1 SETTING AND ORGANIZATION OF THE GENERAL PLAN

The General Plan establishes the City of Alameda's development policies for the period 1990-2010. Its purpose is to guide residents, businesses, policymakers and elected officials in making choices about public and private activities that shape the City's physical environment.

The General Plan as an expression of community values serves as a marker, both for where the community finds itself today and where it hopes to be in the future.

1.1 A CAPSULE HISTORY OF ALAMEDA

Alameda in its natural state was a peninsula covered by a dense forest of coastal live oak. Prior to the arrival of the Spanish and Mexicans it was inhabited by Coastal Miwoks who sustained themselves through hunting, fishing and gathering. Settlement by non-natives began in 1776 after Luis

Figure 1-1
Alameda Rail Transportation, 1887

Source: Alameda: A Geographical History, Imelda Merlin
Peralta divided part of his large East Bay land grant, the Rancho San Antonio, among his four sons. Alameda derived its original name, "the Encinal," from the large stands of native oaks ("encino" means "oak" in Spanish) on the Main Island. The name "Alameda," meaning "grove of poplar trees," was given to the City as a poetic gesture upon popular vote in 1853.

In 1849, the California Gold Rush brought Americans and Northern Europeans to San Francisco Bay. Many made their fortunes in supplying goods and services to the region's burgeoning population. Among these were two young entrepreneurs, William Worthington Chipman and Gideon Aughinbaugh, who purchased the Encinal from Antonio Maria Peralta for $14,000 in 1851, the year after California became a state. They subdivided the land and sold tracts for residences and orchards. By 1872, three separate settlements, the Town of Alameda, Encinal and adjacent lands, and Woodstock, were established in the east, central and western sections of the peninsula. The Town of Alameda was granted a charter by the State Legislature in 1854; incorporation of all peninsula settlements under one local government occurred in 1872.

Early growth of residential, commercial and industrial areas depended upon water and rail transportation, and an excellent climate. (See Figure 1-1, Alameda Rail Transportation, 1887) The City's industrial waterfront and small commercial districts ("the stations") developed in conjunction with rail improvements, while neighborhoods of Victorian homes were built, and beach resorts attracted tens of thousands of weekend visitors. In 1902, the Tidal Canal was completed and Alameda became an island. Major shipyards and Neptune Beach (the "Coney Island of the West") were established along the northern and southern shores to take advantage of the island's assets.

The decades between 1920 and 1970 witnessed cycles of boom and bust. Following an enlightened era of civic building during the 1920s, Alameda endured difficult years of political scandal and corruption through the 1930s. The entry of the United States into World War II focused the City's attention on the war effort. During World War II, shifts ran around the clock at the Naval Air Station (commissioned in 1940) and in the City's shipyards, and the City's population reached an all-time high of 89,000.

By 1973 concern about replacement of Victorian homes by boxy apartment buildings and the prospect of all-apartment development on Bay Farm Island led to passage of initiative Measure A, which prohibits residential structures having more than two units. Despite this restriction, an average of 300 homes per year were built between 1970 and 1990, mainly on Bay Farm Island. Bay Area growth pressure has facilitated redevelopment of unused shipyards on the Northern Waterfront as business park, homes, and marinas that make Alameda the yachting capital of Northern California. Approval of the last large residential project on Bay Farm Island in 1989, plus senior housing under
construction and Navy housing committed, will bring Alameda to 95 percent of residential holding capacity.

The only major committed nonresidential project is completion of Harbor Bay Business Park on Bay Farm Island, which will add space for one-third as many jobs as exist in Alameda in 1990. Entering the ‘90s, Alameda's greatest unknown is the effect of impending defense budget cuts on the future of the Alameda Naval Air Station (NAS), which occupies one-quarter of the City's land area and is its largest employer.

### 1.2 THEMES OF THE GENERAL PLAN

The General Plan's policies reinforce five broad themes:

**An island:** Arriving in Alameda is an event – a journey across or through the water that clearly establishes the City's boundaries and identity. General Plan policies strengthen awareness of the City's island setting by making the shoreline more visible and accessible.

**Small town feeling:** Alameda has always been a quiet, predominantly residential community, an ideal urban/suburban community created in an era when commutes were by rail or ferry. The City does not have or want tall buildings, freeways, highway commercial strips, or vast tracts of look-alike housing. Measure A, the 1973 initiative that was passed to prevent Alameda from becoming predominantly a city of apartment buildings, stands as a clear rejection of the change that seemed at the time to be engulfing the City.

**Respect for history:** The City's rich and diverse residential, commercial, industrial, and institutional architecture is continually gaining recognition as an irreplaceable asset. The Bay Area has no similar communities and none will be built. The General Plan emphasizes restoration and preservation as essential to Alameda's economic and cultural environment.

**De-emphasis of the automobile:** In a city where almost every street is a residential street, it is not surprising that increased traffic is seen as a major threat to the quality of life. The General Plan commits Alameda to vigorous support of transit improvements, ferry service, reduction of peak-hour use of single-occupant vehicles, and an enjoyable pedestrian environment.

**Multi-use development on the Northern Waterfront:** Retention of seaports and related industries, priority space for boating-related activities, and extension of an existing residential neighborhood to a new 10-acre park along the Estuary are the Plan's boldest policies for both preservation and change.
1.3 THE PLANNING PROCESS NEED FOR REVISION OF THE 1979 COMBINED LAND USE PLAN (CLUP)


CLUP policies were based on a 1975 Community Goals Study prepared by a committee of 600 citizens. Some of the CLUP's key proposals call for Zoning Ordinance amendments that, as of 1990, have not been implemented. Many CLUP policies are reaffirmed by this General Plan – the major policy changes involve the Northern Waterfront. The CLUP, other Plan elements, and the Strategic Plan adopted by the City Council in 1989 have been valuable resources for General Plan revision.

PUBLIC PARTICIPATION IN PLAN-MAKING

Work on plan revision began in late 1988, and three community workshops were held in February 1989 (East End, West End, Bay Farm Island) to identify planning issues facing Alameda. More than 150 issues or ideas were offered by 100 workshop participants – some of whom attended all three sessions. A list of planning options (choices) was prepared for review by the City Council and Planning Board, and a Working Paper (Existing Conditions, Issues and Options) analyzing the options selected by the City Council for study was published in June 1989.

At a second round of four community workshops in July and August a professional facilitator aided clear communication, and participants used an electronic voting machine to register their anonymous opinion of each option. Following review of the Working Paper and summaries of the workshops, the City Council discussed the options and requested further study of Northern Waterfront alternatives. In March 1990, after hearing public comment and considering Planning Board recommendations made at the close of two hearings, the City Council gave direction to the planning consultants for preparation of the Draft General Plan.

Council decisions were on major issues such as new access routes to Alameda, the future of housing in areas that have long been zoned for commercial use, and underused land on the Northern Waterfront. The purpose of the Draft General Plan is to enable a constructive community debate on Alameda's
future. There are many policies in the Draft that the Planning Board and City Council have not discussed. Revisions and additions are expected and invited as the Planning Board and City Council hold public hearings prior to adoption of a revised General Plan.

1.4 NATURE AND SCOPE OF THE GENERAL PLAN

A city's General Plan has been described as its development constitution – the set of policies within which development regulations and decisions must fit. The General Plan is a statement of the community's vision of its long-term or ultimate physical form and, desirably, a guarantee of stable development policies.

State Law requires each city and county to adopt and maintain a General Plan. Actions relating to zoning, subdivision approval, housing allocations, and capital improvements must be consistent with the General Plan.

The Alameda General Plan is not simply a compendium of ideas, data and wishes: it consists of a diagram (a drawing that shows arrangement and relations) and carefully worded policies, accompanied by explanations needed to make the reasons for the policies clear. The Plan has three purposes:

- To enable the Planning Board and City Council to reach agreement on long-range development policies;
- To provide a basis for judging whether specific private development proposals and public projects are in harmony with policies; and
- To allow city departments, other public agencies and private developers to design projects that are consistent with City policies, or to seek changes in those policies through the process of amending the General Plan.

The Alameda General Plan must be:

- **Long-range:** However imperfect our vision of the future is, almost any development decision has effects lasting more than 20 years. The Alameda General Plan is geared to buildout, which is expected to be reached in about 20 years.
- **Comprehensive:** It must coordinate all major components of the community's physical development. The relationship between land use intensity and traffic is most obvious.
- **General:** Because it is long-range and comprehensive, the Plan must be general. The Plan's purpose is to serve as a framework for detailed public and private development proposals. It establishes requirements for additional planning studies where greater specificity is needed before the City can act on development proposals.
The General Plan is implemented by staff in making administrative decisions, the decisions of the Planning Board and City Council, and by the zoning and subdivision ordinances, specific plans, redevelopment plans and the City's capital improvement program.

The Zoning Ordinance includes detailed use classifications and standards. The Zoning Map should be consistent with the General Plan Diagram, but it is not intended to be identical to it. Several zoning districts may be consistent with a single General Plan land use classification, and boundaries of zoning districts may be similar to but not identical with General Plan designations. Zoning Map changes affecting the extent of a Neighborhood Business District, for example, will be based on detailed parcel-by-parcel study and may not match the General Plan boundary precisely.

USING THE GENERAL PLAN

The Plan text distinguishes adopted policies from information describing the reasons for a policy. Guiding Policies are the City's statements of its goals and philosophy. Implementing Policies represent commitment to consistent actions. Implementing Policies are as specific as is appropriate given the City's current level of knowledge and consensus on each issue. Adopted policy statements are printed in roman type; explanatory material appears in italics and is not adopted.

The General Plan Diagram in the pocket at the rear of this volume depicts the desired ultimate land use and street network. The Diagram must be used in conjunction with the Plan text. The Land Use Classifications (See Section 2.2) explain the legend on the Diagram and specify density and intensity ranges for each category. A glossary defines technical terms.

To make the General Plan diagram readable, it is necessary to omit isolated use designations smaller than an acre. Places of religious assembly are not shown.

ORGANIZATION OF THE PLAN

California's General Plan Law is a product of the incremental nature of the legislative process. If literally followed, it creates confusion as to where some topics should be located and some duplication among the seven mandatory Plan elements. Fortunately, Government Code 65301(a) allows a city to reorganize the material as long as all topics are covered. The exception is the Housing Element, which is required by State guidelines to contain extensive data as well as policies focusing on housing production. Alameda adopted a Housing Element for the period 1990-1995 in December 1990.

The content of the remaining six state-mandated elements (land use, transportation, open space, conservation, safety and noise) appears in the sections of the Alameda General Plan as noted:
Land Use Element establishes land use classifications, sets densities and intensities for development, and creates a pattern of land uses (including open space) to meet space needs.

City Design Element (Optional) provides ideas and policies to enhance Alameda's design quality and maintain its strong visual image.

Transportation Element (formerly Circulation Element) contains policies for streets, transportation systems management, transit, pedestrian routes, bikeways, and movement of goods.

Open Space and Conservation Element (Open Space and Conservation Elements) includes policies for management of categories of open space lands and prescribes policies for conservation of both natural and cultural resources.

Parks and Recreation, Shoreline Access and Development, Schools and Cultural Facilities Element (Optional). These facilities are interrelated in Alameda so are treated in a separate element rather than included under Land Use or Open Space.

Airport Environs Element (Optional) contains policies that otherwise would appear under Land Use, Safety and Noise, but are grouped for convenient reference and to direct attention to the City's concern about airport impacts.

Health and Safety Element (Safety and Noise Elements) considers strategies to cope with the management of seismic, geologic, and soils hazards, fire and flooding, hazardous materials, and noise.

Alameda Point Element (Optional) contains site-specific policies regarding land use, transportation, open space, and cultural resources, and health and safety which address the redevelopment of the former Alameda Naval Air Station.

Northern Waterfront Element (Optional) contains site-specific policies which address the redevelopment of certain lands generally located along the northern waterfront between Sherman and Grand Streets.

KEEPING THE GENERAL PLAN CURRENT

All public works projects, subdivision map approvals, and zoning text or map changes must be consistent with the General Plan. From time to time, changes in policy as well as unforeseen opportunities or needs will require amendment of the General Plan. In an effort to prevent casual or automatic General Plan amendments, State law allows each mandatory element to be amended not more than four times per year, although there is no limit to the number of
changes made during each amendment. Most requests are likely to be for map changes, but each must be screened to determine effects on text policies.

The entire Plan should be reviewed and updated at least every five years. State law requires the Housing Element to be updated on a five-year schedule, and specifies 1990 and 1995 as revision years.

The Land Use Element is the core of the General Plan. It is composed of text, policies and a land use plan, called the General Plan Diagram, which designates the proposed general location, distribution, and extent of land uses. Land use classifications, shown as different patterns on the Diagram, specify a range for population density and building intensity for each type of designated land use.
2 LAND USE ELEMENT

2.1 LAND USE ISSUES

Much of Alameda's character is a result of a development pattern set during a transit-dominant period. Narrow residential lots and compact shopping districts create a city rather than a suburban feel. Concern about further intensive development that would increase traffic and destroy the small-city feel led to passage of Measure A in 1973, halting apartment construction; it also led to the height and density/intensity standards in this General Plan.

As in all cities, the demand for land that may be used for various purposes is continually changing, and is difficult to influence through planning policies. For example, the General Plan cannot preserve obsolete industry, but it can either express the City's desire to be a home to industry by retaining industrial land or encourage alternative uses by redesignating the land for other activities. Alameda's present zoning pattern was established in 1958, when commercial or industrial uses could outbid residential uses at most locations and portions of older residential neighborhoods were designated for conversion. In 1990 the prospect of significant assembly of residential properties for conversion to industry or retail use is remote, and dramatic changes are not anticipated.

The General Plan is designed to ease potential conflicts between different land uses such as manufacturing, industry and housing, having evaluated opportunities for preservation and development of those uses at specific locations. The Plan Diagram (located in the pocket at the back of this volume) designates some locations for preservation of industry and housing, and others for redevelopment of underused industrial land to increase the City's housing supply and limit potential traffic increases. Mixed-use areas are designated to encourage creative development and to retain and enhance the diversity that distinguishes Alameda from suburban cities.

2.2 LAND USE CLASSIFICATIONS

The following descriptions apply to uses indicated on the General Plan Diagram. The legend on the Plan Diagram includes an abbreviated version of the descriptions.

The classifications are adopted as General Plan policy and are intentionally broad enough to avoid duplication of the City's zoning regulations. More than one zoning district may be consistent with a single General Plan use category.
For most uses, a maximum permitted rate of gross floor area to site area is specified. The floor area ratio (FAR) is a broad control of building bulk that limits both visual prominence and traffic generated.

**RESIDENTIAL**

Residential densities are expressed in housing units per net acre, exclusive of land used or to be used for public or private streets. Where new streets will be needed, the land area to be occupied by streets is to be subtracted before calculating density or ratio of floor area to site area. Easements for the purpose of public access, pedestrian paths, alleys, or utility lines shall not be excluded from the net density. Densities within the ranges listed below are used to calculate probable housing unit increases in Tables 2-1, 2-3 and 2-6. Densities used to estimate future additions do not establish entitlement to a specific number of housing units or amount of floor area.

**Low-Density Residential:** Single-family detached units. New units typically will be on 5,000-square-foot, or larger, lots, or in planned unit developments not to exceed 8.7 units per net acre. Density range: 4.5 to 8.7 units per net acre. Secondary dwelling units discussed in Section 65852.2 of the Government Code of the State of California are also permitted, and are not limited by this density range.

**Medium-Density Residential:** Two family or one family units. Medium-density residential development will provide at least 2,000 square feet of site area per unit. Existing densities range up to 70 units per net acre on blocks with mixed single- and units. Density range for additional units: 8.8 to 21.8 units per net acre. Projects of five or more units with 20 percent of the units
affordable to lower-income households earn a state-mandated density bonus permitting up to 26.1 units per net acre. Congregate housing and single room occupancy facilities would be permitted and their density would be regulated by the bulk standards (setbacks, height, lot coverage) in each zoning classification.

**Measure A Exception**: The City Council agreed in the Settlement Agreement on the Guyton vs. City of Alameda case that Section 26-2 of the City Charter allows the Alameda Housing Authority to replace, with multi family housing, 325 low cost housing units. Three hundred and twenty five represents the number of low cost units lost when the former Buena Vista Apartments were converted to Bridgeport Apartments. The City agreed that the 325 units of multi family housing can be built at densities allowed as of January 1, 1990, even if Zoning and General Plan changes are subsequently adopted which reduce allowable densities.

**NEIGHBORHOOD BUSINESS**

Compact neighborhood business districts, a majority of them at former streetcar stops, meet the convenience shopping needs of nearby residents. The area of new stores and offices is limited, and activities and business hours are controlled to maintain compatibility with residential neighborhoods. Residential use is encouraged on the second floor and is permitted elsewhere. Maximum FAR .6. The maximum FAR can increase to 2.0 if in-lieu parking fees are substituted for on-site parking.

**COMMUNITY COMMERCIAL**

This category includes the City's two major business districts, Park Street and Webster Street, and the four shopping centers: South Shore, Marina Village, Fenside, and Harbor Bay Landing. Uses include small retail stores, department stores, motels, automobile sales and service, and offices, depending on location. Attainable FAR depends on parking requirements and varies widely among shopping centers and traditional business districts. Residential and office uses are encouraged on the second floor and are permitted elsewhere. Maximum FAR with off-site parking is 3.0.

**OFFICE**

Professional and administrative offices not located in business districts or business parks: FAR .40 for one story; .45 for two stories. Medium-density residential is a permitted use.
BUSINESS PARK

Harbor Bay Business Park and portions of Marina Village consist primarily of offices, but also may include research and development space, manufacturing, and distribution. Harbor Bay plans include a small amount of retail space and a conference-oriented hotel. Maximum FAR is .5, with increases up to a maximum of 2 permitted, proportional to the amount of required parking enclosed in a structure.

SPECIFIED MIXED USE

Nine areas designated on the General Plan Diagram are to have combinations of uses specified to implement General Plan policies. Development programs that include limitations on development intensity are described in Sections 2.6. (See Table 2-1.)

The Specified Mixed Use Areas labeled on the General Plan Diagram are:
MU1 Island Auto Movie
MU2 Mariner Square
MU3 Ballena Isle
MU4 Northern Waterfront (Grand Street to Willow Street)
MU5 Northern Waterfront (Willow Street to Oak Street)
MU6 Northern Waterfront (Sherman to Grand)
MU7 Catellus Mixed Use Commercial
AP1 Alameda Point Civic Core
AP2 Alameda Point Inner Harbor
AP3 Alameda Point Marina

GENERAL INDUSTRY

Alameda's heavy industries are related to bulk maritime and rail shipping or water transportation. Some may create noise, visual, or air-quality problems. Zoning regulations determine the types of activities to be permitted and the standards they must meet. Maximum FAR is .5.

COMMERCIAL RECREATION

Marinas on the Estuary, San Leandro Channel, and San Francisco Bay berth the largest concentration of small boats in the Bay Area. Harbor Bay Isle Club provides 10 acres of indoor and outdoor recreational facilities for members, and a new R-V storage facility is proposed at the old gun club site on Maitland Drive. This category also includes open space uses which are not intended for permanent open space for public access or habitat preservation. (GPA-96-2)
PARKS AND PUBLIC OPEN SPACE/OPEN SPACE/HABITAT

In addition to City parks, these categories include the Alameda Municipal Golf Courses, Robert Crown Memorial State Beach, and public and private land committed or proposed as permanent open space for public access or habitat preservation.

PUBLIC/INSTITUTIONAL

Schools and City facilities that have unique public character are in this category. Places of religious assembly are not shown.

FEDERAL FACILITIES

Sites occupied by Federal facilities including (Text deleted pursuant to GPA 01-01) Naval Reserve Center, the Federal Center on McKay Avenue, and Coast Guard Island are in this category.

2.3 GENERAL PLAN HOLDING CAPACITY

The tables in this section show how Alameda will change if all potential development envisioned by the General Plan were to occur between 1990 and 2010. Tables 2-1 through 2-4 list assumptions for additional development by major land use categories. Table 2-5 summarizes these assumptions. Existing
and projected development in the nine Planning Sectors illustrated in Figure 2-1 is shown in Table 2-6.

Population at buildout is estimated at 81,400, (vs. 74,139, January 1990 DOF); assuming household population averages 2.26 persons per housing unit and group-quarters population totals 5,000. The household size and vacancy rates used are those estimated by the California Department of Finance (DOF) for January 1990. The DOF 1990 estimate of group-quarters population, of which the largest component is Alameda Naval Air Station personnel, is assumed as constant. Housing unit totals in the tables do not include group quarters.

