

The Poplar Community Meeting #2
September 10th, 2025

Breakout Group Summary

On September 10th, 2025, Alameda Housing Authority (AHA) held the second of five community meetings to present information and solicit input from stakeholders. The main focus of the second meeting was to present the design studies and alternatives developed by TWM Architects and solicit feedback from stakeholders. In addition, this meeting also included a brief review of the community engagement process and, in response to comments from Community Meeting #1, a presentation from the City of Alameda on the upcoming improvements to Clement and Tilden.

Following the presentation of site design and analysis, participants at the meeting self-selected into one of four smaller breakout groups. Each group was asked to discuss the design options. Discussions were facilitated and notes taken by a member of the development team.

Below is a summary of the key comments received from the four breakout groups. The following pages provide more detailed notes from each.

1. Ingress/Egress: Desire access to/from Tilden rather than from Eagle.
2. Building Height: Five stories is taller than the other buildings in the neighborhood and in Alameda. Building height is not consistent with the character of the neighborhood.
3. Financial Feasibility: Stakeholders wanted more information about the competitive process for affordable housing resources, and why the size, scale, and cost per unit are factors in competitiveness.
4. Emergency Preparedness on Alameda: Stakeholders expressed concerns about population growth in Alameda exacerbating limited options to leave the island in the event of a tsunami or earthquake.
5. Traffic Study: The community would like a traffic study to be performed.

The Poplar Community Meeting #1
August 19th, 2025

Breakout Group Notes

Breakout Group #1

Questions

1. Will a more detailed financial feasibility spreadsheet be available?
2. Can AHA give a walkthrough of the design scheme selection process?
3. Property management
 - How are they chosen?
 - “Based on online reviews, FPI, John Stewart, and similar property management companies appear to be spotty; we’d like they to be consistent and be sensitive to the neighborhood.”
4. Parking
 - Are spaces assigned?
 - Where will the overflow cars park?
5. Ingress/Egress
 - How will the Tilden Improvement Plan and the ingress/egress to the site be coordinated?
 - Can the improvement plan be modified to accommodate this project?
 - How will vehicular noise and safety be mitigated?
6. General question regarding what guidelines the project must adhere to (planning, objective design review, funding, etc.).

General Comments

1. Emergency evacuation of the island – higher density will create even more difficulty evacuating the island. “Seems like there is no consideration from City Hall, Fire Department.”
2. Lack of parking on site. “With visitors, tenants with multiple cars, and police, parking will be even more impossible.”
3. One neighbor is trying to understand why there’s this type of development planned for the East End of the island. Another neighbor responded that the City of Alameda Housing Element mentioned the need to develop more in the East End to balance the high amount of development planned for the West End.
4. Understood that Scheme D had less impact on neighbors.

Breakout Group #2

Questions

1. Parking
 - How would parking be assigned?
 - How many cars can be expected with 50-60 units?
 - Where will the overflow cars park? No parking on Tregloan or Tilden
2. Proposed Buildings
 - Is the Community building required? Can it be eliminated to add housing?
 - Can the units be smaller to make the building smaller?
3. Site
 - Are Buildings closing off any existing access or impacting any existing routes on and off the site?
 - Safety concerns – getting out of the neighborhood?
 - Concerns over delivery access? (Amazon, FedEx, UPS)
 - How will firetrucks + ambulances access the site + building? How will that affect traffic? (general lack of understanding of how firetrucks access the site)
4. Was the property next to Tilden (1800 Broadway) looked at to purchase? (per city is historical)
5. The transit line “O Express” is getting cut from the public transport list – is it possible to bring it back?
6. Can there be a car share program to reduce the need for cars on site?
7. General question regarding what guidelines the project must adhere to (planning, objective design review, funding, etc.).

General Comments

1. Traffic related concerns – currently, driving on Pearl towards Fernside, you are able to make a right at Fernside, go straight, and get on Tilden, or go right to get on Blanding. The NEW Tilden / Clement improvements removes access to Tilden + Blanding, making it a right only from Pearl to Fernside. This would mean everyone who used the current access would have to redirect to Eagle or Buena Vista, adding traffic from the current neighbors in addition to the proposed.
2. “Already a car congested community”
3. “If it's going to be tall [the building], put it on Eagle.”
4. One story building on Eagle seemed favorable

5. The biggest concern is traffic.
6. General confusion around the roundabout
7. Liked Scheme A but with (1) story on Eagle
8. "feels like a done deal"
9. "Why this site?"

Breakout Group #3

Questions from group presentation:

1. Post the traffic study on the website of the city.
2. Change the white text on the green boxes on the NH needs in the Alameda slide of the presentation. (Resources available section).
3. Is there a unit surplus on the housing element slide? RHNA based rule and 20% surplus.
4. Why was one working person used as a model and not 2 or more?
5. What are the four reports the design team is relying on? Can we see those?
6. What % of the low-income housing is targeting
7. Is popular going to be 100% rental or condos for sale?
8. Will the units remain the same affordable after a tenant moves out?
9. What % of this population is going to teachers and the Police?
 - Why is the 25% preference of the AUSD staff?
 - Are they going to be income limited?
10. Have you completed any of these?
11. 25% target for AUSD employees and live/work – what do you mean by preference? How do you define this?
 - What is the criteria of a preference?
12. Traffic study/closures slide
 - Is there a sign up list for updates?
 - Is this construction limited to certain types of trucks or large trucks going through?
 - Have you seen one in function?

