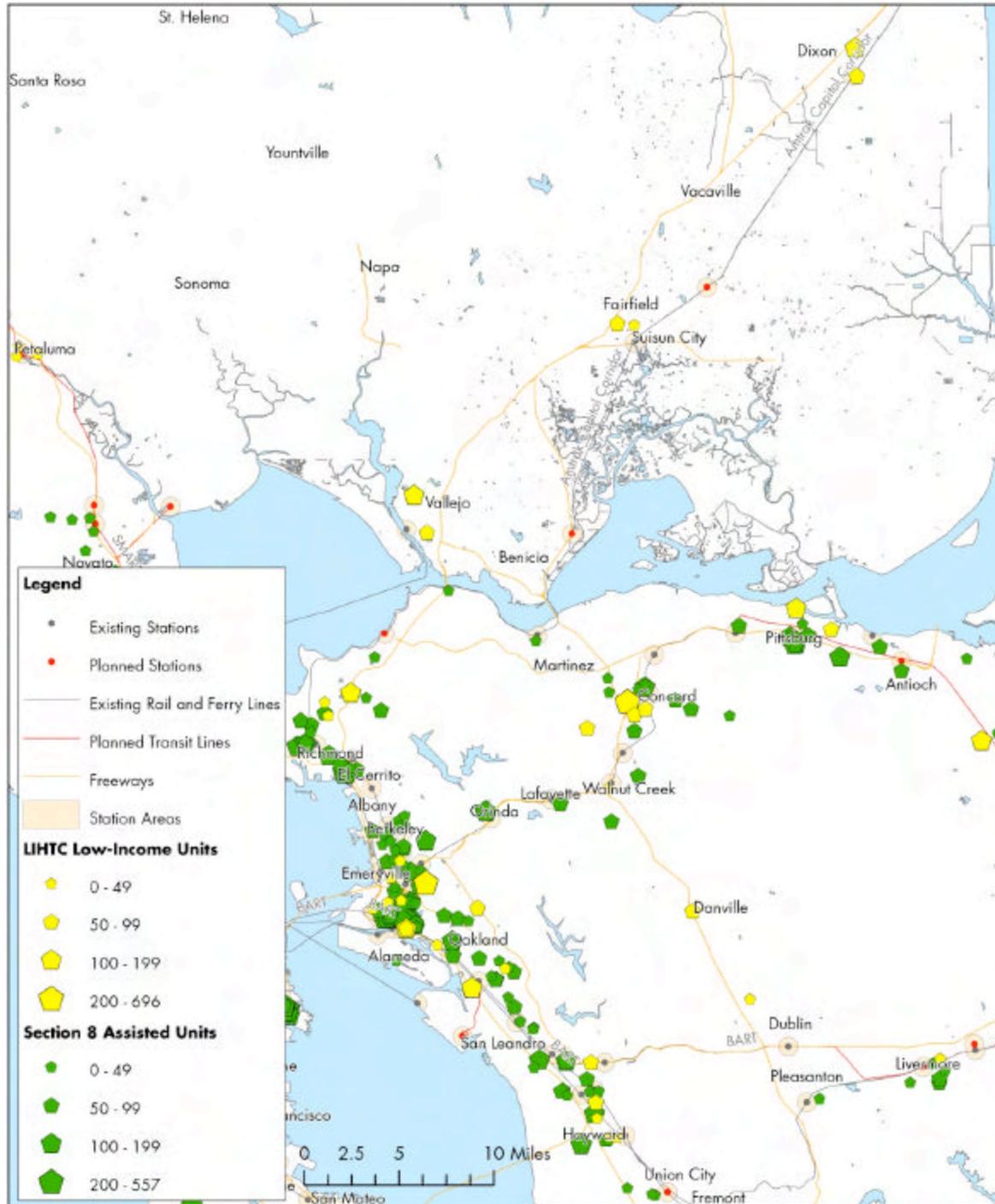
Figure 33: Income and Diversity in Southern Alameda County and the Tri-Valley Region