**TABLE 2-1 ASSUMED DEVELOPMENT INCREMENT: SPECIFIED MIXED USE SITES, 1990-2010**

<table>
<thead>
<tr>
<th>Site</th>
<th>Land Use</th>
<th>Units or Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU1 Island Auto Movie</td>
<td>Residential</td>
<td>200 Single Family Residences and/or Duplexes 30,000 sq. ft.</td>
</tr>
<tr>
<td>MU2 Mariner Square</td>
<td>Residential, including assisted living Office Institutional Maritime Uses</td>
<td>As identified in the Housing Element 10,000 sq. ft. 100,000 sq. ft. west of Mariner Square Drive 40,000 sq. ft. boat storage, marina</td>
</tr>
<tr>
<td>MU3 Ballena Isle</td>
<td>Hotel Office Commercial Recreation</td>
<td>220 rooms (234,000 sq. ft.) 70,000 sq. ft. 10,000 sq. ft.</td>
</tr>
<tr>
<td>MU4 Northern Waterfront (Grand to Willow)</td>
<td>Residential Office Industry</td>
<td>40 Live/Work 50,000 sq. ft. 100,000 sq. ft.</td>
</tr>
<tr>
<td>MU5 Northern Waterfront (Willow to Oak)</td>
<td>Residential Office Park</td>
<td>300 Two-Family 40,000 sq. ft. 10 acres</td>
</tr>
<tr>
<td>MU6 Northern Waterfront</td>
<td>Residential Commercial Office and Retail</td>
<td>345 housing Units 50,000 sq. ft. Maritime Commercial 400,000 Office and Retail</td>
</tr>
<tr>
<td>MU7 Catellus Mixed Use Site</td>
<td>Residential Office Commercial</td>
<td>300 residential units 300,000 sq. ft. commercial retail 400,000 sq. ft. office, and 20,000 sq. ft. of health club facilities. Up to 250,000 sq. ft. of commercial retail may be exchanged for up to 370,000 square feet of research and development uses. Other uses may be exchanged or substituted as permitted by the Master Plan.</td>
</tr>
</tbody>
</table>

Notes: Section 2.6, Specified Mixed Use Areas, establishes minimum and maximum development shares for each use in each SMU area. This table assumes probable quantities for each permitted use within these ranges.

*a* Up to 325 units of publicly assisted housing may be built in Alameda as multifamily housing as replacement housing for publicly assisted housing at Bridgeport Apartments which converted to private, market-rate housing in 1988. Some or all of these replacement units may be located at one or more of the mixed-use sites.
### TABLE 2-2 ASSUMED DEVELOPMENT INCREMENT: NONRESIDENTIAL PROJECTS, 1990-2010

<table>
<thead>
<tr>
<th>Site</th>
<th>Land Use</th>
<th>Square Footage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alameda Gateway</td>
<td>Business Park</td>
<td>132,000</td>
</tr>
<tr>
<td></td>
<td>Warehouse</td>
<td>127,000</td>
</tr>
<tr>
<td></td>
<td>Retail</td>
<td>4,000</td>
</tr>
<tr>
<td>Marina Village</td>
<td>Office</td>
<td>389,000</td>
</tr>
<tr>
<td></td>
<td>Retail</td>
<td>12,000</td>
</tr>
<tr>
<td>Paragon</td>
<td>Business Park</td>
<td>183,000</td>
</tr>
<tr>
<td>Harbor Bay BP</td>
<td>Business Park</td>
<td>3,545,000</td>
</tr>
<tr>
<td></td>
<td>Retail/Hotel</td>
<td>540,000</td>
</tr>
<tr>
<td>Grand Marina</td>
<td>Office/Retail</td>
<td>42,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>4,974,000</td>
</tr>
</tbody>
</table>

Note: Approved, entitled or submitted as of June 1990.

### TABLE 2-3 SUMMARY OF ASSUMED DEVELOPMENT INCREMENT TABLE: RESIDENTIAL PROPERTIES 1990-2010

<table>
<thead>
<tr>
<th>Site</th>
<th>Acres</th>
<th>Density</th>
<th>Type</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alameda Annex (#1) (U. S. Navy)</td>
<td>59</td>
<td>MDR</td>
<td>Two-Family</td>
<td>785(^a)</td>
</tr>
<tr>
<td>Independence Plaza (#2)</td>
<td>5</td>
<td>MDR</td>
<td>Multi Family</td>
<td>186</td>
</tr>
<tr>
<td>Atlantic/Buena Vista (#3-#6)</td>
<td>9</td>
<td>MDR</td>
<td>Two Family</td>
<td>205</td>
</tr>
<tr>
<td>Marina Village (#9)</td>
<td>7</td>
<td>MDR</td>
<td>Two Family</td>
<td>156</td>
</tr>
<tr>
<td>Beltline Yard (Near Webster Street)</td>
<td>4</td>
<td>MDR</td>
<td>Two Family</td>
<td>84</td>
</tr>
<tr>
<td>Main Island Infill</td>
<td>-</td>
<td>MDR</td>
<td>One Family</td>
<td>520</td>
</tr>
<tr>
<td>Village 5/HBI (#7) (Bay Farm Island)</td>
<td>104</td>
<td>LDR</td>
<td>One Family</td>
<td>630</td>
</tr>
<tr>
<td>Clarke Lane (#8) (Bay Farm Island)</td>
<td>3</td>
<td>MDR</td>
<td>One Family</td>
<td>25</td>
</tr>
<tr>
<td>Grand Harbor (Live aboard)</td>
<td>-</td>
<td></td>
<td>Two Family</td>
<td>38</td>
</tr>
<tr>
<td>Specified Mixed Use Sites (See Table 2-1.)</td>
<td>-</td>
<td>MDR</td>
<td>Two Family Live/Work</td>
<td>1,195</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td>3,824</td>
</tr>
</tbody>
</table>

Notes: \(^a\) 520 dwelling units are expected through 1995.

Site numbers (#) from Housing Element, adopted December 1990.

Up to 325 units of publicly assisted housing may be built in Alameda as multifamily housing as replacement housing for publicly assisted housing at Bridgeport Apartments which converted to private, market-rate housing in 1988. Some or all of these replacement units may be located at one or more of the mixed-use sites, or in any area of the City where residential units are permitted.

TABLE 2-4, ASSUMED DEVELOPMENT INCREMENT COMMERCIAL, OFFICE, INDUSTRIAL DISTRICTS, 1990-2010

<table>
<thead>
<tr>
<th>Site</th>
<th>Land Use</th>
<th>Square Footage (Gross Leasable)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park Street</td>
<td>Commercial</td>
<td>100,000</td>
</tr>
<tr>
<td>Webster Street</td>
<td>Commercial</td>
<td>100,000</td>
</tr>
<tr>
<td>Neighborhood Business Districts</td>
<td>Commercial</td>
<td>25,000</td>
</tr>
<tr>
<td>Subtotal</td>
<td>Commercial/Retail</td>
<td>225,000</td>
</tr>
<tr>
<td>Offices near Civic Center</td>
<td>Office</td>
<td>25,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>250,000</td>
</tr>
</tbody>
</table>

Notes: Does not include projects from Table 2-2. Gross leasable areas are estimates and are not based on availability of specific sites or construction at specific floor area ratios.

Supportable incremental retail space data and assumptions are:
- All calculations are in 1988-1989 constant dollars.
- 1988-1989 taxable sales: $228,735,000 (excludes building materials, automotive, service stations).
- 1990 jobs: 38,720 at $800 per year sales in Alameda.
- 1988-1989 sales to household residents: Total sales less sales to jobholders, plus $1,000 nontaxable sales per capita=$3,860 per household resident.

Buildout increment:
- 3,129 additional households x 2.26 persons x $3,860 = $27,296,000
- 18,600 additional jobs x $800 = $14,880,000
- Total: $42,176,000

Supports 211,000 square feet at $200 annual sales per square foot.

TABLE 2-5, SUMMARY OF ASSUMED DEVELOPMENT INCREMENT TABLE

<table>
<thead>
<tr>
<th>Site/District</th>
<th>Housing Units</th>
<th>Non-Residential Square Footage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specified Mixed Use Sites (Table 2-1)</td>
<td>1,195</td>
<td>1,590,000</td>
</tr>
<tr>
<td>Non-Residential Projects (Table 2-2)</td>
<td>0</td>
<td>4,974,000</td>
</tr>
<tr>
<td>Residential Projects (Table 2-3)</td>
<td>2,629+a</td>
<td>0</td>
</tr>
<tr>
<td>Commercial, Office, Industrial Districts (Table 2-4)</td>
<td>0</td>
<td>250,000</td>
</tr>
<tr>
<td>Total</td>
<td>3,824</td>
<td>6,814,000</td>
</tr>
</tbody>
</table>

+a 2,929 represents assumed development increment from residential projects exclusive of the Specified Mixed Use Sites identified above.
<table>
<thead>
<tr>
<th>Planning Sector</th>
<th>Land Use</th>
<th>Housing Units/1989-1990</th>
<th>Gross Square Feet Buildout</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>West End</strong></td>
<td>One Family Housing</td>
<td>1,405 units</td>
<td>2,455 units</td>
</tr>
<tr>
<td></td>
<td>Two Family Housing</td>
<td>4,180 units</td>
<td>4,180 units</td>
</tr>
<tr>
<td></td>
<td>Total Housing</td>
<td>5,585 units</td>
<td>6,635 units</td>
</tr>
<tr>
<td></td>
<td>Commercial Business Park</td>
<td>10,000 sq. ft.</td>
<td>328,000 sq. ft.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0</td>
<td>132,000 sq. ft.</td>
</tr>
<tr>
<td><strong>Webster Street</strong></td>
<td>One Family Housing</td>
<td>5 units</td>
<td>10 units</td>
</tr>
<tr>
<td></td>
<td>Two Family Housing</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Total Housing</td>
<td>5 units</td>
<td>10 units</td>
</tr>
<tr>
<td></td>
<td>Commercial</td>
<td>349,000 sq. ft.</td>
<td>449,000 sq. ft.</td>
</tr>
<tr>
<td><strong>West Central</strong></td>
<td>One Family Housing</td>
<td>1,833 units</td>
<td>2,023 units</td>
</tr>
<tr>
<td></td>
<td>Two Family Housing</td>
<td>2,809 units</td>
<td>2,809 units</td>
</tr>
<tr>
<td></td>
<td>Total Housing</td>
<td>4,642 units</td>
<td>4,832 units</td>
</tr>
<tr>
<td></td>
<td>Commercial</td>
<td>102,000 sq. ft.</td>
<td>140,000 sq. ft.</td>
</tr>
<tr>
<td><strong>East Central</strong></td>
<td>One Family Housing</td>
<td>1,533 units</td>
<td>1,748 units</td>
</tr>
<tr>
<td></td>
<td>Two Family Housing</td>
<td>3,555 units</td>
<td>3,555 units</td>
</tr>
<tr>
<td></td>
<td>Total Housing</td>
<td>5,088 units</td>
<td>5,303 units</td>
</tr>
<tr>
<td></td>
<td>Commercial</td>
<td>38,000 sq. ft.</td>
<td>50,000 sq. ft.</td>
</tr>
<tr>
<td><strong>Park Street</strong></td>
<td>One Family Housing</td>
<td>6 units</td>
<td>11 units</td>
</tr>
<tr>
<td></td>
<td>Two Family Housing</td>
<td>229 units</td>
<td>229 units</td>
</tr>
<tr>
<td></td>
<td>Total Housing</td>
<td>235 units</td>
<td>240 units</td>
</tr>
<tr>
<td></td>
<td>Commercial</td>
<td>945,000 sq. ft.</td>
<td>1,045,000 sq. ft.</td>
</tr>
<tr>
<td><strong>East End</strong></td>
<td>One Family Housing</td>
<td>3,805 units</td>
<td>3,845 units</td>
</tr>
<tr>
<td></td>
<td>Two Family Housing</td>
<td>1,852 units</td>
<td>1,852 units</td>
</tr>
<tr>
<td></td>
<td>Total Housing</td>
<td>5,657 units</td>
<td>5,697 units</td>
</tr>
<tr>
<td></td>
<td>Commercial</td>
<td>54,000 sq. ft.</td>
<td>54,000 sq. ft.</td>
</tr>
<tr>
<td><strong>South Shore</strong></td>
<td>One Family Housing</td>
<td>1,395 units</td>
<td>1,400 units</td>
</tr>
<tr>
<td></td>
<td>Two Family Housing</td>
<td>2,658 units</td>
<td>2,658 units</td>
</tr>
<tr>
<td></td>
<td>Total Housing</td>
<td>4,053 units</td>
<td>4,058 units</td>
</tr>
<tr>
<td></td>
<td>Commercial</td>
<td>550,000 sq. ft.</td>
<td>550,000 sq. ft.</td>
</tr>
<tr>
<td><strong>Estuary</strong></td>
<td>One Family Housing</td>
<td>342 units</td>
<td>1,120 units</td>
</tr>
<tr>
<td></td>
<td>Two Family Housing</td>
<td>369 units</td>
<td>555 units</td>
</tr>
<tr>
<td></td>
<td>Total Housing</td>
<td>711 units</td>
<td>1,675 units</td>
</tr>
<tr>
<td></td>
<td>Commercial</td>
<td>125,000 sq. ft.</td>
<td>137,000 sq. ft.</td>
</tr>
<tr>
<td></td>
<td>Business Park</td>
<td>876,000 sq. ft.</td>
<td>1,558,000 sq. ft.</td>
</tr>
<tr>
<td><strong>Bay Farm Island</strong></td>
<td>One Family Housing</td>
<td>4,539 units</td>
<td>5,194 units</td>
</tr>
<tr>
<td></td>
<td>Two Family Housing</td>
<td>52 units</td>
<td>52 units</td>
</tr>
<tr>
<td></td>
<td>Total Housing</td>
<td>4,591 units</td>
<td>5,246 units</td>
</tr>
<tr>
<td></td>
<td>Commercial</td>
<td>64,000 sq. ft.</td>
<td>64,000 sq. ft.</td>
</tr>
<tr>
<td></td>
<td>Business Park</td>
<td>1,135,000 sq. ft.</td>
<td>5,220,000 sq. ft.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>One Family Housing</td>
<td>14,863 units</td>
<td>17,481 units(^a)</td>
</tr>
<tr>
<td></td>
<td>Two Family Housing</td>
<td>15,704 units</td>
<td>16,215 units(^a)</td>
</tr>
<tr>
<td></td>
<td>Total Housing</td>
<td>30,567 units</td>
<td>33,696 units</td>
</tr>
<tr>
<td></td>
<td>Commercial</td>
<td>2,237,000 sq. ft.</td>
<td>2,817,000 sq. ft.</td>
</tr>
<tr>
<td></td>
<td>Business Park</td>
<td>2,011,000 sq. ft.</td>
<td>6,910,000 sq. ft.</td>
</tr>
</tbody>
</table>

Commercial includes retailing, services and business and professional offices with the exception of Harbor Bay Business Park where the support retail is included under Business Park. This table does not include manufacturing, distribution, and office space in general and light industrial areas.

\(^a\) Up to 325 low cost housing units may be built in Alameda as housing as replacement housing for the low cost units lost when Buena Vista Apartments were converted to market-rate housing in 1998. Some or all of these replacement units may be located at one or more the mixed-use sites, or in any area of the City where residential units are permitted.
### TABLE 2-7: ALAMEDA POINT BUILDOUT, 2000-2020

<table>
<thead>
<tr>
<th>Land Use Categories</th>
<th>Units</th>
<th>Civic Core (AP1)</th>
<th>Inner Harbor (AP2)</th>
<th>Marina (AP3)</th>
<th>West Neighborhoods</th>
<th>NW Territories</th>
<th>Alameda Point Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lt. Industry/Business Park/Office</td>
<td>sq.ft.</td>
<td>740,000</td>
<td>400,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,140,000</td>
</tr>
<tr>
<td>Industrial/Warehousing</td>
<td>sq.ft.</td>
<td>277,500</td>
<td>76,500</td>
<td>76,500</td>
<td>0</td>
<td>0</td>
<td>430,500</td>
</tr>
<tr>
<td>Marina-Related Industry</td>
<td>sq.ft.</td>
<td>0</td>
<td>0</td>
<td>44,250</td>
<td>0</td>
<td>0</td>
<td>44,250</td>
</tr>
<tr>
<td>Civic/Institutional Buildings</td>
<td>sq.ft.</td>
<td>100,000</td>
<td>01</td>
<td>0</td>
<td>30,0001</td>
<td>0</td>
<td>130,0001</td>
</tr>
<tr>
<td>Commercial</td>
<td>sq.ft.</td>
<td>52,000</td>
<td>0</td>
<td>0</td>
<td>52,000</td>
<td>0</td>
<td>104,000</td>
</tr>
<tr>
<td>Visitor-Serving Recreation/Commercial Facilities</td>
<td>sq.ft.</td>
<td>0</td>
<td>0</td>
<td>130,000</td>
<td>0</td>
<td>0</td>
<td>130,000</td>
</tr>
<tr>
<td>Golf Clubhouse/Conference Facilities</td>
<td>sq.ft.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>26,000</td>
<td>26,000</td>
</tr>
<tr>
<td>Sports Complex</td>
<td>acres</td>
<td>40</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>17</td>
<td>57</td>
</tr>
<tr>
<td>Golf Course</td>
<td>acres</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>214</td>
<td>214</td>
<td></td>
</tr>
<tr>
<td>Marina slips</td>
<td>slips</td>
<td>0</td>
<td>0</td>
<td>530</td>
<td>0</td>
<td>0</td>
<td>530</td>
</tr>
<tr>
<td>Live Aboards</td>
<td>slips</td>
<td>0</td>
<td>0</td>
<td>53</td>
<td>0</td>
<td>0</td>
<td>53</td>
</tr>
<tr>
<td>Low Density Residential</td>
<td>units</td>
<td>0</td>
<td>0</td>
<td>50</td>
<td>0</td>
<td>0</td>
<td>50</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>units</td>
<td>8632</td>
<td>0</td>
<td>525</td>
<td>490</td>
<td>0</td>
<td>1,878</td>
</tr>
<tr>
<td>Hotel/Conference Center</td>
<td>rooms</td>
<td>0</td>
<td>0</td>
<td>300</td>
<td>0</td>
<td>300</td>
<td>600</td>
</tr>
</tbody>
</table>

1. Does not include square footage for Alameda Unified School District.
2. Does not include 210 units of senior housing to be provided in the former Bachelor Officers Quarters.

**NOTE:** This table represents the maximum build-out for Alameda Point. While development intensities have been assigned to each Planning Area, the development increments can be moved from one Planning Area to another to optimize development opportunities.

**ABAG (Projections ’90):**

ABAG (Projections ’90) expects the number of jobs in Alameda to increase from 38,700 estimated in 1990 to 47,700 in 2005, a gain of 9,000 jobs in 15 years. If buildout and full occupancy of the nonresidential space summarized in Table 2-2 and Table 2-4 were to be reached by 2010, Alameda would add 18,600 jobs. The ABAG projection includes an unstated assumption about employment at Alameda NAS. The estimate of total future employment included in the General Plan is based on an assumption that the number of jobs in space available in 1990 will remain constant, and that job growth will result from increases in nonresidential space. Because most of the space will be business park/office, the average density will be one employee per 300 square feet of gross floor area.
Recognizing the transportation impacts that can result from a land use pattern that prevents many workers from living near their work, state law requires cities and counties to zone sufficient land for residential use in relation to nonresidential use. Jobs/housing balance is often quantified by comparing the number of employed residents in a community with the number of jobs available in the same community. Balance tends to minimize travel, although if local employees cannot afford or do not desire local housing, there may be long commutes for many residents and employees.

ABAG estimates that in 1990 the ratio of Alameda jobs to employed residents of Alameda is .95. (38,720 jobs; 40,800 employed residents). Assuming the 52.6 percent of residents will hold jobs at build-out, the ratio will jump to 1.34 (57,300; 42,850 employed residents. The bulk of the employment gain (74 percent) will result from buildout of Harbor Bay Business Park under entitlements that pre-date revision of the General Plan. Without Harbor Bay Business Park, buildout would result in a jobs-to-employed-residents ratio of 1:1.

2.4 RESIDENTIAL AREAS

Alameda is primarily a residential community; 71 percent of employed residents commute to jobs outside the city. All streets on the Main Island except Webster Street are at least partly residential streets. Central location in the region, a good climate, and the sense of identity provided by surrounding water have kept residential demand strong.

This section should be read in conjunction with the Housing Element, adopted in 1989 and published separately, which addresses housing need and includes a five-year program to preserve and increase the supply of housing.