- Traffic study referenced by the study- Pearl Street will close toward Tilden, traffic on Eagle will increase by 500% from 5 to 25 cars. The model done was not including the future units of the poplar – the city was opposed to entry and exit on Tilden – related to the roundabout – why is the city so opposed?
 - o Conducted in 2022 – they did not know that the poplar was being developed – they did account for future growth in the city of Alameda.
- A traffic study is a plausible next step to ease people – why would there not be another traffic study?
 - o Concern about the confusion on the traffic study vs. the city's past traffic study being shared. They want a future traffic study with the 60 units included, but did not like the city accounting for future growth.
 - o A lot of people cross over with walkers – how will they get through the roundabout when crossing to the shopping center?
- Did you consider how the building? Will the shadow impact the visibility of the roundabout?
- Did you consider fog in your shadow study?
- Who told you there were no historic buildings?
- There were no options that were 2-3 stories. They would like to reconsider 2-3 story unit options – anchoring on the 20% surplus, and wanted the Tilden Commons 20-30 units.
- Neighbors are meeting outside to discuss their own items if they do not want to attend the breakout groups.

General Comments:

1. How would ground floor parking be assigned?
2. To limit the number of stories, why can't the units be smaller?
3. What are the other sites typically showing for parking numbers?
4. Are you saying that the units being smaller is not possible?
5. Can we get rid of the community building to decrease the height?
6. Why did we not eminent domain the house and make that the community room
7. Are we closing off any routes, and does it impact the existing ones?
8. Is the house historic stock or a historic bldg.?
9. Can that parcel be acquired to help with building density and egress?
10. Safety concern – fire truck access – bridge went up, huge traffic – can they get out? Daily

11. Can we provide the existing actual parking ratios per property to the parking ratio site
12. How can we predict how many cars can be in a 50 unit building?
13. Even if .75 parking – how does this affect property taxes and ppl for the surrounding neighborhood – access and livability
 - Already a congested car community
 - They cannot park on Treglaon
14. Fire truck access? There is one entry way – how can they access the Tilden areas?
15. Street cleaning on the end of Fern side? How would that impact the parking?
16. Not every home has a driveway and would be impacted by other cars on the street.
17. Review what the neighborhood looks like at peak parking times
 - Delivery trucks can impact the traffic flow
 - Pearl will be cut off; there will be so much traffic going down Eagle due to the roundabout. Squishing not just people, cars, and deliveries, it will be a bottleneck – high traffic times for the neighborhood – 5 pm is the busiest time for the neighborhood.
 - Express O is getting cut from Fernside – the school used – could we, as a stakeholder, comment to AC transit on the O route? This goes to SF.
 - Can you explain why the fire truck cannot access Tilden?
 - Why cannot there be car access and not a fire lane?
 - o If it's not available, there is only one entrance? Provide a more detailed response and explanation to the fire access.
 - o If fire trucks cannot come in and out, why cannot just cars use Tilden?
 - o Why can there not be a car entrance on Tilden and allow a fire truck to do access on Eagle? (add to the drive).
 - o Reduction of lanes on Tilden – emergency exit and commute to the route.
 - o Why is the city and the housing out of the loop on projects?
 - o Why not go for what is agreeable and feasible for the building? And make a case to the funders?
 - o How can we have a higher density in other areas?
 - o What is the give and take between green environmental buildings? -vs increased traffic
 - o Safety of kids going to school walking and biking to school – people giving access to school – can we impact the traffic calming in these neighborhoods and Buena Vista and Pearl?
 - Can we do a scenario of an emergency item and the need to evacuate or access to first response?

- Infrastructure, sewage system, and electrical feeds -are they going to dig up the system? Will the system accommodate the system that is currently there? Will they need to upgrade the system, which will add to the issues with access to the street?
 - The bottleneck between the park and Eagle is congested.
 - How does the old glass factory – unclear if this is going to be housing – bottleneck area from Oakland to Alameda – and vice versa – right now it's already congested.
 - Growth is infinite – this is an island and most in infill, and we cannot build high. Respect geography.
 - Density is most important, and their voices are not being heard – only one bridge. Parking pollution, noise, and safety.
 - It feels like it's a done deal, and it's shoved in our faces
 - Why are we picking this place when there are more places for more people overall?
 - Ideal for other areas.
18. Explain more about how financing affects density, and that's why we had to make the designs the way they are.
19. Environmental remediation plan? They requested an extension, and it was granted.

Administrative issue regarding SB35.

20. Small sheets of paper are circulating at neighbor meetings.
21. Hoping for dialogue with the city for at least an exit on Tilden.
- Could we be given a vote? What are the neighborhood concessions they get?
 - Update on environmental – does this push out these meetings? As it gives the neighborhood less time to review.
 - The plan was supposed to be put out before the meeting – AHA wants to talk with them at the 30 day comment period.
 - What are you considering vs what is not being considered?
 - How does this allow for the plan?
 - Can we see the plan before the meeting?
 - We will take 2 meetings to talk about enviro, and if we need a third meeting, we will do so.
 - In terms of next steps, once the final design plans are in place, is there a discretionary plan for the public at the city level?

Breakout Group #4

This group had two stakeholders and was dominated by a single neighborhood stakeholder who was very agitated and continued to strongly express her disapproval of a five story building.