Sources: U.S. Census 2000; ABAG; Strategic Economics, 2008

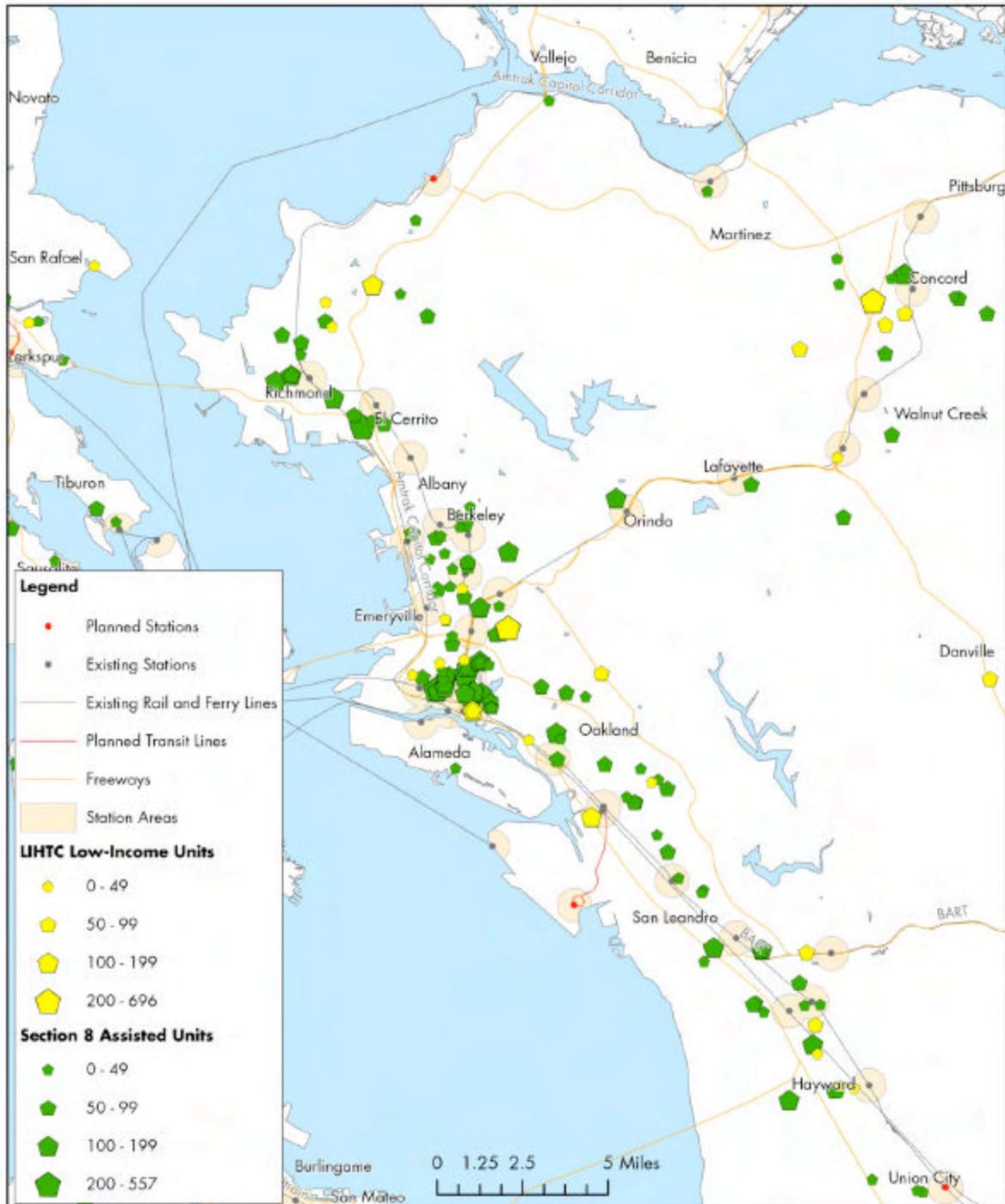
IX. APPENDIX F: STOCK OF SECTION 8 AND LIHTC-SUPPORTED UNITS

Figure 34: Affordable Housing in East and Central Contra Costa and Solano Counties