Guiding Policies: Residential Areas

2.4.a Maintain and enhance the residential environment of Alameda's neighborhoods.
2.4.b To the extent feasible, conserve housing located in areas that have been zoned for commercial or industrial use.

2.4.c Where a suitable residential environment can be created, give priority to housing on land to be developed or redeveloped in order to meet the quantified objectives of the Housing Element.

2.4.d Limit residential development to one family detached and two family dwellings, in accord with the provisions of Measure A. Up to 325 low cost units may be built in Alameda as multifamily housing as replacement housing for the low cost units lost when Buena Vista Apartments were converted market-rate housing in 1988. Some or all of these replacement units may be located at one or more of the mixed-use sites, or in any area of the City where residential units are permitted.

Although no apartments other than replacement units have been approved in Alameda since passage of initiative Measure A in 1973, in 1990 less than half of all existing units are single-family dwellings.

2.4.e Expand housing opportunities for households in all income groups.

See Housing Element Policies B.1 (Section 8 Rental Assistance) and C.1 (Affordable Housing Program Ordinance).

2.4.f Protect and restore Alameda's outstanding residential architecture of all periods and styles.

See also City Design Element, Section 3.3, Architectural Resources.
2.4.g Minimize through-traffic on minor residential streets. See policies 4.1.a and 4.1.i.

2.4.h Control nonresidential development on sites adjoining residential neighborhoods to minimize nuisances.

2.4.i Encourage the inclusion of family child care homes in residential areas and child care centers in major residential and commercial developments with special consideration to areas or developments convenient to transit, community centers, and schools.

**Implementing Policies: Residential Areas**

2.4.j Schedule hearings to consider amendments to the Zoning Map that would reclassify predominantly residential areas zoned for nonresidential use to bring the Zoning Map into consistency with the General Plan Diagram.

2.4.k Include a specified minimum number of residential units in appropriate Specified Mixed Use areas.

> This policy ensures that housing will be included in mixed-use development proposals. Other uses also could be required or some Specified Mixed Use areas could be developed exclusively for housing at the discretion of the developer. See Section 2.6.

2.4.l Explore the possibility of developing a small portion of the Alameda Beltline railyard near Webster Street into a residential neighborhood.

> Development here could only occur after negotiations with the owner. Housing would relate to proposed greenway and Island Auto Movie site. See policies 2.6.a and 6.1.g

2.4.m Preserve historic districts and buildings of architectural significance.

> See policies 3.3.a and 3.3.b in City Design Element and policy 5.6.a in Open Space and Conservation Element and the 1980 Historic Preservation Element.

2.4.n Give priority for public open space and other public improvements to neighborhoods determined to have a shortage relative to the rest of the city.

2.4.o Explore the feasibility of providing definitions and identifying appropriate locations for congregate housing and single room occupancy (SRO) hotels as part of the comprehensive revision of the Zoning Ordinance.

2.4.p Amend the Zoning Ordinance and zoning map to be consistent with Measure A, as necessary.
2.4.q Require that all new development pay appropriate development impact fees.

2.5 RETAIL BUSINESS AND SERVICES

Convenient and pleasant shopping is important to residents. Because shopping districts are prominent visual features and major destinations, their appearance and quality influence how people feel about their community. Retail businesses are essential to the City's fiscal health.

A Strategic Plan Committee appointed by the City Council in 1988 gave Alameda a "C" for retail shopping, and conducted a survey of issues that identified "improved shopping/more convenient shopping" as a major need and opportunity. A question is how much more business can be attracted to Alameda, which is out of the way for nonresidents and does not have a large enough population to support large department stores or high-volume discounters. Three sources of increased sales will be: new residents, nonresidents attracted to restaurants and boating-related businesses, and the rising per capita disposable income of existing residents. Improved merchandising can capture sales made to Alamedans at off-Island locations.

In an on-going effort to ensure the General Plan remains current, the City undertook a review of retail policies and strategies that included several community forums in 2003. The 2004 Citywide Retail Policy Report recommended additions and modifications to the General Plan to refine and expand existing policy. The Report evaluated existing policy and suggested
the consideration of additional policies and implementing policies around retail design and development. In 2008, the General Plan was amended to incorporate the major policy recommendations from the 2004 Citywide Retail Policy Report and amend the policies as necessary to reflect current Alameda goals and priorities for Alameda’s retail business areas.

**Guiding Policies: Retail Business and Services**

**2.5.a** Provide enough retail business and services space to enable Alameda to realize its full retail sales potential and provide Alameda residents with the full range of retail business and services.

*Many Alameda residents travel to neighboring jurisdictions to find the retail and businesses services they need. This results in a loss of retail sales tax to other cities that is needed to fund City of Alameda services and facilities, such as police, fire, and recreational services, and it results in additional traffic at the City’s limited number of Estuary crossings.*

**2.5.b** Revitalize Alameda's historic Main Street business districts on Park Street and Webster Street while maintaining their small-city scale and character.

*The Main Street Business Districts on Park Street and Webster Street provide the primary concentration of specialty shops and a wide range of retail sales, services and entertainment uses to meet community-wide market demands. These districts are pedestrian-oriented districts with historical patterns of development that limit building form and limit the ability of individual businesses to provide off-street parking. The work of the Alameda Main Street Project is evident in both districts. The Park Street Historic District is on the National Register of Historic Places.*

**2.5.c** Continue to support and promote Park Street as Alameda’s downtown, the entertainment, cultural, social and civic center of the City, by providing a wide variety of commercial, retail, cultural, professional and governmental services.

**2.5.d** Continue to support and promote Webster Street as the shopping, dining, entertainment, and community service center for present and future residents west of the West End.

**2.5.e** Discourage offices from occupying ground floor space suitable for retail within the Main Street business districts and the Neighborhood business districts.

*Interruptions to the continuity of retail frontage decrease pedestrian traffic and diminish the synergy essential to a successful retail district. However in some cases, office uses may be appropriate on side streets*
or in particular buildings that are not able to successfully attract retail tenants. Currently, a conditional use permit is required for any office use proposed on the ground floor in the Main Street or Neighborhood business districts.

2.5.f Encourage continuing improvements to the Alameda Towne Center, formerly known as South Shore Center, and other shopping centers.

Alameda Towne Center attracts both Alamedans and customers from a larger trade area. The original design turned its back on the Bay and devoted little attention to landscaping. New development should take advantage of Bay view, and landscaping should be appropriate to the scale of the buildings.

2.5.g Maintain neighborhood business districts for small stores that attract mainly pedestrian traffic and can be acceptable neighbors for nearby residents.

The 17 compact corner neighborhood business districts, 10 of them at former Red Train stations, are important components of the City's traditional, historic, pedestrian-scaled ambience. They provide retail sales and personal services primarily for the surrounding residential areas. The neighborhood districts usually have little or no off-street parking, so neighborhood business district businesses must rely mainly on customers who walk from their homes.

2.5.h Consider amendments to the Municipal Code to encourage mixed use development including retention and addition of housing, childcare centers, and community meeting rooms and services in retail areas.

Housing provided above retail space or on the rear half of parcels can add patrons and expand housing opportunities, provided tenants accept an environment in which commerce has priority. The Business and Waterfront Improvement Project can provide actions and financing to facilitate affordable housing where appropriate in commercial districts.

2.5.i Support, encourage and foster new retail development to serve the West End of Alameda.

2.5.j Maximize opportunities for retail development at Alameda Point to support creation of a mixed use, transit oriented community at Alameda Point as envisioned in the Alameda Point General Plan policies.

2.5.k Pursue and encourage new retail development that is consistent with the retail policies of the General Plan and Economic Development Strategic Plan; primarily serves the community or addresses a high priority local retail or service need; and will not have a significant long
term deleterious effects on existing retail areas and/or the local economy.

2.5.1 New commercial/retail development along the waterfront should be consistent with best practices for waterfront-oriented development including providing waterfront public access, attractive architectural elevations facing the street and the water, and where possible, uses that will activate the waterfront and support public access to the waterfront.

Implementing Policies: Retail Business and Services

2.5.m Implement the 2005 Webster Street Strategic Plan.

*The 2005 Webster Street Business District Strategic Plan includes a series of retail development, marketing, parking, and public improvement recommendations which serve as a guide for the revitalization of Webster Street.*

2.5.n To maintain the historic urban form and character of Park Street and Webster Street business districts, limit building heights on Park Street and Webster Street to three stories above grade, measuring 35 to 40 feet, depending on roof configuration. Parking structures are to be limited by height only, regardless of the number of parking levels.

*See Policy 3.4.d and 3.3.h in the City Design Element. Current zoning (1990) permits 100-foot buildings inconsistent with small-city character in some areas. Zoning text revisions should be written to avoid nonconforming status for the small number of existing buildings that would not conform to the new height limit.*

2.5.o Protect residential areas adjacent Retail Business Districts by discouraging conversion of residential structures in adjacent residential zones for retail, commercial, or business service use.

2.5.p Limit the size of stores in Neighborhood Business Districts in order to avoid traffic and parking demand inconsistent with residential character.

*To avoid transforming pedestrian-scale business districts into auto-oriented shopping centers, businesses that outgrow the existing small retail spaces should be encouraged to find sites elsewhere in Alameda where adequate off-street parking can be provided. Where only small stores are permitted, a lower ratio of parking spaces to floor area than is required in larger commercial areas may be reasonable.*

2.5.q To maintain the historic character of a retail district and support General Plan policies encouraging trip reduction, transit-first, support for alternative modes of transportation, and minimize overflow parking in the neighborhoods consider reduced off-street parking requirements.
for proposed projects or alternative methods of providing parking on-and off-site, including payment of in lieu fees for transit or the provision of off-site public parking.

*The Alameda Municipal Code currently requires a minimum of five off-street parking spaces for each 1,000 square feet of new retail space, which exceeds the recommendations of the Metropolitan Transportation Commission for urban shopping districts and the findings of the Institute of Transportation Studies.*

2.5.r Plan for multilevel and shared parking to serve the intensively developed retail segments of Park and Webster streets. Encourage construction of multilevel parking and shared parking in shopping centers where necessary to enable them to reach full potential. Provide retail uses in the front portion of the parking structures’ ground floors where necessary to provide continuity of ground floor retail uses or to connect such uses where they are now separated.

2.5.s Improve public transit service and transit facilities in retail areas.

*Transit use can be encouraged by providing bus shelters, by locating store entrances on the street with parking at the side and rear, and by charging for parking. Fees paid in lieu of providing on-site parking, project related transportation demand management mitigations, and/or parking meter revenue should be used for transit improvements, shopper shuttles, dial-a-ride, and/or intra-island shuttles.*

2.5.t Require that large parking areas serving shopping centers or other commercial uses be adequately landscaped with large-growing trees and that the trees be maintained in a manner that preserves and promotes natural growth form. To facilitate pedestrian, bicycle, and transit modes of transportation to and within new retail developments, discourage construction of new, large surface parking fields. If large quantities of off street parking are required to serve the development, parking should be woven throughout the project in smaller parking pods. Parking pods should not be located between the buildings and the public street. Parking pods should locate behind the buildings. Locating parking pods adjacent to the building and adjacent to the street should be avoided, unless not other option is available.

2.5.u Require that new retail projects be pedestrian-oriented and designed in a manner that is architecturally, aesthetically, and operationally harmonious with the community and surrounding development. Retail developments should include:

1. Wide sidewalks on both sides of the street and other improvements to accommodate pedestrian traffic and promote strolling, window-shopping and sidewalk dining.
2. Clearly marked and well-designed pedestrian paths and sidewalks with enhanced crosswalk paving and a minimum number of curb cuts.

3. Well designed parking pods that allow for internal automobile circulation with a minimum of pedestrian automobile interface.

4. Major new internal roads which serve as major public spaces and organizing features of the development should be dedicated public roads maintained by the project with sidewalks on both sides and a minimum number of curb cuts.

5. Large-growing trees maintained in a manner that preserves and promotes natural form to shade parking and pedestrian areas.

6. Street trees, Bay Friendly landscaping, pedestrian scaled street lighting, and street furniture, such as benches, trash receptacles, planters, newspaper vending machines, kiosks, and bus shelters.

7. Facilities for bicyclists and transit users, such as bike lockers and racks, bus transit centers and turnouts.

8. Well-designed public signage including street signs, directional signs, gateway markers, street banners, and pedestrian-oriented directories.

9. Varied building facades that are well articulated, visually appealing at the pedestrian scale, and architecture that is site-specific and incorporates design themes and features that reflect Alameda’s unique character and history.

10. New streets should generally provide on-street parking and provide for a 150 to 400 foot long block similar to the typical block lengths on Park Street and Webster Street. In some locations with minimum thru traffic, on-street parking may be removed if desired to improve or increase the pedestrian realm.

11. Utility boxes and trash enclosures should be screened from public view and should not be located adjacent to the public right of way unless no other location is feasible or possible.

2.5. Projects within the Main Street Business Districts and in the Neighborhood Business Districts should be designed with attractive street frontages that are pleasant for pedestrians with entrances and storefront windows directly on the street, wherever possible. Parking should not be located between the buildings and the public street. Parking should be located behind the buildings. Locating parking adjacent to the building and adjacent to the street should be avoided, unless not other option is available.
2.5.x Develop a pedestrian oriented town center at Alameda Point with community retail shops and services in close proximity to transit, ferry, and other transportation facilities.

2.5.y Complete the new Park Street and Webster Street streetscape projects in order to improve the pedestrian environment.

2.5.z Expand the City’s technical assistance programs to support existing businesses in reaching their potential and meeting local demand.

2.5.zz Establish Green Building and/or Sustainable Design standards to be applied to all new retail developments and major retail additions and remodels.

2.5.zzRequire that all new development pay appropriate development impact fees.

2.6 SPECIFIED MIXED USE AREAS

Because much of the City was built before zoning, both the richness and the problems that can result from a mixture of land uses abound. The purposes of the Specified Mixed Use classification are to stimulate economic development, encourage creativity, provide flexibility, and avoid monotony in development of large sites. Guiding policies set broad limits to the use mix for each mixed-use area and establish a minimum required housing component where appropriate.

Eight (GPA 01-01) mixed use areas are designated. Area-specific policies follow the descriptions.

MU1 Island Auto Movie: This largest single open site on the Main Island (10 acres) will be under increasing pressure to generate more rent than can be paid by the 1990 tenants—a drive-in movie and a flea market.
MU2  **Mariner Square:** The combination of views of an active stretch of the Estuary and of Oakland, boat berths, boat sales and repair, houseboats, and restaurants, all in a not-too-planned cluster, make this Alameda's most interesting waterfront segment. The General Plan preserves this character from possible market pressures by limiting additions of office space.

MU3  **Ballena Isle:** Created by tidelands fill during the 1960s, the 21-acre City-owned site is under lease until 2029. Because the California Tidelands Act of 1913 requires uses to promote "commerce and navigation," the site cannot be used for residential development. The view toward San Francisco is spectacular.

MU4  **Northern Waterfront, Grand Street to Willow Street:** The half-mile stretch of Clement Avenue east of Grand serves Alameda's most diverse employment area. Marinas, offices, boat sales, repair and storage, offices, woodworking, pencil manufacturing, auto repair and storage, several retail stores, and the City's Bureau of Electricity are among the dozens of users.

MU5  **Northern Waterfront, Willow Street to Oak Street:** The change anticipated in this segment provides an opportunity for Alameda to add highly desirable housing, stimulate improvement of housing east of Oak Street that is currently zoned for commercial-industrial use, and to provide waterfront access and open space. Half of the north frontage of Clement is occupied by the Naval Reserve Training Center. Other uses are steel fabricating, mini-storage, a dredging equipment yard, and a boatyard. The four blocks on the south side of Clement Avenue are
occupied by a boat storage building/yard, Thompson Field (Alameda High School athletic field adjoining McKinley Park), a full block of housing, and a 5-acre site occupied by a die-casting plant and an automobile service establishment.

MU6 Northern Waterfront, Grand Street to Sherman Street: This area of the Northern Waterfront provides an opportunity to create a lively waterfront, mixed-use district with residential, commercial, office, maritime, park, and open space uses that reflect traditional Alameda neighborhoods and reconnect Alameda to its waterfront. Private and public development proposals within the MU-6 Northern Waterfront area shall be consistent with the objectives and policies for the area as described in Chapter 10 Northern Waterfront.

MU7 CATELLUS Mixed Use Commercial District: This area of the former Naval Air Station provides an opportunity to create a new waterfront oriented, mixed-use district with residential, commercial, research and development, and office uses and a major new public waterfront park. Implementation policies, standards, and guidelines for private and public developments and improvements in this mixed use area are included in the Catellus Mixed Use Master Plan.

AP1 Alameda Point Civic Core: Located in the center of Alameda Point, the Civic Core encompasses much of the NAS Historic District and many of the historic buildings of the former Naval Air Station. The Civic Core is envisioned with a major emphasis on public serving and civic uses. Business park, office, civic, residential, public/institutional, parks and public open space, commercial, and other supporting uses are allowed within the district. (GPA 01-01)

AP2 Alameda Point Inner Harbor: The Inner Harbor is a mixed-use area with major emphasis on research & development and light industrial uses. Light industry, office and supporting retail, commercial, and residential uses are allowed within the district. Supporting uses should be focused in or around a mixed-use neighborhood center along the extension of Pacific Avenue, associated with patterns of use in the adjoining Marina district. (GPA 01-01)

AP3 Alameda Point Marina: Marine-related industry, office, commercial, residential, recreation, and supporting retail are allowable uses within the district. Uses should be structured to promote waterfront activity and vitality along the open space spine located along the bay. (GPA 01-01)
Guiding Policies: Specified Mixed Use Areas

2.6.a Island Auto Movie Area: Implement a development program that includes housing and may include offices. Require up to 200 single-family residences and/or duplexes and permit up to 30,000 square feet of office space. (GPA 96-01)

Across the street from both Marina Village Shopping Center and Independence Plaza senior housing, this site can make a significant contribution to Alameda's housing needs while generating less traffic than if developed as a business park. The program would allow mixed use structures, highly visible office buildings along Constitution Way, or all-residential development. The proposed Business and Waterfront Improvement Project would provide public actions to stimulate development of this site.

2.6.b Mariner Square: Preserve the existing mix of water-related uses and add onshore live-work space. To avoid displacing water-related uses, office space additions are limited to 10,000 square feet, and elder assisted living facilities may be permitted provided they are compatible with the marine uses in the vicinity.

The proposed Business and Waterfront Improvement Project would provide public actions to stimulate development of this site.

2.6.c Ballena Isle: Implement a development program consisting of a hotel of up to four stories and 220 rooms plus conference rooms, with improvements and maintenance of the 6.5-acre shoreline parcel for public open space as a condition of development approval.

A Ballena Isle hotel would provide first-class hotel space, now lacking, and would generate less traffic than a similar floor area occupied by offices. The shoreline parcel, now used for fishing and viewing, should be improved as permanent public open space. See Policy 6.1.f in the Parks and Recreation Element.

2.6.d Grand to Willow Street (Northern Waterfront): Continue efforts to minimize industrial-residential conflicts on the south side of Clement Avenue where current zoning matches current use at most locations. Live-work space for artists and artisans would be an appropriate use in many cases. To ensure maintenance of a working waterfront and to avoid employment densities that would create heavy traffic, office and retail space is to be limited to approximately its current share of total floor area. The intent is to maintain an environment suited to the types of businesses now located in the area—both those that are related to the waterfront and those that are not.
The proposed Business and Waterfront Improvement Project would provide public actions to stimulate development of this site.

2.6.e **Willow Street to Oak Street (Northern Waterfront):** Provide for redevelopment of existing industrial sites for up to 300 residential units, treating the area north of Clement Avenue as an extension of the residential neighborhood to the south.

The proposed Business and Waterfront Improvement project would provide public actions to stimulate development of the site.

2.6.f **(Northern Waterfront):** Create a continuous shoreline access along the Estuary from the Miller Sweeney Bridge to the western tip of Alameda Point.

See Policy 3.2.i in the City Design Element and Policy 6.1.e in the Parks and Recreation Element.

**Implementing Policies: Specified Mixed Use Areas**

2.6.g **Mariner Square:** Elder assisted living facilities may be permitted, provided they are compatible with the marine uses in the vicinity.

2.6.h **Grand to Willow Street (Northern Waterfront):** Limit office/industrial/retail development to .5 FAR, excluding area serving open uses, providing shoreline access, or used for vehicular access to other facilities within the Specified Mixed Use area.

The intent of this provision is to support waterfront related and non-waterfront related uses of the types now existing. The policy would prevent overbuilding that would occupy open area needed to support viable marine-related activities. The industrial character is not to be replaced by typical business park landscaping or building intensity.

2.6.i **Willow Street to Oak Street (Northern Waterfront):** Rezone existing nonresidential parcels to a residential-industrial mixed use district that would allow industrial use not more intense and not occupying more floor area than the 1990 use or residential development consistent with Measure A.

Existing industry would not become nonconforming under zoning regulations, but could not expand in this area. Residential development would occur where a developer has a site large enough to create a residential environment. Uses would change only in accord with the plans and schedules of landowners.
2.7 OFFICES

Offices are located in the business districts, in two administrative-professional areas on Willow Street, and in high-density residential areas (R-5 and R-6 zoning districts). Office users offer a variety of accounting, insurance, real estate, law and health-related services to Alameda residents and businesses.

Current (1990) zoning regulations permit offices in the Administrative-Professional District, the R-6 Hotel Residential District, and in the industrial districts. Offices are a conditional use in the R-5 District and in the C-1 and C-2 districts if at ground level within the front half of the building floor space. The mapped A-P districts are fully developed with offices and Alameda Hospital.

Large offices are attracted to the business parks and small offices locate in the Pacific Shops area north of Clement Avenue, the R-6 area near City Hall or in the R-5 areas on Lincoln, Santa Clara, and Central avenues east of Grand or between Webster and Eighth streets.

The issue is whether new administrative and professional office space should continue to displace housing, or be limited to business parks or to upper floors and neighborhood or community business districts.

Guiding Policies: Offices

2.7.a  Provide ample space for local-serving office by encouraging construction of offices on second and third floors over retail space.

As Alameda nears residential buildout, demand for additional office space to serve residents will be moderate. New and refurbished space in the business districts can meet the need and would enhance both the small city character and the economic vitality of Park Street and Webster Street. Mixed office-retail is regaining acceptance in California cities after an extended period of rejection by office tenants who felt that pure office buildings lent prestige. If conversion of housing to offices in residential zones is eliminated as an alternative, there will be additional interest in offices over stores.

The proposed Business and Waterfront Improvement Project would provide public actions and financing to stimulate the provision of new and refurbished upper floor office space in the business districts.

2.7.b  Do not permit offices in residential areas designated on the General Plan Diagram.

Dispersing local-serving offices in existing higher-density residential areas would reduce housing opportunity and residential amenity.
Without such a policy, market economics would result in substantial office intrusion into R-5 zones. The area adjoining City Hall used for offices and designated for continued office use on the General Plan Diagram (as on the CLUP and the Zoning Map) is less attractive for office developers than the R-5 areas. The reason is that there are few remaining one-family homes and the cost of acquiring apartment buildings to create office sites is high.

Implementing Policies: Offices

2.7.c  Revise zoning regulations to preclude approval of offices in areas designated for residential use on the General Plan Diagram.

2.7.d  Assist owners of earthquake safe retail structures in Park and Webster Street Business District to render 2nd and 3rd floor office or residential uses accessible to the disabled. Extend the same assistance to owners of unreinforced masonry structures as they begin measures to bring the structures to life-safe status.

*The proposed Business and Waterfront Improvement Project would provide public actions and financing to facilitate these structural improvements.*

2.7.e  Plan for multilevel parking to serve the office uses located within the intensely developed retail segments of Park Street and Webster Street.

2.7.f  Require that all new development pay appropriate development impact fees.

2.8  BUSINESS PARKS AND INDUSTRIAL AREAS

Research and development, manufacturing, and distribution jobs are located both in business parks and in traditional industrial areas along the city’s Northern Waterfront. Industrial tenants range from software and biotechnology firms to lumber and oil handling, boatbuilding, and steel fabrication. The distinction between light and heavy industry is increasingly blurred as air quality regulations control emissions. Alameda’s heavy industries process bulky items, need rail and water access, and use large and sometimes noisy equipment. Light industries, some of which have the characteristics of offices, generate more traffic per acre during peak hours.

There are five business-industrial areas:

**Harbor Bay Business Park:** The approved development plan will add 4.1 million square feet of office and research and development space, plus a conference hotel and retail space site. Handsome, generously landscaped one-
and two-story buildings provide 1.1 million (1990) of the ultimate 5.2 million square feet that will house 17,300 or more employees. Highrise buildings, 100 feet as of right and 156 feet subject to discretionary review, can be built at the business park.

**Marina Village:** This 205-acre mixed use project on the site of the former Bethlehem Shipyards will include 1.3 million square feet of office-research and development space and 4,300 jobs. The project was 71 percent complete in 1990. Business park development near the Posey Tube, while not a part of the Marina Village project, is of similar character.

**Alameda Gateway:** The City owns about half of this 35-acre site of the former Todd Shipyards at the north end of Main Street, which is designated Port Priority by the Seaport Plan. A 1987 Development Agreement between the City and the lessor and owner of the remaining portion of the site extends to 2034, and notes that uncertainties about a turning basin proposed by the U.S. Army Corps of Engineers at the urging of the Port of Oakland make planned development zoning impractical. Current tenants have short-term leases, and are marine-related or other types of businesses needing warehouse or office space. The developer projects an addition of 263,000 square feet of business park-warehouse space and a total of 800 jobs at buildout.

**Clement Avenue; Blanding Avenue:** East of Grand Street, marine-related businesses, miscellaneous manufacturing, and offices line Clement Avenue. A 700-foot stretch of Estuary frontage on Blanding Avenue east of Park Street is occupied by industry, half of which is marine-related.
Guiding Policies: Business Parks and Industrial Areas

2.8.a Support development of Harbor Bay Business Park consistent with existing approvals and agreements.

*The quality and size of this project enable it to make a major contribution to the identity of Alameda and to the economic health of the East Bay.*

2.8.b Maintain existing and potential bulk cargo seaport capacity consistent with the Seaport Plan prepared by the Metropolitan Transportation Commission and the Bay Conservation and Development Commission.

2.8.c Support continued operation of manufacturing and distribution industries using seaport and rail facilities.

*These businesses are efficiently located for employee access and for receiving and shipping bulky goods. They provide scarce blue-collar job opportunities and contribute about half as much traffic per acre as offices. This Plan supports their long-term presence. (GPA 99-01)*

2.8.d Continue working to eliminate residential-industrial conflicts.

*Where there is agreement that a boundary is firm, it is reasonable to expect development approvals to require developers to pay for improvements that mitigate conflicts.*

2.8.e Maintain maritime character where the Northern Waterfront is to remain in industrial use.
Specified Mixed Use Area development programs in Policies 2.6.b, 2.6.d and 2.6.i provide safeguards against displacement of water-related industries by offices or other commercial development.

2.8.f Encourage major employers to contribute towards child care facilities and/or programs to help attract and maintain a productive work force.

Implementing Policies: Business Parks and Industrial Areas

2.8.g Revise zoning regulations to remove cumulative provisions that permit all uses except housing in industrial areas.

This policy may be critical to preservation of the sea-rail link and the existing industries that use it. If zoning regulations in force in 1990 are not revised, a strong demand for office space or waterfront hotels could suddenly displace industry.

If future economic conditions warrant a major change from the designated industrial use, the City of Alameda should initiate revision of the General Plan.

2.8.h Review zoning regulation performance standards and revise if necessary to improve equity and enforceability.

Current (1990) regulations permit uses from which "noise, smoke, dust, noxious fumes and gases, glare, heat and vibration are confined to the premises or held to volumes, intensities and levels at the perimeters of individual properties which are no greater than those in the general area. This does not meet regional standards and cannot be effectively enforced.

2.8.i Require that all new development pay appropriate development impact fees.

2.9 FEDERAL GOVERNMENT FACILITIES

Three sites are in use: the U.S. Coast Guard (Coast Guard Island), the Naval Reserve Training Center on Clement Avenue, and the Federal Center on McKay Avenue. The City and the Federal agencies consult on development issues, but the City has no power to regulate development on Federal sites. However, the City does have the opportunity to evaluate environmental impacts of any proposed development. (Text associated with Naval Air Station and the Naval Supply Center, Oakland were deleted pursuant to GPA 99-05 and GPA 01-01) (Text associated with Naval Air Station and the Naval Supply Center, Oakland were deleted pursuant to GPA 99-05 and GPA 01-01)

After nearly 60 years as a military post, the United States Navy closed the Alameda Naval Air Station (NAS) and the Fleet Industrial Supply Center
(FISC) in 1997. In 2001, the FISC property was conveyed to the City, which is transferring the property to the Catellus Development Corporation over time for the development consistent with an approved master plan for the area.

Chapter 9 of the General Plan is the Alameda Point Element, which contains policies relating to the reuse and redevelopment of the NAS property, known as Alameda Point. (GPA 01-01)

Policies in other parts of the Plan concerning Federal government facilities are found in the Open Space and Conservation Element, Section 5.1 and in the City Design Element, Section 3.2.

**Guiding Policies: Federal Government Facilities**

2.9a  Deleted: (GPA 99-05)

2.9.b  Maintain close communication with the United States Coast Guard regarding future planning and development of facilities on Coast-Guard Island.

**2.10 MANAGEMENT OF CITY-OWNED LAND**

In addition to public buildings, parks, utilities, and right-of-way, the City of Alameda owns about 100 acres of submerged land, tideland, and upland that are not currently being used for a public purpose. Most of the larger holdings, including City-owned portions of Alameda Gateway, Encinal Terminals, and Ballena Isle, have leases and options that run until 2029.

**Guiding Policies: City-owned Land**

2.10.a  Establish long-range management policies for City-owned real property based on comparative evaluation of potential for public use and enjoyment, public- or joint-venture enterprise development, or lease for development.

_A Port Authority Task Force appointed by the City Council in 1989 has discussed steps that could lead to more profitable asset management by the City as part of the Task Force's investigation of ways to ensure preservation and development of marine/harbor facilities in the public interest._

2.10.b  Investigate and pursue potential opportunities to acquire underused State or Federal property in Alameda.

2.10.c  Stop the trend toward private use of public property.
This policy from the 1979 CLUP refers to obstruction of rights-of-way that provide access to the shoreline and to structures that encroach beyond the U.S. bulkhead or pierhead lines.

Implementing Policies: City-owned Land

2.10.d At locations where it is infeasible to provide public access to the shoreline, or allow public use or publicly owned shoreline, such as along the Tidal Canal, continued private use should be permitted only if mitigation is provided by improving public shoreline access elsewhere in the City.

2.10.e Support completion of the Bayview Shoreline Preserve.
CITY DESIGN ELEMENT

Alameda has a clear identity – certainly it is among the half dozen Bay Area cities with the strongest visual image. During an era when bland, look-alike communities are the norm, unique cities are an increasingly prized resource. But identity cannot be taken for granted; the richness of Alameda's historic urban fabric must continually be defended against pressures for development conforming to current standard practice. And not all that is unique or memorable is pleasant – there are bleak areas, clutter, and missed opportunities, as well as opportunities to be seized.

The City Design Element addresses visual issues at a citywide scale. The quality of architectural and landscape design for individual sites and projects is also of great importance, as is constantly demonstrated by Alameda's wide variation in quality from block to block and lot to lot. Policy 3.3.e calls for detailed design guidelines. (See Figure 3-1, City Design Framework)

3.1 ENTRANCES

Arrival in Alameda is a distinct event, whether by tube, bridge, or along San Leandro Bay. The City design objective is to establish immediately the desired character of Alameda for a person entering for the first or 10,000th time. A handsome building, a cluster of trees, or other prominent entry feature can give form to the journey.

Guiding Policy: Entrances

3.1.a Alameda's entrances should create a sense of civic pride.

Implementing Policies: Entrances

3.1.b Posey-Webster Tubes:
Work with Caltrans to refurbish, paint and light the portal towers.

Prepare an overall landscaping and design scheme as part of the Webster Street specific plan. Use large-growing trees to unify the entrance area and make a strong visual statement. (See Policy 2.5.g)

Diminish the visual perception of an expanse of pavement along Constitution Way and Webster Street by creating a grove of trees on existing excess right-of-way, in Neptune Park, on the College of Alameda campus, and in parking lots for adjoining office buildings.
Preserve the view of the Oakland skyline and hills for northbound travelers.

Work with Caltrans to replace freeway-scale directional signs with smaller ones that convey the slower-speed character of Alameda.

*Bleak, wide open spaces have made the Tube Alameda's least friendly entrance, but a strong planting scheme combined with completion of Neptune Park, approved offices, and development on the drive-in site can transform it.*

3.1.c **Park Street Bridge:**
Discuss with County staff the possibility of painting the bridge a strong color that will give it more visual weight. Add trees on Park Street.

*This busiest and most cluttered entrance can convey the quality of Alameda without severe limitation on signs along auto row.*

3.1.d **Miller-Sweeney (Fruitvale) Bridge:**
Add trees on open land to the west and south to announce the transition from an industrial area to a residential neighborhood and to improve the environment for existing and planned homes.

3.1.e **High Street Bridge:**
Discuss with County staff the possibility of painting the bridge a color appropriate to a residential neighborhood. Improve the landscape quality of this entrance in conjunction with traffic improvements to the High Street/Fernside Boulevard intersection.

3.1.f **Bay Farm Island Bridge:**
Ensure that the design for Bridgeview Park enhances the Bay Farm Island Bridge entry onto the Main Island.

3.1.g **Cross Airport Roadway:**
Evaluate design treatment options for the entry of the Cross Airport Roadway into Alameda.

*The nearby Teleport Tower at Harbor Bay Business Park will be the landmark, but City identity will need to be established.*

3.2 **EDGES, VISTAS, FOCAL POINTS**

**Guiding Policies: Edges, Vistas, Focal Points**

3.2.a Maximize views of water and access to shorelines.
The sense of being on an island is easily lost where views of the water are blocked. On the northern and eastern shorelines of the Main Island, few opportunities now exist for views or access to these shorelines and marinas impede visual access to open water.

3.2.b Deleted: (GPA 99-05)

3.2.c Maintain and extend Alameda's outstanding street tree system using the adopted Street Tree Management Plan as a guide in the decision-making process.

The City's 12,000 street trees make the wide, heavily trafficked boulevards livable and place the Gold Coast among the finest existing Victorian neighborhoods.

The few barren streets in Alameda demonstrate how bleak a densely built city can be without trees. The Street Tree Management Plan includes detailed proposals for care of existing trees and for the more than 3,500 identified vacant planting sites.

**Implementing Policies: Edges, Vistas, Focal Points**

3.2.d Maintain views and access to the water along streets and other public rights-of-way that extend to the bulkhead line. Construct benches, ramps, rails, and seating appropriate for viewing and access, and provide walls or other screening where needed to protect adjoining property.

*Westline Drive, Grand Street, Park Street, Central Avenue and Encinal Avenue are candidates for architectural or landscape features that would enhance the meeting of land and water.*

3.2.e Encourage landmark structures at prominent locations.

*The Housing Authority site at the southwest corner of Webster and Lincoln is an example of such a location.*

3.2.f Work to establish continuous greenways adjoining Main Street and Atlantic Avenue extending east through the railroad yard to Sherman Street, provided that the greenway design on each parcel allows for connection throughout the length of the greenway. (GPA 96-4)

*In addition to providing bike and pedestrian ways, a 100-foot-wide greenway could have landmark trees in the sector of the City that is most in need of a greater presence of nature.*

3.2.g Work with BCDC staff to prepare a schematic plan for development of the 100-foot-wide strip above mean high tide on properties likely to require BCDC development approval.
The schematic plan should provide for public access and provide shoreline streets wherever possible. Specific opportunities for shoreline streets should be identified. The plan should include design standards and guidelines for buildings, streets, pedestrian and bicycle routes, signage and landscaping.

Bay Farm Island, Park Street Landing, and the San Leandro Bay shoreline east of the Aeolian Yacht Club demonstrate BCDC’s ability to secure high-quality development of the shoreline for public use. Similar opportunities exist on portions of the Northern Waterfront.

3.2.h Work with the East Bay Regional Park District to plan and build a promenade along Shore Line Drive of a quality comparable to the promenade bordering Harbor Bay Parkway. The East Bay Regional Park District (EBRPD) stresses the importance of avoiding encroachment onto the dune system put in place to protect the beach and Shore Line Drive. EBRPD recommends that any promenade, if built, should occupy existing 60-foot street right-of-way.

3.2.i Ensure that sections of the Estuary waterfront remain visually unobstructed. Most of the Estuary waterfront not devoted to industrial use is developed as marinas which block vistas. The proposed Estuary Park will be on the most prominent viewpoint.
Chapter 3

3.3 ARCHITECTURAL RESOURCES

The Historic Preservation Element, adopted in 1980, was based on a survey of about 80 percent of the Main Island; it identified 4,000 addresses as having architectural and historical resources. The report noted that 1,400 structures, most of them built before the turn of the century, had been demolished since World War II. Recommendations for preservation include designation of Heritage Areas (no added regulation), and Historic Districts (design regulation). Historic preservation district boundaries were not proposed, but three Heritage Areas subsequently have been studied under the Certified Local Government Program, and designated by the City Council: Bay Station (1986), Park Avenue (1988), and Burbank-Portola (1989). Since the adoption of the Historic Preservation Element, the City completed detailed surveys of unreinforced buildings, commercial buildings on Webster Street, and buildings and sites in the northern waterfront. These surveys fill in gaps in the original survey, leaving few buildings and sites undocumented.

Implementing Policies: Architectural Resources

3.3.a Continue to identify quality architecture of all periods in Alameda's history and participate in programs to increase owners' and buyers' awareness of the importance of preservation.
3.3.b Consider formation of Historic Districts within which alterations to existing structures would be regulated to maintain neighborhood scale and historic character.

3.3.c Maintain strong demolition control for historic properties.

3.3.d New construction, redevelopment and alterations should be compatible with historic resources in the immediate area.

3.3.e Develop detailed design guidelines to ensure protection of Alameda's historic, neighborhood, and small-town character. Encourage preservation of all buildings, structures, areas and other physical environment elements having architectural, historic or aesthetic merit, including restoration of such elements where they have been insensitively altered. Include special guidelines for older buildings of existing or potential architectural, historical or aesthetic merit which encourage retention of original architectural elements and restoration of any missing elements. The design guidelines include detailed design standards for commercial districts.

3.3.f Regulate development in neighborhood business districts to maintain a street-wall, with most structures built to the property lines, entrances directly facing the sidewalk, and parking at the rear.

3.3.g Encourage off-site and multi-level parking in the Park Street and Webster Street business districts as essential to Main Street character. To maintain pedestrian character and visual interest, avoid locating parking structures at street level on corners and along retail streets. These areas should be occupied by retail activities and public uses.

3.3.h Regulate development in the Park Street and Webster Street business districts to encourage two- and three-story buildings extending to the front and side property lines, with entrances directly facing the sidewalk, and parking at the rear.

3.3.i Preserve all City-owned buildings and other facilities of architectural, historical or aesthetic merit. Prepare a list of these facilities and develop an Historic Facilities Management Plan that provides procedures for preserving their character-defining elements, including significant interior features and furnishings. Include in the Management Plan design guidelines or standards and a long-term program to restore significant character-defining elements which have been altered.

3.3.j Encourage owners of poorly remodeled but potentially attractive older buildings to restore the exterior of these buildings to their original appearance. Provide lists of altered buildings which present special design opportunities and make the lists widely available. Develop financial and design assistance programs to promote such restoration.
3.3.k Require that any exterior changes to existing buildings receiving City rehabilitation assistance or related to Use Permits, Variances or Design Review, or other discretionary City approvals be consistent with the building’s existing or original architectural design unless the City determines either (a) that the building has insufficient existing or original design merit of historical interest to justify application of this policy or (b) that application of this policy would cause undue economic or operational hardship to the applicant, owner or tenant.

3.4 CIVIC CENTER SPECIFIC PLAN

The imposing red-brick City Hall (1896), the Carnegie Library building (1903), and the Elks Club (1909) form the nucleus of Alameda’s civic center. The Police Administration Building (1978) was designed to relate to the City Hall, and the library proposed on the site of the LinOaks Motel east of Oak Street provides an opportunity to create an identifiable civic center. New and existing private buildings of compatible design and multi-level parking structures replacing parking lots would serve both the civic center and the adjoining Park Street business district. (See Section 6.4, Cultural Facilities, for related policies.) (See Figure 3-2, Civic Center Specific Plan Area.)
Guiding Policies: Civic Center

3.4.a Using City Hall as the centerpiece, develop the surrounding area as an identifiable civic center that will enhance civic pride in Alameda.