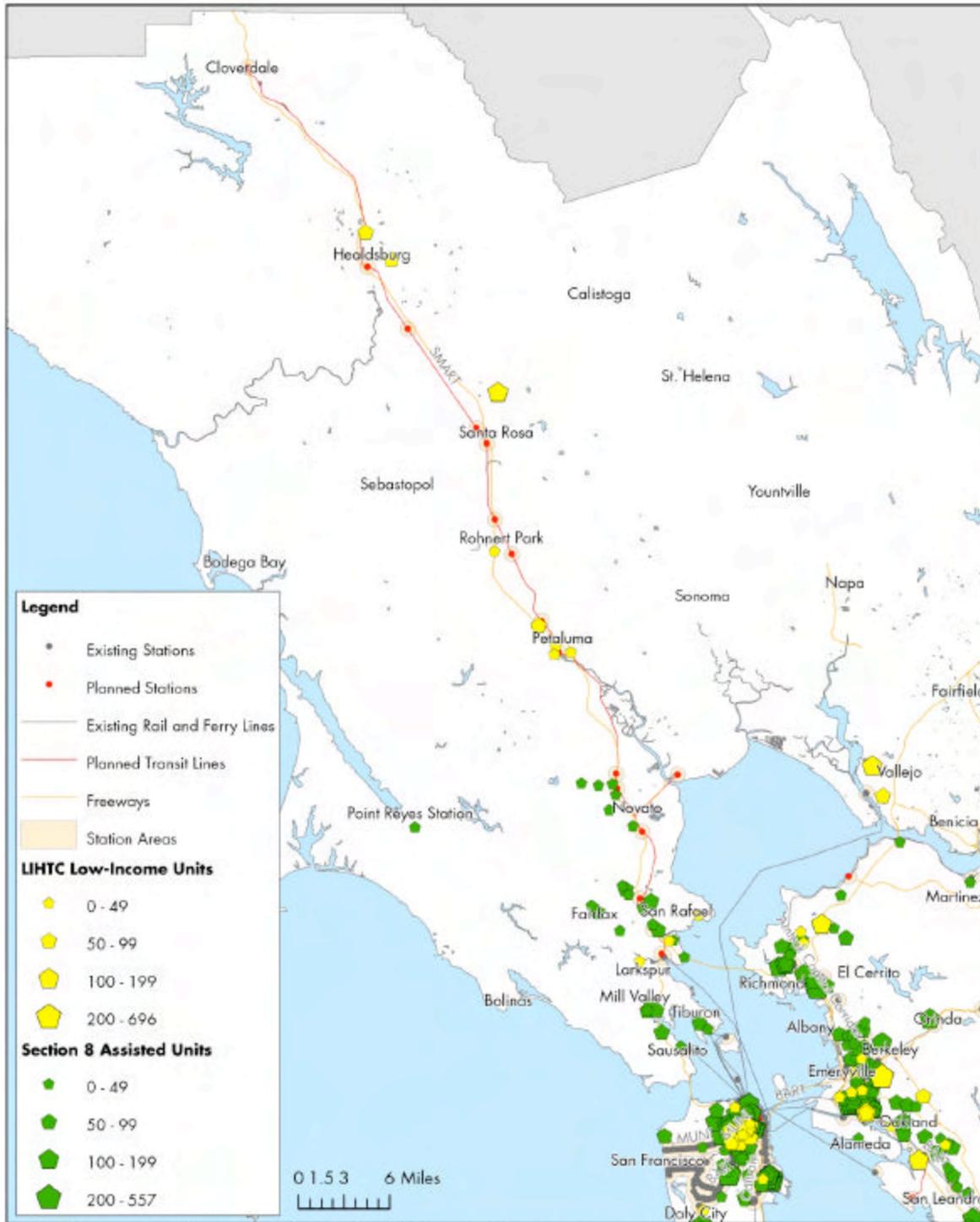
Sources: Reconnecting America; California Tax Credit Allocation Committee; Strategic Economics, 2008.

Figure 35: Affordable Housing in Northern Alameda and Western Contra Costa Counties



Sources: Reconnecting America; California Tax Credit Allocation Committee; Strategic Economics, 2008.