3.4.b Rely on design character and provision of coordinated open spaces rather than narrow restrictions on use to create a sense of civic center. In addition to public and institutional facilities, permitted uses are to include pocket parks, offices, retail stores, residential units, and parking.

*Historic buildings in the area surrounding City Hall, including the main library constructed in neo-classical style and the Elks Club in the Colonial Revival style, could contribute to the design theme of the Civic Center.*

Implementing Policies: Civic Center

3.4.c Prepare a list of desired public and private civic center users and their space needs. In addition to a new library, the list might include City functions now located elsewhere, a museum, a new theater, or a refurbished Alameda Theater, a downtown minipark, offices, and restaurants.

3.4.d Prepare and adopt a Civic Center Specific Plan for the 12-acre Specific Plan area delineated on the General Plan Diagram. The plan is to include uses, building footprints and envelopes (location and bulk), architectural and landscape design character, street and pedestrian way design, and schematic design of parking areas/structures.

*The level of regulation and means of implementation of the Specific Plan can vary over a broad range. Initial actions may include only library design and parking management or construction of the first parking structure, but these must occur in the context of a plan for the entire area. Property owners will need to know where parking will be located, how it will be financed, and what regulations, if any, in addition to current zoning will affect their holdings.*

3.4.e Encourage and consider City participation in an assessment district to build parking structures serving private and public uses.
Virtually every street in Alameda is a residential street. Therefore, transportation decisions need to balance the goals of moving traffic smoothly and quickly with Alamedans much loved quality of life. As they have in previous Transportation Workshops, including the 1990 General Plan update meetings, Alamedans have made is clear that they are willing to forgo high speed streets in order to accommodate the community aspects that are fostered by slower speeds.

As has been the goal in Alameda for decades, the Transportation Master Plan (TMP) envisions a city that is actively supportive of a multimodal transportation system (incorporating automobiles, transit, bicycles, walking, and the needs of people with disabilities). Traffic volume is one of the key concerns of Alamedans, and the TMP recognizes that our city cannot reduce traffic volumes while implementing projects and programs that rely heavily on automotive use only and negatively impact the use of other modes.

The main island of Alameda’s historic street grid and the entire City’s overall flatness and temperate weather make Alameda a city that can effectively encourage bicycling and walking for a lot of intra-island trips. Traffic congestion concerns on our bridges and tubes call for increasing High Occupancy Vehicle trips (e.g. buses, carpoools, and ferries) for off-island trips. It is important that with the upcoming build-out of Alameda Point and other large scale projects, the City work to reduce the impact of automobile trips on the quality of life for residents and on the easy, safe use of non-automotive transportation modes.

4.1 CIRCULATION GOAL

Plan, develop and maintain a safe, barrier-free and efficient transportation system to provide the community with adequate present and future mobility.

Objective 4.1.1: Provide for the safe and efficient movement of people, goods, and services.

Policies

4.1.1.a Maintain a consistent multimodal classification system of streets throughout the City that will be the basis for identifying vehicle
commuter routes, transit routes, bike lanes, as well as corridors for other modes of transportation.

1. Continue to identify and improve pedestrian crossings in areas of high pedestrian use where safety is an issue.

4.1.1.b Enhance pedestrian safety and mobility, particularly in high pedestrian use areas, applying methods consistent with the hierarchy classification of streets identified in 4.1.1.a.

1. Identify and mitigate impediments and obstacles to walking to locations that attract pedestrians, such as business districts, schools, transit stops, recreational facilities, and senior facilities.

2. Develop needed connections that maximize direct access for walking. Examples include legs of intersections where crossing is currently prohibited.

3. Modify signal timing as required to provide pedestrians with sufficient crossing time and minimize pedestrian/vehicle conflicts.

4. Identify locations where lighting should be enhanced to provide better visibility and a more comfortable nighttime environment for pedestrians.

4.1.1.c Implement and maintain a Truck Route map coordinated with the private sector and neighborhood representatives.

4.1.1.d Provide a network of facilities to allow for the safe conveyance of bicycle traffic on all streets and in all sections of the city.

4.1.1.e Support a convenient, cost-effective public transit system to serve the mobility needs of all segments of the population, including citizens with disabilities, to and from major destinations in Alameda and throughout the region.

4.1.1.f Design transportation facilities to comply with accepted design and safety standards or guidelines including the use of design features and materials that do not adversely impact on people with disabilities.

1. Upgrade existing pedestrian signals by adding countdown, audible, and tactile/vibrational signals. New signals should include these as standard features.
4.1.1.g Work with appropriate regional agencies to identify the feasibility of developing presently unavailable alternative modes such as citywide and regional light rail, expanded ferry options and Bus Rapid Transit.

4.1.1.h Encourage traffic within, to, and through Alameda to use the appropriate street system by providing clear and effective traffic control measures to promote smooth flow without unduly disrupting the quality of life for residents.

4.1.1.i Design transportation facilities to accommodate current and anticipated transportation use.

4.1.1.j Maintain the historic street grid and maximize connectivity of new developments to the grid, as well as within any new developments.

4.1.1.k Minimize the creation of improvements that would physically interrupt existing grid systems, such as cul-de-sacs or diverters.

4.1.1.l Develop and implement a list of priority projects that support level of service standards.

4.1.1.m Develop a set of design criteria for safe passage of transit users, bicyclists, pedestrians, and people with disabilities through or around construction sites.

4.1.1.n Develop criteria for prioritizing specific transportation projects or types of projects to make the most effective use of resources.

4.1.1.o Establish a transportation system management program that provides both mobility and accessibility for people, freight, and goods at all times.

1. Employ transportation system management measures to improve traffic and transit movements and safety for all modes of travel. For example, coordinating and synchronizing signals.

2. Manage operations to maintain acceptable levels of LOS
   a. Develop and implement a strategy to increase the use of alternative modes of transportation by 10 percentage points by the year 2015.
   b. Reduce the percentage of Alameda traffic made up of single occupant vehicle trips (e.g. based on Census data, or do survey to establish baseline)
   c. Shift 10 percent of peak hour trips to less congested
d. Collaborate with AUSD to explore opportunities to reduce congestion during peak school times, for example staggering class times, encouraging parents to carpool, etc.

Objective 4.1.2: Protect and enhance the service level of the transportation system.

Policies

4.1.2.a Develop multimodal level of service (LOS) standards that development will be required to maintain by encouraging the use of non-automotive modes.

4.1.2.b Monitor the multimodal level of service at major intersections to identify priorities for improvement.

4.1.2.c Promote methods to increase vehicle occupancy levels.

4.1.2.d Support and monitor the City’s Traffic Capacity Management Procedure (TCMP), which was developed to meet the City’s development and transportation goals west of Grand Street.

4.1.2.e Work with regional, state, and federal agencies to develop plans for design, phasing, funding, and construction of facilities to enhance multimodal cross-estuary travel, such as increased access to Interstate 880 (bridge, tunnel or other vehicle connection) bike/pedestrian shuttles or high occupancy vehicle-only crossing (e.g. transit or carpool lane) to Oakland.

4.1.2.f Create interagency working groups to discuss ways of mitigating impacts on circulation generated from outside the impacted agency’s jurisdiction.

Objective 4.1.3: Preserve mobility for emergency response vehicles and maintain emergency access to people and property.

Policies

4.1.3.a Consider emergency response goals in long-range transportation planning and while designing current projects.

4.1.3.b Work with public safety agencies to adequately consider emergency response needs.
4.1.3.c Develop a network of emergency response routes, balancing emergency service needs with vehicular, pedestrian and bicycle safety consistent with the adopted street classification system.

**Objective 4.1.4: Encourage, promote and facilitate proactive citizen participation to determine the long-term mobility needs of our community.**

**Policies**

4.1.4.a Maintain a public forum, such as the Transportation Commission, to facilitate citizen input on transportation policy.

4.1.4.b Assist in efforts to facilitate dialogue between City departments, residents, and neighborhood organizations.

**Objective 4.1.5: Consider the transportation needs of the community, including those with limited mobility options.**

**Policies**

4.1.5.a Maximize compliance of transportation facilities with Americans with Disabilities Act (ADA) requirements.

4.1.5.b Continue to support the Paratransit program.

4.1.5.c Continue to support the fixed-route AC Transit system to provide mobility for all, including those without access to personal transportation.

**Objective 4.1.6: Increase the efficiency of the existing transportation system by emphasizing Transportation System Management (TSM) strategies and Transportation Demand Management (TDM) techniques.**

**Policies**

4.1.6.a Identify, develop, and implement travel demand management strategies to reduce demand on the existing transportation system.

1. Establish peak hour trip reduction goals for all new developments as follows:
   • 10 percent peak hour trip reduction for new residential developments
   • 30 percent peak hour trip reduction for new commercial developments
2. Develop a TDM toolbox that identifies a menu of specific TDM measures and their associated trip reduction percentages.


4. Require implementation of ITS infrastructure as part of all new developments.

4.1.6.b Identify locations where signal coordination could be employed to improve traffic flow and reduce vehicle emissions.

4.1.6.c Coordinate with the appropriate agencies to utilize emerging technologies and Smart Corridor techniques (e.g. transit-priority systems for traffic signals and real-time information to enable travelers to choose the best routes) for the bridges and tubes.

1. Integrate with existing regional ITS initiatives such as SMARTCORRIDORS.org, 511.org, Integrated Congestion management for the I-880 corridor, etc., to improve capacity at the bridges, tubes and corridors.

2. Collaborate with neighboring jurisdictions such as Oakland and San Leandro to ensure a coordinated approach to ITS implementation.

3. Work with transit agencies in linking their ITS infrastructure to enhance operational efficiency along the City’s egress and ingress corridors.

4.1.6.d Minimize the cross-island portion of regional vehicular trips by providing alternative connections to Oakland, such as Water Taxis, shuttles, and a Bicycle Pedestrian Bridge and by encouraging Transportation Systems Management (TSM) and Transportation Demand Management (TDM) techniques.

4.1.6.e Support and maintain an up-to-date Transportation System Management (TSM) and Transportation Demand Management (TDM) plan consistent with state law to provide adequate traffic flow to maintain established LOS.

1. Develop a TDM plan which would include specific requirements for new developments to implement measures to mitigate their traffic impacts based on an applicable nexus.

2. Develop one or more sub-area TDM plans to help address the unique conditions of different areas within Alameda.
4.1.6.f Require monitoring programs to ensure that TSM and TDM measures mitigate impacts.
   1. Develop thresholds of significance for ongoing monitoring and evaluation of TSM/TDM measures

4.1.6.g Maximize the integration and coordination of various individual modes of transportation to enhance systemwide efficiency.
   1. Work with various local and regional transit agencies in integrating their schedules.

**Objective 4.1.7:** Identify facilities, corridors, mode transfer points, and rights-of-way needed to enhance the viability of non-automobile transportation. Meet long-term mobility needs in order to minimize the need for increased cross-island roadway capacity.

**Policies**

4.1.7.a Identify and address impediments to system-wide mobility.

4.1.7.b Identify major activity centers that can function as mode transfer points.

4.1.7.c Work with retail development to set aside existing parking areas as well as develop and promote mode transfer points, such as park-and-ride lots, to enhance the use of alternative modes of transportation and to assist the development of an intermodal transportation system.

4.1.7.d Develop strategies to preserve and identify required rights-of-way.
   1. Pursue opportunities to utilize the corridor of the former Alameda Belt Line railroad for transit, bicycle, and pedestrian transportation.

4.1.8.d Study options for an estuary crossing in Alameda’s West End for bicyclists, pedestrians and transit.

**4.2 LIVABILITY GOAL**

Balance the mobility needs of the community with the overall community objective of creating a livable human and natural environment. Coordinate the interaction of transportation systems development with land use planning activities.

**Objective 4.2.1:** Design and maintain transportation facilities to be compatible with adjacent land uses.
Policies

4.2.1.a  Buffer land uses adjacent to high volume streets without the use of soundwalls.

   1.  Where sound walls or buffers exist, breaks for pedestrian access should be provided wherever pedestrian routes would normally occur.

4.2.1.b  Include landscaping in transportation projects to enhance the overall visual appearance of the facility and improve and treat urban runoff.

Objective 4.2.2: Plan, develop and implement a transportation system that enhances the livability of our residential neighborhoods.

Policies

4.2.2.a  Protect residential neighborhood integrity by minimizing the impacts of through traffic on low-volume residential streets.

4.2.2.b  Maintain a Traffic Calming Toolbox, as described on the City Website, and implementation program.

   1.  Integrate traffic calming elements into new facility design and as appropriate, modify existing facilities to enhance traffic systems management.

4.2.2.c  Support programs that increase the number of people transported without increasing the number of vehicles.

4.2.2.d  Develop a program that monitors and reacts to traffic volumes on selected city streets to ensure an appropriate distribution of traffic.

4.2.2.e  Maintain a speed limit of 25 MPH on all streets in Alameda in order to avoid creating barriers between neighborhoods. Exempt current roadways with speed limits above 25 MPH: Ralph Appezzato Memorial Parkway, Main Street, Constitution Way, Tilden Way, Doolittle Drive, Island Drive, North Loop Road, South Loop Road, and Harbor Bay Parkway.

4.2.2.f  Encourage the inclusion of amenities, such as benches or art, in pedestrian improvement projects.
Objective 4.2.3: Plan, develop and implement a transportation system that protects and enhances air and water quality, protects and enhances views and access to the water, and minimizes noise impacts on residential areas.

Policies

4.2.3.a Street projects should be designed to minimize the requirements for sound mitigation measures. Do not implement street projects that necessitate a soundwall.

4.2.3.b Ensure that transportation system improvements comply with accepted noise standards in residential areas. Monitor the noise impacts of the existing transportation system. Identify strategies to mitigate excessive noise conditions.

4.2.3.c Identify and pursue opportunities to enhance shoreline access for pedestrians.

4.2.3.d Support and prioritize trip reduction strategies that maximize air quality benefits and reduce greenhouse gas emissions.
   1. Support the use of alternative fuel vehicles for all transportation modes.
   2. Encourage shift of trips to alternative transportation modes. This includes short trips, as these will have a disproportionate impact on air quality.

Objective 4.2.4: Develop a Transportation plan based on existing and projected land uses and plans. Encourage land use decisions that facilitate implementation of this transportation system.

Policies

4.2.4.a Encourage development patterns and land uses that promote the use of alternate modes and reduce the rate of growth in region-wide vehicle miles traveled.

4.2.4.b Integrate planning for Environmentally Friendly Modes, including transit, bicycling and walking, into the City's development review process.

4.2.4.c Encourage mixed use development that utilizes non-single occupancy vehicle transportation modes.
Objective 4.2.5: Manage both on-street and off-street parking to support access and transportation objectives.

Policies

4.2.5.a Consider a fully-funded on-street parking permit program in neighborhoods with chronic parking problems and new developments.

4.2.5.b Support use of parking in-lieu fees where feasible to increase and encourage public transit options and evaluate the use of shared parking strategies in mixed use areas.

Encourage the use of transportation modes, especially at peak-period, other than the single-occupant automobile in such a way as to allow all modes to be mutually supportive and to function together as one transportation system.

Objective 4.3.1: Develop programs and infrastructure to encourage the use of high occupancy vehicles (HOVs), such as buses, ferries, vans and carpools.

Policies

4.3.1.a Update and implement the recommendations of the Alameda Long Range Transit Plan.

4.3.1.b Consider the use of strategies to give priority to high occupancy vehicles at the bridges and tubes.

4.3.1.c Actively encourage increases in public transit, including frequency and geographic coverage.

4.3.1.d Encourage and support efforts to provide information to use environmentally-friendly transportation modes.

4.3.1.e Provide amenities or support programs to make using alternative modes a more attractive option.

4.3.1.f Reduce vehicle trips through telecommuting or other options.

4.3.1.g Establish targets for increasing mode share of non-SOV transportation modes.
1. Increase daily non-SOV mode share (transit, walking, bicycling) by 10 percentage points by 2015 as compared to 2000.

2. Increase the share of children who walk or bicycle to school by 10 percentage points by 2015 as compared to 2000.

4.3.1.h Encourage the creation of transit-oriented development and mixed-use development.

4.3.1.i Develop parking management strategies for both new development projects and, as appropriate, for existing development.

   1. Establish maximum parking requirements for both new development and, as appropriate, for existing development.

4.3.1.j Implement queue jump lanes and other strategies for improving transit operations.

**Objective 4.3.2: Enhance opportunities for pedestrian access and movement by developing, promoting, and maintaining pedestrian networks and environments.**

**Policies**

4.3.2.a Include improvements to pedestrian facilities as part of City transportation improvement projects (streets, bridges, etc.).

   1. Wherever possible provide wide sidewalks that facilitate and accommodate activities such as sidewalk cafes and other pedestrian friendly activities.

4.3.2.b Review City sidewalk design standards to ensure continued compliance with requirements of the Americans with Disabilities Act and to better serve pedestrian needs.

   1. Evaluate existing sidewalks for compliance with ADA requirements, and to identify possible improvements such as relocating utility installations and poles which block or hinder pedestrian access.

4.3.2.c Identify gaps and deficiencies in the City’s existing pedestrian network and develop strategies to rectify them.
1. Wherever possible, establish facilities on all natural pedestrian routes (both sides of streets and drives, along visually direct lines to major destinations, etc.).

2. Establish a program to plan for future pedestrian paths to connect streets, alleys, paths, etc., that are cut off from others (e.g., at the end of a cul-de-sac).

3. Use observations of common pedestrian behavior, from general studies or direct evidence such as informal paths in Alameda, to improve connections where feasible.

4.3.2.d Develop and implement a Pedestrian Master Plan with regard to physical system improvements, as well as programs and policies relating to encouragement, education and enforcement

1. Develop criteria to identify intersections where signal priority could be given to pedestrians to improve and encourage pedestrian trips.

2. Produce and distribute brochures and other materials to educate residents, especially children and seniors, on walking safely, and encourage walking as an alternative to car trips, including walking to school.

3. City should work with public and private schools to identify needs and roles in addressing infrastructure, education and encouragement.

**Objective 4.3.3: Promote and encourage bicycling as a mode of transportation.**

**Policies**

4.3.3.a Maintain and implement the Bicycle Master Plan with regard to physical system improvements (especially the identified priority projects), as well as programs and policies relating to encouragement, education and enforcement.

4.3.3.b Include improvements to bike facilities as part of City transportation improvement projects (streets, bridges, etc.).

4.3.3.c Identify gaps and deficiencies in the City’s existing bike network and develop strategies to rectify them.
Objective 4.3.4: Manage demand placed on the street system through a TDM program to be developed with available funding in accordance with state law.

Policies

4.3.4.a Work with major employers to accommodate and promote alternative transportation modes, flexible work hours, and other travel demand management techniques and require that appropriate mitigation be funded through new development if a nexus exists.

Objective 4.3.5: Assess the impacts on all transportation modes (including auto, transit, bike and pedestrian) when considering mobility and transportation improvements.

Objective 4.3.6: Coordinate and integrate the planning and development of transportation system facilities to meet the needs of users of all transportation modes.

Policies

4.3.6.a Review and update multimodal design standards for lane widths, parking, planting area, sidewalks, and bicycle lanes to guide construction, maintenance, and redevelopment of transportation facilities consistent with the street classification system.

4.3.6.b Identify areas of conflict and of compatibility between modes (e.g. walking, bicycling, transit, automobiles, and people with disabilities). Pursue strategies to reduce or eliminate conflicts, increase accessibility, and foster multimodal compatibility.

4.3.6.c Maintain a committee (such as the Interagency Liaison Committee) that works with transit service providers to resolve transit-related problems.

4.3.6.d Coordinate efforts with regional funding agencies in order to address Alameda’s regional transportation issues.

4.4 IMPLEMENTATION GOAL

Implement and maintain the planned transportation system in a coordinated and cost-effective manner.

Objective 4.4.1: Require developers to reserve and construct (if nexus exists) rights of way, transportation corridors and dedicated
Transportation facilities through the development process and other means.

1. Develop design guidelines for pedestrian access in new development and redevelopment areas, including shopping centers, residential developments, and business parks.

2. In any new development or re-development, safe and convenient pedestrian connections between major origins and destinations, including connections within the development and between the development and adjacent areas, should be a high priority in evaluating the site plan.

3. Develop shoreline access design guidelines.

Objective 4.4.2: Ensure that new development implement approved transportation plans, including the goals, objectives, and policies of the Transportation Element of the General Plan and provides the transportation improvements needed to accommodate that development and cumulative development.

Policies

4.4.2.a Roadways will not be widened to create additional automobile travel lanes to accommodate additional automobile traffic volume with the exception of increasing transit exclusive lanes or non-motorized vehicle lanes.

4.4.2.b Intersections will not be widened beyond the width of the approaching roadway with the exception of a single exclusive left turn lane when necessary with the exception of increasing transit exclusive lanes or non-motorized vehicle lanes.

4.4.2.c Speed limits on Alameda’s new roads should be consistent with existing roadways and be designed and implemented as 25mph roadways.

4.4.2.d All EIRs must include analysis of the effects of the project on the city’s transit, pedestrian and bicycling environment, including adjacent neighborhoods and the overall City network.

4.4.2.e EIRs will not propose mitigations that significantly degrade the bicycle and pedestrian environment which are bellwethers for quality of life issues and staff should identify “Levels of Service” or other such measurements to ensure that the pedestrian and bicycling...
environment will not be significantly degraded as development takes place.

4.4.2.f Transportation related mitigations for future development should first implement TDM measures with appropriate regular monitoring; transit, bicycle and pedestrian capital projects; and more efficient use of existing infrastructure such as traffic signal re-timing in order to reduce the negative environmental effects of development, rather than attempting to accommodate them. Should appropriate regular monitoring indicate that these mitigations are unable to provide the predicted peak-hour vehicle trip reductions, additional TDM measures, development specific traffic caps, or mitigations through physical improvements of streets and intersections, consistent with policy 4.4.2.a and policy 4.4.2.b, may be implemented.

4.4.2.g After the implementation of quantifiable/verifiable TDM measures (verified through appropriate regular monitoring), and mitigation measures consistent with 4.4.2.f and identification of how multimodal infrastructure relates to congestion concerns, some congestion may be identified in an EIR process as not possible to mitigate. This unmitigated congestion should be evaluated and disclosed (including intersection delay length of time) during the EIR process, and acknowledged as a by-product of the development and accepted with the on-going funding of TDM measures.

Objective 4.4.3: When considering improvements to transportation facilities, the following issues should be addressed: traffic demand, preservation of neighborhood character, impacts to traffic operations including all modes of transportation, protection of historic and natural resources, utility and stormwater needs, the conservation of energy, and maintenance costs.

Policies

4.4.3.a Utilize alternative paving materials and/or root barriers to help prevent sidewalk deterioration.

Objective 4.4.4: Prioritize the maintenance of capital investment and maximize the efficient use of the existing street system through operational improvements over new construction.

Policies
4.4.4.a Implement programs to fund maintenance of the existing and future transportation systems to the extent feasible to meet desired service levels.

1. Include Pedestrian Master Plan projects in the Capital Improvement Program.

2. Apply for available grant funding for pedestrian improvement projects.

3. Establish an annual program to install curb ramps at crosswalks throughout the City to comply with the Americans with Disabilities Act (ADA).

4.4.4.b Coordinate with utility construction, maintenance schedule and public agencies.

4.4.4.c Continue to regularly update the City’s pavement management system (PMS) program.

1. Develop guidelines for choosing appropriate street trees and avoiding species with aggressive roots that can cause sidewalk damage.

4.4.4.d Pursue funding opportunities to implement Citywide ITS infrastructure.

Objective 4.4.5: Develop service level standards for the operation and maintenance of public works infrastructure, including streets, bridges, pedestrian ways, bicycle facilities and intersections.

Objective 4.4.6: Work with area employers and other stakeholders to develop one or more TMAs to implement TDM programs

Policies

4.4.6.1 For new development projects, require residential, business associations, property owners, and lessees to be dues-paying members in the TMA, as allowed by law.

4.4.6.2 Encourage existing and previously approved developments to join a TMA, through which they would contribute toward, and benefit from, TDM programs.

Objective 4.4.7: Require developers to contribute toward the
implementation of appropriate TSM/TDM measures to mitigate the impacts of their projects on the bridges, tubes, specific intersections, and corridors.

**Policies**

4.4.7.a Develop standardized method for calculating the appropriate financial contribution for TSM/TDM fees.

4.4.7.b Develop TSM/TDM fee collection mechanism.

**Objective 4.4.8:** Work with AUSD to include transportation choice awareness in education in the schools.
In Alameda, Street classification system is divided into three categories:

Street Types
Land-use Classifications
Transportation Mode Classification

Street Types:
Street types range from regional arterials to local streets. Each street type reflects the function of the street relative to the rest of the network. Streets in Alameda are classified as follows:

- Regional Arterial
- Island Arterial
- Transitional Arterial
- Island Collector
- Transitional Collector
- Local Street

Generally, Regional Arterials serve the major activity centers of a city and provide for the longest trip lengths, highest traffic volumes, and most through traffic. Regional Arterials connect to smaller Island Arterials, which due to the City of Alameda’s extensive grid network and residential character, allow cross-island traffic to be channelized from the neighborhoods. Collectors, which serve as a funnel for local streets from specific neighborhoods, feed into the Island Arterials. Collectors are scaled down appropriately and are more common than arterials while local streets carry the least amount of traffic but are the most prevalent. These classifications are discussed in further detail below and a street classification map is presented in the figure below.

The land use and transportation mode classifications were developed to provide additional information about the context of each street. To apply this information to the City’s street network, these classifications would be overlaid on the street type layer. The land use and modal overlays are then used to identify appropriate design treatments and modal preferences for each street. For example, a street that is classified as an island arterial, a primary transit street, but not a bicycle priority street could potentially include bus bulbs to facilitate transit access, even though this would preclude the installation of a bicycle lane.
Regional Arterials

Regional Arterials carry the heaviest volumes of traffic on the longest trip lengths including intercity trips and regional through traffic. Connections to regional attractions such as state highways, shopping districts, colleges, and major recreational areas are a key attribute. Auto mobility is an important, but not the only feature of regional arterials as traffic is generally regional in nature and traveling a greater distance. Specific design features that foster livable streets and multi-modal access can be applied through the land use and modal overlay classifications.

Design and Operational Features:

Primary Functions

- Serve long distance, regional automobile and transit trips.
- Provide access to regional freeway network.
- Provide access to regional attractions such as shopping districts, colleges, employment centers, and major recreational areas

Number of Lanes

- 3 to 4 automobile lanes. This should be determined through the operational evaluation and should be tied to the thresholds (LOS), which are to be developed as part of the TMP, and weighed against neighborhood livability issues.
- May include exclusive transit lane in the future.
- May include bike lanes if along a bicycle priority street.

Congestion Tolerance

- Lowest degree of congestion tolerance among street types.
- Mitigation measures must be balanced against the needs of other modes and the surrounding land uses.
- Congestion should be reduced where possible in order to promote efficient person and good circulation as well as improve transit operations. The level of congestion that is acceptable should be determined through the thresholds (LOS) for different modes of transportation and balanced against neighborhood livability issues. These thresholds are to be developed as part of the TMP.
Traffic Calming Measures

- Non-intrusive measures may be applied to maintain the posted speed limit.

Island Arterials

Island Arterials serve to complement regional arterials by providing cross island access for local intra-island trips through generally residential neighborhoods. The street classification constraints of a residential, island community with a limited number of portals are addressed in the designation of Island Arterials. These streets generally carry shorter trip lengths, do not have regional destinations, and carry less traffic volume than regional arterials. Auto mobility is a feature emphasized on Island Arterials due to their cross-island connectivity but to a lesser extent than regional arterials because of the residential nature of the Island Arterials. The grid network in Alameda allows for the distribution of traffic along several Island Arterials rather than channel all the traffic to large Regional Arterials that would separate the neighborhoods. In general, Island Arterials will be narrower than their regional counterparts and more integrated into the surrounding neighborhoods.

Design and Operational Features:

Primary Functions

- Serve shorter distance, local trips that begin and end within the City.

- Connect traffic between local and collector street network, and regional arterial system.

Number of Lanes

- 2 to 3 automobile lanes. Although some Island Arterials currently have capacity for four lanes, the residential nature of these streets should be preserved while providing for the intra-island connection to Regional Arterials. An operational analysis should be used to determine the number of lanes and needed. The number of lanes should be based on the thresholds (LOS) for different modes of transportation and weighed against neighborhood livability issues.

- May include bike lanes if along a bicycle priority street.

Congestion Tolerance

- Higher levels of congestion acceptable to improve multi-modal access and accommodate the needs of surrounding land uses. The level of congestion should be based upon the thresholds (LOS) for different
modes of transportation and balanced against neighborhood livability issues.

Traffic Calming Measures

- More frequent use of non-intrusive traffic measures may be applied to maintain posted speed limit and address neighborhood livability issues.

Transitional Arterials

The classification of Transitional Arterial indicates a street that is currently classified as, and operates as an arterial but is desired to operate as an Island Collector. This is in contrast to the Island Collector classification, which already operates as such. Through a series of measures, either implemented today or in the future, the street’s traffic volumes and/or trip characteristics will be altered to the point that a lower classification is warranted. Measures that can be taken along a transitional arterial include traffic calming, opening a new street, and other methods to move traffic away from the Transitional Arterial and onto a nearby street, preferably an arterial. Transitional Arterials should only be classified as such when alternate routes are in close proximity.

Design and Operational Features:

Primary Functions

- Currently serves as a Regional or Island Arterial
- Desire is for the street to function as an Island Collector in the future.

Number of Lanes

- 2 to 3 automobile lanes.
- May include bike lanes if along a bicycle priority street.

Congestion Tolerance

- Higher levels of congestion acceptable to improve multi-modal access and accommodate the needs of surrounding land uses.

Traffic Calming Measures

- More advanced traffic calming measures such as street narrowing can be applied to divert through traffic to other streets (preferably other arterials), maintain posted speed limit, and improve general livability.
Island Collectors

Island Collectors serve to balance mobility and land access. Usually spaced more frequently than the arterials, Island Collectors carry less traffic volume but provide for more direct land access for vehicles. Island Collectors typically funnel all local traffic onto arterials for longer trips and disperse arterial traffic onto local streets for local traffic.

Collector streets are called Island Collectors in the City of Alameda. Island Collectors differ from traditional collector streets in that they form part of the City of Alameda’s historical grid system. As part of this system, Island Collectors are expected to carry more traffic than what would be expected from a typical collector.

Design and Operational Features:

Primary Functions

- Funnel traffic between local streets and the arterial network
- Provide access to local attractions, where applicable, such as schools and parks

Number of Lanes

- 2 to 3 automobile lanes
- May include bike lanes if along a bicycle priority street

Congestion Tolerance

- Land access, neighborhood livability, and multi-modal access balanced equally with congestion reduction measures

Traffic Calming Measures

- More advanced traffic calming measures such as street narrowing (bulb-outs) can be applied to divert through traffic to other streets (preferably other arterials), maintain posted speed limit, and improve general livability

Transitional Collectors

Similar to Transitional Arterials, Transitional Collectors currently function as Island Collector streets but are desired to operate as Local Streets. This is in contrast to the Local Street classification, which already operates as such. Through a series of measures, either implemented today or in the future, the
street’s traffic volumes and/or trip characteristics will be altered to the point that a lower classification is warranted.

Measures that can be taken along a Transitional Collector include advanced traffic calming, opening a new street, and other methods to move traffic away from the Transitional Collector and onto a nearby street, preferably an arterial or collector. Transitional Collectors should only be classified as such when alternate routes are in close proximity.

**Design and Operational Features:**

**Primary Functions**

- Currently serves as an Island Collector.
- Desire is for the street to function as a Local Street in the future.

**Number of Lanes**

- 2 automobile lanes.

**Congestion Tolerance**

- Land access, neighborhood livability, and multi-modal access takes precedence over congestion reduction measures.

**Traffic Calming Measures**

- All available traffic calming measures may be applied to divert through traffic to other streets (preferably other arterials or collectors), maintain posted speed limit, and improve general livability.

**Local Streets**

Local streets make up the rest of the City’s street network and provide for direct land access with auto mobility as a secondary feature. Local streets are the most common streets by mileage but carry the least amount of traffic over the smallest trip distances.

**Design and Operational Features:**

**Primary Functions**

- Serve abutting land uses
- Serve as an extension of neighborhood life
Number of Lanes

- 2 automobile lanes, usually unmarked

Congestion Tolerance

- Land access, neighborhood livability, and multi-modal access takes precedence over congestion reduction measures

Traffic Calming Measures

- All available traffic calming measures may be applied to divert through traffic to other streets (preferably other arterials or collectors), maintain posted speed limit, and improve general livability

Land Use Classification:

The land use overlay describes the interaction between the roadway and the surrounding area, as well as the design treatment examples.

Land use Classifications include:

1. Residential Corridor Street
2. Commercial Main Street
3. General Commercial and Industrial Street
4. School and Recreational Zone
5. Gateway Street
1. Residential Corridor Street

Most of the streets in the City of Alameda are fronted by residential land uses which contribute to the City’s unique character and small town feel. Some of these streets, however, because of their location and cross-section function, serve as arterials or collectors and carry high volumes of motor vehicle traffic on the island. The result is that the residences along these streets experience noise and congestion. Residential Corridors are designated to enhance street livability (landscaping to reduce noise, providing a tree canopy, on-street parking, etc.) and provide access to the communities they serve while preserving mobility for all modes of travel.

Design and operational Features:

- **Landscaped or painted medians at key locations if space allows**
  - Encourage 25mph driving by reducing perceived street width
  - Improve aesthetics
  - Act as a pedestrian refuge island at crosswalks
  - Recommended only for arterials and other 3 to 4-lane streets

- **Wider sidewalks**
  - Improve pedestrian comfort
  - Create street as a place

- **Landscaped sidewalk buffer**
  - Reduce street noise
  - Improve pedestrian comfort
  - Encourage 25mph driving by reducing perceived street width

- **Curb extensions**
  - Improve pedestrian comfort and crosswalk safety
  - Encourage 25mph driving by reducing perceived street width

- **Bicycle markings on designated routes**
  - Bike lanes
    - Single white line for flexibility
    - Avoid parked car door area
    - Proper intersection treatments including continuing lane through intersection
  - Sharrow markings to indicate shared lanes
  - Providing bicycle loop detectors

- **On-street parking**
  - Provide for residential access
  - Improve pedestrian comfort
- **Adequate travel lanes**
  - Design and operations should allow for access to residential properties and minimize impacts to residential driveways
  - Encourage 25mph driving

- **Travel lane width**
  - Narrower travel lane width (or perceived width) through striping
  - Encourage 25mph driving

- **Block Length**
  - New developments should have block lengths of 400’-500’
  - Maintain neighborhood connectivity
  - Encourage walking and bicycling by providing multiple paths

2. **Commercial Main Street**

Commercial Main Streets are designed to serve adjacent, street facing, commercial land uses. Multi-modal access is emphasized through the placement of pedestrian amenities, bicycle facilities, transit access, and on-street parking. The street itself is promoted as a place and destination through the use of wider sidewalks, landscaping, and special paving. Building frontages should maintain a common setback and entrances should be oriented facing the street.

Curb cuts and driveways are minimized to help promote a continuous street frontage and to enhance pedestrian safety and environment. On-street parking preservation is to be encouraged over other pedestrian or bicycle improvements if there is insufficient right-of-way. Marked pedestrian crosswalks are to be frequent but should be based upon pedestrian activity and activity generators.

Design and operational Features:

- **Parking**
  - Provide adequate on-street and off street parking for commercial access
  - Improve pedestrian comfort by having on-street parking
  - Parallel parking or angle parking if sufficient right-of-way
    - Bicycle safety should be considered when implementing angle parking – back-in parking offers higher degree of safety
  - Minimize driveway/intersections to increase parking, reduce vehicular conflicts, and improve pedestrian walkway
- **Parking safe-zone**  
  o Act as a buffer between parallel parking area and travel lanes  
  o Make use of special paving to mark safe-zone

- **Bicycle facilities**  
  o Encourage bicycle access  
    ▪ Bike racks on each block if space is available  
    ▪ Bike lanes or Bike Route (Class III) if sufficient width is available  
    ▪ Continue lanes through intersections, bicycle loop detectors  
    ▪ Bicycle facility and destination signage  
  o Maintain proper riding distance from parallel or angle parking

- **Wide sidewalks**  
  o Improve pedestrian comfort  
  o Promote street as a place and a destination

- **Landscaped sidewalk buffer**  
  o Reduce street noise  
  o Improve pedestrian comfort  
  o Encourage 25mph driving by reducing perceived street width. However, the width of the travel lane should be adequate to accommodate commercial vehicle traffic

- **Special paving for crosswalks**  
  o Improve pedestrian comfort and safety  
  o Alert motorists to pedestrian presence  
  o Highlight street as a retail district

- **Curb extensions**  
  o Improve pedestrian comfort and safety  
  o Encourage 25mph driving by reducing perceived street width

- **Adequate travel lanes**  
  o Provide sufficient lanes for adequate capacity to minimize queuing and impacts to residential and commercial driveways and to maintain arterial functionality  
  o Encourage 25mph driving

- **Travel lane width**  
  o Narrow travel lane width (or perceived width) through striping  
  o Encourage 25mph driving
- **Block Length**
  - New developments should have block lengths of 400’
  - Maintain commercial main street connectivity
  - Encourage walking and bicycling by providing multiple paths

3. **General Commercial and Industrial Street**

Serving the industrial, shopping, and office areas of Alameda, General Commercial and Industrial Streets are designed to handle a significant amount of truck and heavy vehicle traffic. Truck access to the adjacent industrial land uses is provided through wider travel lanes and turning radii at intersections. On-street parking is restricted where necessary. Pedestrian and bicycle access should still be maintained but with fewer amenities than the Residential Corridor or Commercial Main Streets.

**Design and operational Features**

- **Wider travel lanes**
  - Safely accommodate truck traffic

- **Larger turning radii**
  - Safely accommodate truck traffic

- **Parking**
  - Provide for loading and unloading areas – off street loading and unloading areas should be encouraged
  - Sufficient off-street parking is provided in accordance with the General Plan parking requirements
  - Accommodate wider travel lanes
  - Minimize driveways and intersections to provide on-street parking where needed and to reduce vehicular conflicts

- **Sidewalks**
  - Provide for safe pedestrian access
  - Can be narrower than Residential Corridor or Commercial Main Streets, except on designated trail corridors, and should be in accordance with ADA guidelines

- **Bicycle Facilities**
  - Bike Lanes (Class II) or Bike Routes (Class III) on designated bicycle routes
4. School and Recreational Zone

Along streets in a designated School and Recreational Zone, pedestrian and bicycle accommodations are to be evaluated in conjunction with other street functions. Many of the schools in the City are found along Regional and Island Arterials and Island Collectors and therefore the features in this overlay need to be balanced against other features such as the number of travel lanes and lane width. School and Recreational Zones are identified within the 2 block radius around each school, public and private.

Streets that serve parks, libraries, beaches, and other high pedestrian traffic generators are also be included in the School and Recreational Zone classification. Along these streets, pedestrian comfort and safety will receive the highest priority in street design while maintaining the multimodal characteristics of the street. Curb extensions, wider sidewalks, and landscaped medians along with other treatments will be used to enhance the pedestrian environment.

Design and Operational Features

- **Crosswalks**
  - Special paving, marking, and lighting for designated crosswalks to alert motorists of school zone
  - Marked at each intersection along Safe Route to School
  - Mid-block for longer blocks or where significant crossings occur
  - Provision of in-street pedestrian signs or in-pavement lights where appropriate

- **Curb extensions**
  - Improve pedestrian comfort and safety
  - Encourage School Zone speed limit by reducing perceived street width

- **Landscaped medians**
  - Encourage School Zone speed limit by reducing perceived street width
  - Improve aesthetics
  - Act as a pedestrian refuge island at crosswalks

- **Narrower travel lanes**
  - Encourage School Zone speed limit by reducing perceived street width
  - Reduce crosswalk traffic exposure
- **Wide Sidewalks**
  - Improve safety and comfort of pedestrians

- **Bicycle Facilities**
  - Wider bicycle lanes for children on designated routes
  - Proper intersection treatment such as signage and lane markings through intersection to improve safety
  - Bike Lanes (Class II) or Bike Routes (Class III) on designated bicycle routes

- **On-street parking**
  - Provide for adjacent land use access
  - Improve pedestrian comfort

- **Landscaped sidewalk buffer**
  - Reduce street noise
  - Improve pedestrian comfort
  - Encourage School Zone speed limit by reducing perceived street width

5. Gateway Street

As an island city, Alameda has a limited number of entryways and points of egress, or “gateways” into the city. The gateways are designed to provide a sense of arrival to residents and visitors coming into the city and to eventually distribute them onto the arterials and other city streets. Proper signage and street design elements should be present to welcome arrivals as well as to set the tone for lower driving speeds in the city. Motorists and other traffic moving between the Main Island and Harbor Bay Isle should keep a sense of continuity between the two parts of the city.