Figure 36: Affordable Housing in the North Bay



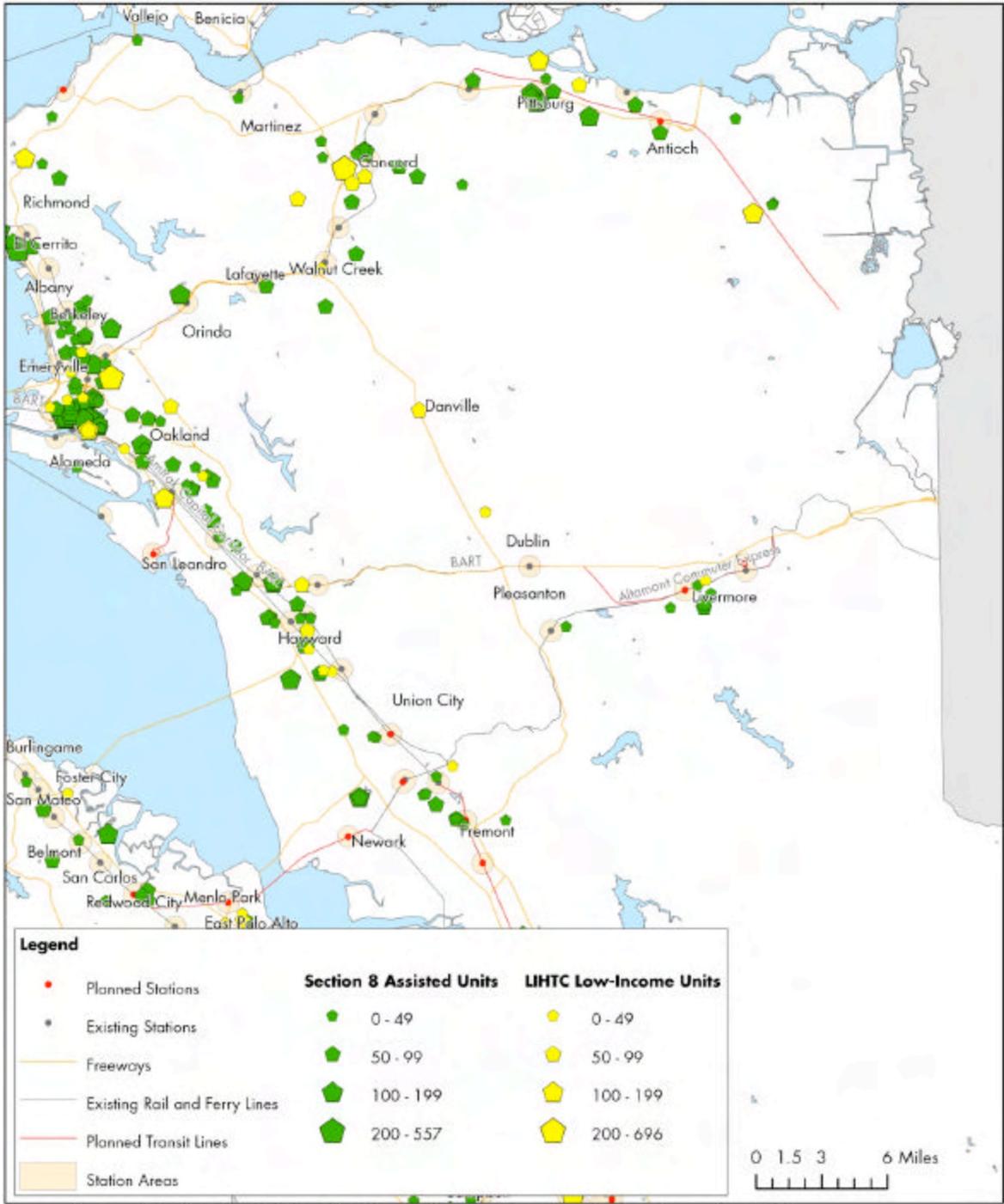
Sources: Reconnecting America; California Tax Credit Allocation Committee; Strategic Economics, 2008.