Gateways also serve those who wish to leave the city by channeling traffic from city arterials to the rest of the regional network. Egress traffic should be multi-modal and seamless with the connecting networks.

Design and Operational Features:

- **Landscaped medians towards end of gateway**
  - Reduce visual broadness of roadway to encourage slower speeds
  - Enhance aesthetic appeal of gateway

- **Narrowed travel lanes and/or right of way towards end of gateway**
  - Reduce visual broadness of roadway to encourage slower speeds
- **Welcome signage**
  - Provide a sense of arrival
  - Encourage motorists to “Drive 25” in Alameda
  - Encourage multi-modal travel in Alameda

- **Bicycle and Pedestrian facilities where applicable**
  - Connect all modes to the rest of the region
  - Enhance pedestrian and bicycle comfort and safety

- **Seamless connection with outside network**
  - Collaborate with Oakland, Caltrans, AC Transit, and Alameda County to provide multi-modal connectivity
  - Further collaboration to address tube and bridge connectivity to Oakland and regional network

**Modal Classifications:**

Modal classifications are used to denote the preferred mode of travel on a particular street segment, as well as appropriate design treatments. All streets have a limited amount of right of way available and the modal network connectivity should be preserved within these constraints.

Modal overlays include:

1. Transit Priority
2. Bicycle Priority
3. Truck Route
1. Transit Priority

The Transit Priority street classification is broken down into three groups, each with its own set of design and operational features. The Transit Priority street classification does not imply that a specific type of transit or level of service will run on the street; it refers to the preference of transit on the street and the type of design features that would be prioritized. For all Transit Priority street classifications, the pedestrian environment needs to be incorporated into plans, as this is the primary mode of transit access.

Streets not classified as Transit Priority streets could nevertheless be used by such non-traditional transit services as neighborhood shuttles, paratransit, electric buses, etc. Non-classification does not preclude the use of full size school buses on specialized “School Routes” as necessary.

Design and Operational Features

*Primary Transit Street:*

Provide for high volume and frequent, regional, and city wide transit service. Provide frequent, moderate speed, high capacity service between major regional and city ridership generators. Primary transit streets are candidates for transit priority treatments such as queue jump lanes, limited/local stop service and traffic signal priority/pre-emption. Primary Transit Streets are candidates for Bus Rapid Transit, Streetcars, and other fixed guideway projects.

- **Bus bulb-outs**
  - Improve transit operations
  - Clearly designate bus stop location

- **Lane widths and curb returns**
  - Wider lane widths or wider curb lanes to minimize conflicts with bicyclists
  - Wider radii, and lane widths or wider curb lanes to accommodate transit vehicles

- **Enhanced bus stops**
  - Shelters, benches, and other amenities to improve transit service experience and encourage transit use
  - Clearly designate bus stop location
  - Far side bus stops at intersections to improve bus operations and safety
- **Passenger information**
  - Provide up-to-date schedule and routing information
  - Provide surrounding neighborhood map
  - Provide real-time bus arrival information as available
  - Enhance transit service experience
  - Encourage transit use

- **Signal priority, right-of-way priority**
  - Examples include, queue jump lanes, and signal pre-emption
  - Improve transit operations
  - Useful for longer, congested corridors and frequent service areas

- **Pedestrian amenities**
  - Wide sidewalks
  - Curb extensions
  - Crosswalk paving, markings
  - Landscaped sidewalk buffer

Secondary Transit Street:

Provide for local and neighborhood transit service without physical priority treatments.

- **Bus bulb-outs**
  - Improve transit operations
  - Clearly designate bus stop location
  - Lower priority than Primary Transit Streets

- **Bus stops**
  - Shelters, benches, and other amenities to improve transit service experience and encourage transit use
  - Clearly designate bus stop location
  - Lower priority than Primary Transit Streets

- **Pedestrian amenities**
  - Wide sidewalks
  - Curb extensions
  - Crosswalk paving, markings
  - Landscaped sidewalk buffer
  - Lower priority than Primary Transit Streets
Exclusive Transit Right of Way:

Identify future dedicated right of way routes for bus rapid transit or light rail service. Possible candidates include Lincoln Avenue which is a centrally located Island Arterial with numerous residential areas surrounding. Connects to main commercial areas on Webster Street and Park Street.

- **Bus Rapid Transit or Light Rail**
  - High capacity, frequent transit service for intra-city and regional transportation

- **Lane widths and curb returns**
  - Wider lane widths or wider curb lanes to minimize conflicts with bicyclists
  - Wider radii, and lane widths or wider curb lanes to accommodate transit vehicles

- **Bus bulb-outs**
  - Improve transit operations
  - Clearly designate bus stop location

- **Enhanced bus stops/stations**
  - Raised platform for level boarding
  - Platform length shelters and seating areas
  - Off-vehicle fare payment
  - Clearly designate transit corridor / transit way
  - Improve transit service experience and encourage transit use

- **Passenger information**
  - Provide up-to-date schedule and routing information
  - Provide surrounding neighborhood map
  - Provide real-time bus arrival information as available
  - Enhance transit service experience
  - Encourage transit use

- **Signal priority/pre-emption, right-of-way priority**
  - Improve transit operations
  - Useful for longer, congested corridors and frequent service areas

- **Pedestrian amenities**
  - Wide sidewalks
  - Curb extensions
  - Crosswalk paving, markings
  - Landscaped sidewalk buffer
Equal priority as Primary Transit Streets
- Connectivity to other modes, adjacent neighborhoods and destinations

2. Bicycle Priority

Streets identified on the bicycle network map are candidates for class I (off road path), class II (bike lanes), and class III (shared lanes) bike routes. These streets are identified in order to provide a network of streets that give cross-island access to bikers of all abilities. These streets should be prioritized for the implementation of bicycle loop detectors at all traffic lights and directional signage for cyclists, as well as safety improvements such as bike lanes and sharrows to increase the use of these facilities. The identified bicycle network does not preclude the use of bicycles on any streets. Additionally, bicycle loop detectors should be provided at all new signalized intersections regardless of street class.

Design and Operational Features

- **Bike lanes (Class II)**
  - Single white line for flexibility or dual white line to mark designated lane
  - Keep bicyclists away from car doors, transit stops, and other hazards

- **On-street Bike Routes (Class III)**
  - Sharrows or white edge line to remind motorists and bicyclists that a right of way is always shared
  - Keep bicyclists away from car doors, transit stops, and other hazards
  - Only use if there is enough room for vehicles to safely pass

- **Network signage**
  - Direct bicyclists to safest routes across city
  - Remind motorists of bicycle presence

- **Intersection treatments**
  - Higher priority for bike-actuated loop detector upgrades at existing auto-actuated traffic signals
    - All new auto-actuated traffic signals shall receive bike actuators regardless of classification
  - Markings to discourage right turn conflicts

- **Bicycle facilities**
3. Truck Route

The Truck Route Network is designed to maintain a limited number of streets on which through truck traffic is allowed. Truck traffic is allowed to use non-truck route streets when it is necessary in order to reach their destination. Truck drivers must use the truck route for as much of their trip as possible. This network was created in order to give a useful network of streets that will not require excessive off-route driving.

Design and Operational Features

- **Route signage**
  - Alert trucks of truck route locations

- **Intersection design**
  - Sufficient turning radii at intersections frequented by heavy trucks
  - May conflict with transit, pedestrian, and bicycle design goals

- **Roadway design**
  - Sufficient travel lane width (up to 14 feet) to accommodate trucks

In general, trucks have vastly different design needs than those of pedestrians, bicyclists, transit users, or even motorists. Accommodating trucks with bicyclists could be challenging if travel lanes are not wide enough. The street design process will have to balance all of these needs depending on the frequency of truck use and the overall goals of the specific street segment.
### List of Future new Streets and Transit Corridors in the City of Alameda

<table>
<thead>
<tr>
<th>Improvement</th>
<th>From</th>
<th>To</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clement (West)</td>
<td>Grand Street</td>
<td>Hibbard Street</td>
<td></td>
</tr>
<tr>
<td>Clement (West)</td>
<td>Ohlone St.</td>
<td>Sherman Street</td>
<td></td>
</tr>
<tr>
<td>Clement (East)</td>
<td>Broadway</td>
<td>Tilden Way</td>
<td></td>
</tr>
<tr>
<td>Wilver “Willie” Stargell Avenue</td>
<td>Main Street</td>
<td>Fifth Street</td>
<td></td>
</tr>
<tr>
<td>Wilver “Willie” Stargell Avenue</td>
<td>Fifth Street</td>
<td>Webster Street</td>
<td></td>
</tr>
<tr>
<td>Mitchell-Moseley Extension</td>
<td>Mariner Square Loop</td>
<td>A new intersection on Main Street north of Singleton Avenue</td>
<td></td>
</tr>
<tr>
<td>Fifth Street</td>
<td>Wilver “Willie” Stargell Avenue</td>
<td>Mitchell-Moseley</td>
<td></td>
</tr>
<tr>
<td>Mariner Square Drive extension</td>
<td>Mariner Square Loop (east side)</td>
<td>Marina Village Parkway intersection with Constitution</td>
<td>Proposal includes a Park and Ride facility and a direct transit access on to Constitution using the current Mariner Square Drive access.</td>
</tr>
<tr>
<td>Alameda Point Dev</td>
<td>New Streets</td>
<td></td>
<td>Various locations</td>
</tr>
<tr>
<td>West Alameda Point Ferry Terminal</td>
<td>Sea Plane Lagoon</td>
<td></td>
<td>Relocate Main Street Terminal to Alameda Point</td>
</tr>
<tr>
<td>Light Rail Corridor</td>
<td>Fruitvale Avenue Railroad Bridge</td>
<td>Alameda Point</td>
<td>This route uses the Alameda Belt Line Property along Clement to Marina Village to Constitution to old railway property along Atlantic to Alameda Point</td>
</tr>
</tbody>
</table>
OPEN SPACE AND CONSERVATION ELEMENT

Alameda enjoys a variety of open space resources unique to its island location. The various elements of the City's natural environment—the land, marshes, tideflats, and Bay waters—constitute the foundation of the open space system and fulfill multiple open space functions supporting community health, safety, recreation, and preservation of natural resources. Within the built environment, parks and other public facilities provide open space for recreation and sports.

INTEGRATION OF THE OPEN SPACE ELEMENT AND CONSERVATION ELEMENT

In function and content, the Open Space Element and Conservation Element often overlap. The Conservation Element is oriented toward the management of natural resources to prevent waste, destruction or neglect. The Open Space Element, in comparison, emphasizes open space as a land use and requires that preservation and management of natural resources be considered in land use planning and decision-making. This combined Open Space and Conservation Element describes conservation practices within four state-designated types of open space described below, meeting the requirements of both elements. In addition, Alameda's climate and air quality are considered, as is the preservation of the City's historic and archaeologic resources.

STATE CLASSIFICATION OF OPEN SPACE

State law requires that four types of open space be analyzed in the Open Space Element: open space for the preservation of natural resources; open space for the managed production of natural resources; open space for outdoor recreation; and open space for public health and safety. It is the intent of State law that cities preparing general plans recognize open space as a limited and valuable resource to be conserved whenever possible. Any action by the City to acquire, dispose of, or regulate the use of open space lands in any of these categories must be consistent with the Open Space Element.

5.1 OPEN SPACE FOR THE PRESERVATION OF NATURAL RESOURCES

The Bay waters and tidal areas that surround Alameda sustain vital communities of animal and plant life, some listed by Federal agencies as endangered or threatened. Protection of water resources and fragile habitat recognizes the interdependent relationship between human and other living communities. This section considers water resources in three parts: water-related habitat, water quality, and water conservation.
The urban environment also comprises and provides habitat and is considered briefly in a section on urban habitat. Following this discussion is a review of the wildlife and vegetation of both water-related and urban habitat.

**WATER-RELATED HABITAT**

The San Francisco Bay is the largest estuary along California's coastline, and the estuarine environment of marshlands, mudflats, salt production lands, and open water supports close to 100 species of fish. As an essential portion of the Pacific Flyway, a bird migration route which spans from Canada to Mexico, the Bay supports countless migratory as well as year-round bird species. (See subsequent section on wildlife and vegetation.)

The aquatic and water-related habitat has intrinsic value not only for the individuals of a variety of plant and animal species, but also for humans. Bay Area residents derive many benefits from the Bay, including food, economic gain, recreation, scientific research, education, and aesthetics. In addition, the tidal wetlands serve a vital function in filtering out many of the pollutants in the Bay waters, and aid in buffering land from flooding.

Since the influx of population to California associated with the Gold Rush, filling and construction along the San Francisco Bay have destroyed most of the original bordering marshlands, and remaining wetlands are increasingly valued. The regional loss reflects and contributes to a statewide and national trend toward wetlands loss. The Department of Fish and Game (DFG) estimates that California has lost more than 90 percent of its wetlands; the
National Wildlife Federation reports that more than half of the wetlands nationally have been destroyed.

Alameda is fortunate to have some wetlands within and surrounding the City, although repeated filling has moved the tidal wetlands progressively bayward, and the existing wetlands are not in their original, pre-European-settlement location. (See Figure 1-1.) Nonetheless, the Alameda shoreline is part of the once-extensive system of wetlands which ringed the Bay. The wetlands which border a segment of the South Shore of the Main Island at the Elsie D. Roemer Bird Sanctuary and proposed Bayview Shoreline Preserve are representative of historic tidal wetlands habitat.

Across San Leandro Bay from the Main Island, the Arrowhead Marsh, although not a part of Alameda, is another tidal wetlands, is likely ecologically linked with the wetlands of the Bird Sanctuary and Bayview Shoreline Preserve, the tidal and seasonal wetlands at the Oakland Airport, and the lagoons and sloughs throughout Bay Farm Island and the Island of Alameda. The varied wetlands habitats, as well as associated upland and open water areas, interact to form a larger ecological unit. Bird species, for example, may nest in one type of vegetation, forage or court in another, and rest elsewhere. The reduction, loss, or alteration of one habitat can decrease the abundance and diversity of wildlife in others.

Water-related habitat is shown on Figure 5-1, Environmental Resources, and is reviewed briefly in the following paragraphs; habitat includes uplands, sandy areas, open water, mudflats, and eelgrass beds. Due to the extensive filling which occurred around the perimeter of the original Alameda and Bay Farm islands, no "original" uplands remain of the historic habitat. However, some of the shoreline area functions as uplands habitat associated with wetlands, places where waterfowl and shorebirds can rest and take refuge. The Bayview Shoreline Enhancement Plan, now in draft form, envisions the enhancement of native upland vegetation bordering the wetlands behind homes between Broadway and Ravens Cove. This project would include the development of specific plans to relocate an existing trail, a landscape restoration/enhancement project using native species, and interpretive signs, all in order to improve public access and enjoyment of the shoreline and the quality of the wildlife habitat.
Like uplands, sandy areas such as Crown Memorial State Beach, Alameda Beach, and portions of the Naval Air Station, Oakland Airport, and the Municipal Golf Courses, are used as resting places by birds, and Least Terns are known to court on the beach. In addition, those sandy areas which are tidally inundated may contain seawater puddles in which birds may forage.

The open water surrounding Alameda as well as the mudflats around the South Shore of the Main Island and west of Bay Farm Island also function as significant habitat. The open waters of the Bay provide foraging areas for fish-eating birds, as well as the substrate for the many life forms which live in the water column and on the Bay floor. The organisms which live in the mudflats provide a rich pantry of invertebrate fauna and algal growth.

Two separate beds of eelgrass provide distinctive habitat for marine organisms living in the waters off of Alameda. The bed which is southwest of Bay Farm Island is believed to be the richest grass bed left in San Francisco Bay, with respect to the presence of small animals. The grass is long and wide, grows quickly, and dozens of common species are known to be associated with this bed of eelgrass. The endangered Least Terns are known to forage on herring living in and around this eelgrass. The second bed of eelgrass off of Alameda, although shorter and growing in shallower water, probably also provides a nursery for fish species which the Least Terns nesting at Alameda Point (GPA 01-01) forage. This bed is located off of Crab Cove, the cove which stretches between the arm of Ballena Isle and Crown State Beach. (See Figure 5-1, Environmental Resources.)
WATER QUALITY

San Francisco Bay water quality varies with a measurement site's proximity and exposure to point and non-point sources of pollution. Despite the lack of a coordinated system of measurement, it is known that since the 1950s water quality in the Bay has improved markedly, due in large part to the upgrading of municipal sewage treatment facilities.

Municipal sewage discharges and industrial wastewaters are regulated as point sources by the Regional Water Quality Control Board (RWQCB), while non-point sources include polluted urban runoff from streets and parking lots, erosion from construction sites, pollutants in fresh water inflow, pollutants from toxic waste sites and dumps of all kinds, direct spills of pollutants to the Bay, dredging, and vessel waste discharges.

Monitoring done by the RWQCB has focused primarily on the impacts of point-source pollutants, although a regional monitoring network for water and sediment quality—to be developed by 1993—will also analyze non-point source pollution. Once the network is in place, more water quality information will be available for analysis.

WATER CONSERVATION

As of 1990, the fourth year of lower-than-normal rainfall, the East Bay has reduced its water use to 84 percent of its 1986 levels, the levels which represent the last year of normal rainfall. Since water storage is still 25 percent below normal levels, EBMUD urges customers to continue to conserve.

In addition to conservation measures appropriate for individual households, such as the use of low-flow showerheads, aerating faucets, and smaller-capacity toilets and urinals, the East Bay Municipal Utility District (EBMUD) recommends that existing and new landscaping design incorporate EBMUD’s water-conserving Landscape Requirements. In 1988, the City of Alameda Ordinance 2389 added a chapter on Water Conservation to the Municipal Code, specifying landscape design and practices.

A user agreement has just been signed (June 1990) between EBMUD and the Alameda Municipal Golf Courses for the former to supply reclaimed wastewater from the San Leandro Treatment Plant for irrigation use on parts of the golf courses, as a step towards implementing EBMUD’s Alameda Reclamation Project. This measure is intended to conserve drinking water which would otherwise be used in landscape irrigation. Construction of additional treatment facilities to improve the quality of reclaimed wastewater, and to supply the treated water for Alameda median strips (Harbor Bay Parkway and Airport Drive) and other landscaped portions of the City is anticipated over the next several years.
A Reclamation Master Plan, to be published in mid-1990, will govern EBMUD's wastewater reclamation program until the year 2000. The Reclamation Master Plan may call for new development within the service area—including Alameda—to design irrigation systems to use reclaimed wastewater, where available in an acceptable quality.

**URBAN HABITAT**

"Urban habitat" refers to those areas of the City which provide a land-based living and feeding environment for birds and mammals. This might include Alameda's parks, street trees, parkway and median-strip landscaping, yard trees, the golf courses, and vacant lots. With nearly 14,000 street and park trees (1990) and an uncounted number of yard trees, the City is set within and framed by an urban forest. The leafy green canopy provides food and shelter for many creatures, and contributes toward a verdant community. Lower-growing shrubs and grasses—both those planted intentionally, and accidental introductions—also provide habitat.

The Street Tree Inventory identifies 3,634 vacant street planting sites, and the General Plan identifies the Inventory as a guiding reference document for the development of the urban forest. A statewide California Urban Forest Survey done in 1989 calculated an existing street tree per urban resident ratio of 1:4. The 1990 Alameda ratio is approximately 1:6, although at build-out the ratio is expected to be 1:5, about one street tree for five residents. The number of appropriate street trees for Alameda is based on more than a statewide ratio, of course, and Section 3, the City Design Element, guides the visual development of the City.
WILDLIFE AND VEGETATION

The above discussion of habitats sets the stage for a mention of their inhabitants. Habitats function interdependently with their inhabitants. Trees and other vegetation may be viewed as both providing habitat and as dwelling within a larger habitat. This section briefly describes individual species which make up the wetlands and water-related habitat areas, and those species which inhabit the urban portion of Alameda.

Natural terrestrial and shoreline habitats have been drastically modified throughout the City as a result of development. Open water habitats, while less obviously modified, have still been affected. As a result of this habitat modification, the vegetation, insects, fish, birds, and mammals which are present today represent both remnants of a past landscape and more recent introductions, intentional and accidental. Several of the plants or animals described herein are recognized as species of special status, and Alameda is fortunate to contain unique habitat that supports members of species which are known to be diminishing throughout all or part of their natural ranges.