Figure 37: Affordable Housing in the Peninsula



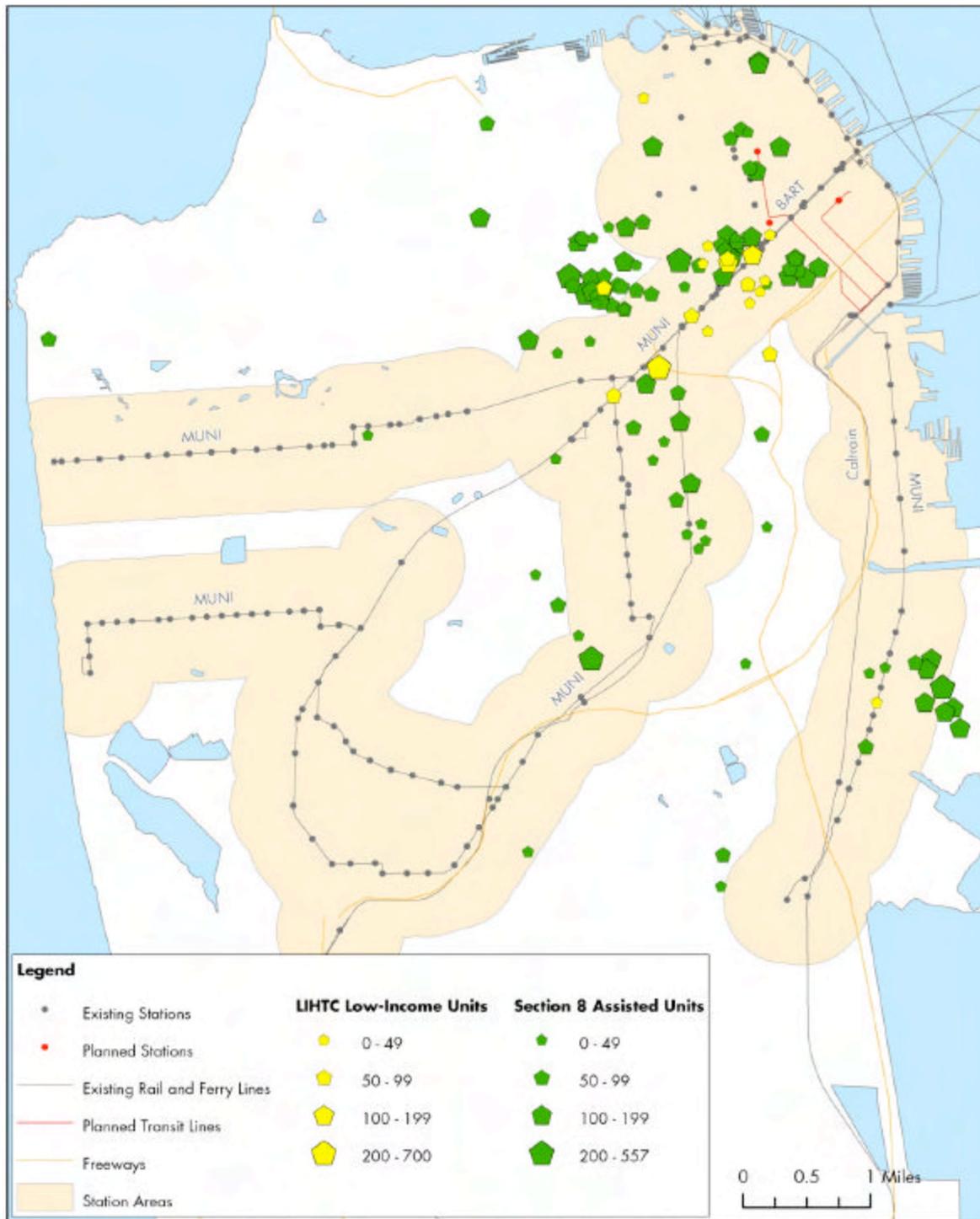
Sources: Reconnecting America; California Tax Credit Allocation Committee; Strategic Economics, 2008.

Figure 38: Affordable Housing in Southern Alameda County and the Tri-Valley Region



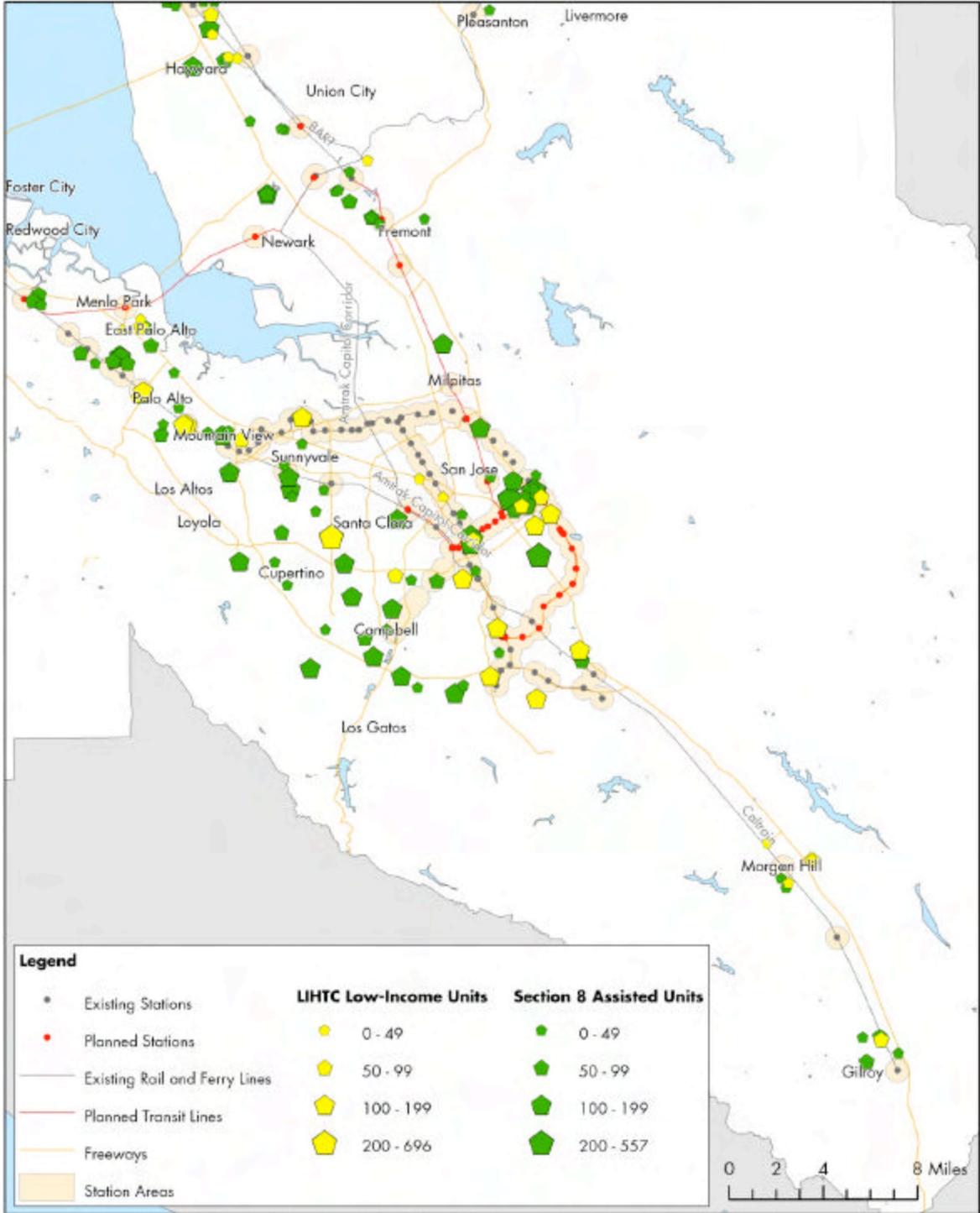
Sources: Reconnecting America; California Tax Credit Allocation Committee; Strategic Economics, 2008.

Figure 39: Affordable Housing in San Francisco



Sources: Reconnecting America; California Tax Credit Allocation Committee; Strategic Economics, 2008.

Figure 40: Affordable Housing in the South Bay



Sources: Reconnecting America; California Tax Credit Allocation Committee; Strategic Economics, 2008.