According to the State Department of Fish and Game, a variety of fish, shrimp, and crab inhabit the waters surrounding Alameda, some of the more common including:

- **Yellowfin Goby** *(Acanthogobius flavimauus)*
- **White Sturgeon** *(Acipenser transmontanus)*
- **American Shad** *(Alosa sapidissima)*
- **Jacksmelt** *(Atherinopsis californiensis)*
- **Speckled Sanddab** *(Citharichthys stigmatus)*
- **Pacific Herring** *(Clupea harengus)*
- **Shiner Surfperch** *(Cymatogaster aggregata)*
- **Northern Anchovy** *(Engraulis mordax)*
- **White Croaker** *(Genyonemus lineatus)*
- **Bay Goby** *(Lepidogobius lepidus)*
- **Staghorn Sculpin** *(Leptocottus armatus)*
- **Brown Smoothhound** *(Mustelus henlei)*
- **Bat Ray** *(Myliobatus californicus)*
- **English Sole** *(Parophrys vetulus)*
- **Starry Flounder** *(Lepidogobius lepidus)*
- **Northern Midshipman**
California cordgrass (*Spartina foliosa*) is present in the Bayview Shoreline Preserve. This species and the Eelgrass (*Zostera marina*) which grows in several locations off of Alameda and Bay Farm islands are of prime importance to the aquatic and wetlands ecosystems. The endangered California Clapper Rail (*Rallus longirostris obsoletus*) is known to frequent cordgrass areas, including those comprising the Bayview Shoreline Preserve and in the nearby Arrowhead Marsh. The endangered Least Tern nests at Alameda Point (GPA 01-01) and Oakland Airport, and forages for Pacific Herring which are found in the eelgrass beds.

The Alameda song sparrow (*Melospiza melodia pusillula*), one of several unique sub-species of song sparrow unique to the San Francisco Bay, is listed by the State Department of Fish and Game as a species of special status and was categorized by the Federal Government in 1989 as a Candidate 2, a species being considered for listing by the U. S. Fish and Wildlife Service.

The Department of Fish and Game and the local Audubon Society monitor the presence and condition of both water-orientated and land orientated bird species. According to them, shore-inhabiting birds which have been observed around Alameda, include:

<table>
<thead>
<tr>
<th>Snowy Plover</th>
<th>Common Loon</th>
</tr>
</thead>
<tbody>
<tr>
<td>(<em>Charadrius alexandrinus nivosus</em>)</td>
<td>(<em>Gavia immer</em>)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>California Brown Pelican</th>
<th>Double-breasted Cormoran</th>
</tr>
</thead>
<tbody>
<tr>
<td>(<em>Pelicanus occidentalis</em>)</td>
<td>(<em>Phalacrocorax auritus</em>)</td>
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<table>
<thead>
<tr>
<th>Harlequin Duck</th>
<th>Barrow's Goldeneye</th>
</tr>
</thead>
<tbody>
<tr>
<td>(<em>Histrionicus histrionicus</em>)</td>
<td>(<em>Bucephela islandica</em>)</td>
</tr>
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<table>
<thead>
<tr>
<th>Northern Harrier</th>
<th>California Black Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td>(<em>Circus cyaneus</em>)</td>
<td>(<em>Laterallus jamaicensis</em>)</td>
</tr>
</tbody>
</table>
Land birds thought to be present at least occasionally within the City of Alameda and vicinity include the Merlin (Falco columbarius), Peregrine Falcon (Falco peregrinus), Short-eared Owl (Asio flammeus), and Burrowing Owl (Athene cunicularia). All of these species are considered to be of special status: rare, threatened, endangered, or a candidate for such listing. Dozens of more common species are also present.

The Burrowing Owl is of considerable interest locally. This small diurnal owl, which tends to inhabit open country, finds its niche in urban areas where open spaces, such as at airports and vacant lots, resemble that of its natural habitat. Known historically to inhabit ground squirrel burrows on Bay Farm Island, a colony was moved from its natural habitat in the Harbor Bay Isle area to burrows constructed at the Municipal Golf Courses.

The Salt Marsh Wandering Shrew (Sorex vagrans halicoetes), another species of special status, was known to inhabit the Oakland Airport in 1950, and it is assumed that it still may be present. A mole which is known only to the Island of Alameda and called, appropriately, the Alameda Island Mole (Scapanus latimanus parvus) is to be listed in 1991 by the Department of Fish and Game as a species of special concern. It is unknown where the mole is living at this time. Other animals which might be expected to be present within the landward urban portion of Alameda include field mice, ground squirrels, jack rabbits, opossums, raccoons, and domestic animals, such as dogs and cats.

Common plants found on the golf courses, vacant lots, and parks include such grasses as barley and wild oats, several species of thistle, many species of the mustard family, and a wide variety of shrubs. Unusual plants which may be present include the salt marsh-dwelling Pt. Reyes Bird's Beak (Cordylanthus maritimus spp. palustris), the flowering aromatic herb Adobe Sanicle (Sanicula maritima), and the Monterey Spineflower (Chorizanthe pungens var pungens).

On residential sites and along the streets, in parks, and on the golf courses, most plants are non-native ornamental shrubs and trees. The Alameda Tree Inventory identifies approximately 12,000 trees, with the London Plane Tree (Platanus acerifolia) constituting 16 percent of the total Alameda urban forest. The Gingko (Gingko biloba) is the next most common, making up 9.4 percent. The oldest trees, identifiable by their greater-than-24" diameter, account for about 5 percent of the population, and are dominated by London Plane,
Liquidambar (Liquidambar styraciflua), and American Elm (Ulmus americana).

Guiding Policies: Open Space for the Preservation of Natural Resources

5.1.a Preserve and enhance all wetlands and water-related habitat.

Water-related habitat includes open water, Bay bottom, mudflats, uplands, sandy areas, lagoons, and sloughs. Since the various Bay wetlands are linked ecologically, preservation of nearby Arrowhead, Fan, and Damon marshes would aid in the preservation and enhancement of Alameda’s wetlands, including those at the Elsie D. Roemer Bird Sanctuary and Bayview Shoreline Preserve.

5.1.b Protect Open Space-Habitat areas, including sensitive submerged tidelands areas (mudflats) and eelgrass beds, from intrusions by motorized recreational craft, including jet skis and hovercraft.

5.1.c Continue to prohibit filling of water-related habitat except in those limited cases in which a strong public need clearly outweighs the habitat preservation need, and where approval is granted by the appropriate agencies.

5.1.d Preserve buffers between wetlands and urban uses.

The California Department of Fish and Game recommends buffers of between 50 and 100 feet, to separate and protect the two land uses. Since Alameda is nearly built out, buffer size may need to be adjusted...
so that parcels rendered unbuildable by the application of this standard.

5.1.e Continue to preserve and maintain all lagoons as habitat as well as visual and compatible-use recreational resources.

Forster's Terns and diving ducks, among other species, use the lagoons for foraging.

5.1.f Deleted: (GPA 01-01)

5.1.g Conduct all dredging in compliance with the Long Term Management Strategy, Management Plan, prepared by the USACE, USEPA, BCDC, and SFRWQCB. (GPA 01-01)

5.1.h Continue to support EBMUD in its efforts to promote and implement water conservation measures.

Alameda City government's largest water consumer is the Recreation and Park Department (ARPD), and the ARPD has cut its water use by about 20 percent by eliminating wasteful watering habits and by planting drought-resistant ground cover. (GPA 01-01)

5.1.i Encourage the use of drought-resistant landscaping.

5.1.j Use the City of Alameda Street Tree Management Plan as the guiding reference when considering action which would affect the trees contained in the urban forest.

After presenting a thorough inventory of the location, composition, condition, and maintenance needs of City-maintained trees, the Street Tree Management Plan presents recommendations for planting and tree maintenance.

Implementing Policies: Open Space for the Preservation of Natural Resources

5.1.k Ban the use of jet skis and hovercraft within the Elsie D. Roemer Bird Sanctuary and San Leandro Channel at all times, and San Leandro Bay only during critical bird nesting periods.

The East Bay Regional Park District has contemplated such a move, planning to enforce its ban through the use of police boats or planes.

5.1.l Work with local recreation groups to disseminate information regarding the sensitivity of Open Space-Habitat areas to intrusions by motorized craft.
Crab Cove Visitor Center and other local educational resource centers could participate in an information dissemination campaign.

5.1.m Post and maintain signs warning boaters and users of motorized craft that they are approaching a wildlife area.

5.1.n Inventory existing wetlands and water-related and other habitats to create a comprehensive map of sensitive biological and botanical resources, to better protect these resources.

Figure 5-1, Environmental Resources, is based on a compilation of available sources on wetland and water-related habitat. Public and private organizations are encouraged to conduct field surveys to contribute detail on the extent and importance of these and other potentially unidentified habitat areas.

5.1.o Complete the Bayview Shoreline Preserve Improvement Plan.

5.1.p Require that proposed projects adjacent to, surrounding, or containing wetlands be subject to a site-specific analysis which will determine the appropriate size and configuration of the buffer zone.

The size and configuration of the buffer zone should be based on the characteristics and importance of the wetlands and the proposed project. The purpose of the buffer zone will be to ensure the long-term viability of the wetlands area, which may include provisions for off-site needs such as upland nesting habitat.

5.1.q Work with the East Bay Regional Park District and other appropriate agencies to improve, protect, and preserve Crown Memorial State Beach and the Alameda Beach as habitat as well as recreational resources.

The boundary between Crown Memorial State Beach and Alameda Beach lies at Westline Drive. The presence of people and dogs along the beaches limits beach habitat value for nesting birds, although biologists have observed Least Terns courting on the sand and on offshore buoys at Crown Beach. The ban on allowing dogs to run without leashes should be strictly enforced, for the protection of all, including the dogs.

5.1.r Continue to participate in the Alameda County Non-Point Source Task Force.

The Task Force is made up of public works directors or representatives from each city within Alameda County, and is engaged in organizing the implementation of the Non-Point Source Control Program, to ensure continued improvement of Bay water quality. Non-point sources of pollution include polluted urban runoff, construction site erosion,
pollutants in fresh water inflow, pollutants from toxic waste sites and dumps, direct spills of pollutants to the Bay, dredging, and vessel waste discharges.

5.1.s Participate in the Non-Point Source Control Program (NPSC).

Although not fully designed, the NPSC Program is anticipated to include measures for prevention of contamination and source control of pollutants. Treatment of urban runoff, while potentially effective, is costly, and prevention and source control are the preferred methods of abatement. The main objective of the NPSC Program is to ensure that only storm water enters the storm drains, which will involve eliminating illegal connections and strict surveillance and enforcement of "no dumping" mandates. Educational as well as regulatory strategies are under consideration.

As a part of the NPSC Program, by mid-1991 the City will prepare a report for submittal to the RWQCB, characterizing local pollutant types and amounts, and a plan for implementing a control program.

5.1.t Consider adopting City standards in addition to those adopted by the County, to deal with non-point source water pollution problems such as sheet flow storm runoff and sedimentation affecting sensitive water habitats.

5.1.u Participate in the County Hazardous Waste program and/or consider establishment of hazardous waste and/or oil disposal or transfer sites.

The dearth of available hazardous waste and motor oil disposal sites may lead citizens to pour dangerous materials into storm drains. Establishment of such sites allows the City more control over substances which could contaminate the Bay. See also policies contained in the Health and Safety Element.

5.1.v Participate in the identification of agencies responsible for the cleanup of toxic materials within the Oakland Estuary, and support them in their efforts.

5.1.w Require new marinas and encourage existing marinas to provide easily accessible waste disposal facilities for sewage and bilge and engine oil residues.

5.1.x Prevent migration of runoff off-site or into wetlands areas and water-related habitat by requiring that proposed projects include design features ensuring detention of sediment and contaminants.
Project design should specify techniques to be used to detain runoff. On-site inspection during construction may be necessary to ensure that designs are realized.

5.1.y Work with EBMUD to implement the Alameda Reclamation Project.

The Alameda Reclamation Project anticipates the increased use of reclaimed wastewater for landscape irrigation throughout the City.

5.1.z Develop a comprehensive City Water Conservation Ordinance that recognizes Alameda's unique climate, soil conditions, and development patterns.

5.1.aa Review proposed development projects for both water and energy efficiency, and integrate plans for the use of reclaimed wastewater for landscaping as a condition of approval.

5.1.bb Require a biological assessment of any proposed project site where species or the habitat of species defined as sensitive or special status by the California Department of Fish and Game or the U.S. Fish and Wildlife Service might be present.

Listings of sensitive and special status species change from year to year, but might include birds, animals, and plants such as the California Least Tern, California Clapper Rail, Burrowing Owl, Alameda Island Mole, Salt Marsh Wandering Shrew, Adobe Sanicle, Pt. Reyes Bird's Beak, and Monterey Spineflower.
5.1.cc Implement the City's Street Tree Management goal of planting trees in all vacant street tree sites within 10 years.

5.1.dd Develop and implement planting and herbicide, pesticide, and fertilizer application plans, including a pesticide drift control plan, for the golf course and public open space areas. (GPA 01-01)

5.2 OPEN SPACE FOR THE MANAGED PRODUCTION OF RESOURCES

This section of the Open Space Element is required to address the commercial value and use of open space lands. The General Plan does not designate any land as Open Space for the Managed Production of Resources, but does recognize the function of Bay waters and vegetation as fish nurseries, some of which may be of value to commercial fishing production. A discussion of the more common fish, shrimp, and crab species is found in Section 5.1.

Guiding Policies: Open Space for the Managed Production of Resources

5.2.a Protect and preserve Bay waters and vegetation as nurseries and spawning grounds for fish and other aquatic species, both as a part of habitat preservation and to encourage continued use of the Bay for commercial fishing production.

Implementing policies ensuring protection and preservation of Bay waters and vegetation may be found in Section 5.1.

5.2.b Explore interest in public and privately owned sites available for community gardens.

5.3 OPEN SPACE FOR OUTDOOR RECREATION

The General Plan discusses the need to maintain and expand the City's inventory of parks and recreation facilities. Text and policies reviewing the value of open space for outdoor recreation are found in Section 6, the Parks and Recreation, Shoreline Access & Development, Schools and Cultural Facilities Element.

5.4 OPEN SPACE FOR PUBLIC HEALTH & SAFETY

The proximity of the (Text deleted pursuant to GPA 01-01) Metropolitan Oakland International Airport requires the establishment of safety zones for landing aircraft. Text and policies pertaining to safety zones are found in Section 7, the Airports Element. Policies specifying the preservation of unbuilt
areas within flood plains subject to the 100-year flood are listed in the Health & Safety Element, within Section 8.3.

5.5 CLIMATE AND AIR QUALITY

Alameda is normally exposed to an influx of marine air from the west, having a climate which is cool and wet in the winter and relatively cool in the summer, with fog or wind. The high-pressure cell which lies over the Pacific Ocean contributes to the dryer air in summer, and its movement to the south during the winter exposes the Bay Area to wet weather.

Like all Bay Area cities, Alameda experiences both the general Bay Area climate and air quality, and the local variations on these patterns caused by specific location and topography. Some interior sections of Alameda are warmer than the maritime norm, and are more sheltered from the winds. Similarly, locations toward the outer edges of Alameda and Bay Farm islands experience the force of the winds more directly. Early travelers' historical accounts of the City often commented on Alameda's relatively fog-free climate, particularly in contrast to San Francisco. The constant flow of relatively clean air through the Golden Gate results in good air quality compared with other parts of the Bay Area.

There is no air quality measurement instrumentation in Alameda, however, and the closest sampling stations are in Oakland and San Leandro. These stations, both of which measure ozone and one of which (Oakland) measures carbon monoxide levels, indicate few days exceeding State or Federal air quality standards in recent years. (See Table 5-1.)

<table>
<thead>
<tr>
<th>TABLE 5-1: AIR POLLUTION AT THE BAAQMD's OAKLAND &amp; SAN LEANDRO STATIONS 1987 - 1988; AND AMBIENT AIR QUALITY STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>O₃ Days</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>1987 (Oakland)</td>
</tr>
<tr>
<td>1987 (San Leandro)</td>
</tr>
<tr>
<td>1988 (Oakland)</td>
</tr>
<tr>
<td>1988 (San Leandro)</td>
</tr>
</tbody>
</table>

Averaging Time

- California Ambient Air Quality Standards: 9
- Federal Ambient Air Quality Standards: 12

Chapter 5 5-16 Open Space and Conservation Element
Table 5-1 Notes: MA = Maximum Average Value
“Days” columns give the number of days per year on which an air quality standard was exceeded, either nationally (NTL) or within California (CA). $O_3$ (ozone) is measured in pphm (parts per hundred million).
CO (carbon monoxide) is measured in ppm (parts per million).
These monitoring stations do not measure Nitrogen Dioxide, Sulfur Dioxide, or Total Suspended Particulates.
Source: Bay Area Air Quality Management District (BAAQMD) Meteorology and Data Analysis Section.

Although the data from these two stations usually are generalized to include Alameda, the City's position between the former (GPA 01-01)Naval Air Station airport and the Metropolitan Oakland International Airport raises a question as to whether proximity to airports increases air pollution. In a 1971 study by the Bay Area Air Pollution Control District, the Oakland Airport was judged to possess marginal pollution potential for the vicinity, and former (GPA 01-01)NAS Alameda activity was anticipated to lead to occasional episodes of increased pollutant levels. No current study of this issue is underway.

The computer model URBEMIS #2, developed by the California Air Resources Board, projects the following changes in the amounts of the three most important contaminant gases, when buildout is reached within Alameda:

- Carbon Monoxide (CO): 23% decrease
- Nitrogen Dioxide (NO$_2$): 9.4% decrease
- Reactive Organic Gases: 5% decrease

The decreases are due to projected increases in automobile engine efficiency built into the model. It should be noted that this model is based on numerous assumptions regarding trip patterns, which are in turn based on population and land use projections. If any of these patterns change between the base year (1990) and the buildout year (assumed to be 2010), then actual production of contaminants may differ significantly from the projections.

The URBEMIS #2 model does not include emissions projections for the Oakland Airport, nor for the former (GPA 01-01)NAS Alameda. The former (GPA 01-01) NAS was identified in 1987 by BAAQMD as a major point source of air pollution in the Bay Area; it produces measurable amounts of carbon monoxide, nitrogen dioxide, sulfur dioxide, total organic gases, and particulate matter.

The URBEMIS #2 model also does not take into account the potential air quality problems associated with the methane gas produced at the former...
sanitary landfill on Bay Farm Island. The City has engaged a private contractor to siphon or "bleed off" methane gas, which is produced as a by-product of decomposing materials at Mt. Trashmore. The process is expected to last at least six to 10 years (until perhaps the year 2000), by which time the amount of gas produced is expected to have diminished.

Regionally, the most severe and complex air quality problem is the relatively high level of ambient ozone experienced during inversions in summer and fall. Ozone is not emitted directly into the atmosphere, but is produced in the atmosphere through a complex series of photochemical reactions involving hydrocarbons, nitrogen oxides, and sunlight. No single source accounts for most of the hydrocarbon and nitrogen oxide emissions, and many sources are spread throughout the region.

Because so much of the Bay Area's air pollution problem is attributable to motor vehicles, improving transportation facilities to reduce vehicle hours of travel will improve air quality. (See Section 4.2, Transportation Element, on Transportation Systems Management.)

**Guiding Policies: Climate and Air Quality**

5.5.a Strive to meet all Federal and State standards for ambient air quality.

*Table 5-1 lists the air quality standards for all significant contaminant gases. These standards are subject to change, and in fact have changed since 1975.*

5.5.b Support continued monitoring efforts by the Bay Area Air Quality Management District.

**Implementing Policies: Climate and Air Quality**

5.5.c Encourage use of public transit for all types of trips.

*See policies in Section 4.3 in the Transportation Element.*

5.5.d Encourage development and implementation of Transportation System Management (TSM) programs.

*See Transportation Element policies (4.2.a and 4.2.b).*

5.5.e Minimize commuting by balancing jobs and nearby housing opportunities.

*Buildout of Alameda will create four jobs for every three employed residents, minimizing out-commuting. A surplus of jobs in Alameda is*
likely to result in less travel than if these office/business park jobs were at alternative outlying locations.

5.6 HISTORIC AND ARCHAEOLOGIC RESOURCES

Alameda's history and prehistory are reflected throughout the City in the pattern and names of streets, the placement and style of homes and businesses, and in commemorative markers posted in public places. Alamedans are well aware of the recent history of their community, as is evidenced in the existence of such groups as the Alameda Victorian Preservation Society, formed in 1972. The group is dedicated to preserving the historic character of the City, increasing awareness and appreciation of Alameda's historic roots, and providing historic building restoration and rehabilitation information to citizens.

The creation of a Historical Advisory Board, the City's identification of historic districts and Heritage Areas, and efforts to revitalize older, historic business districts through participation in the Main Street Project all indicate Alameda's continuing commitment to celebrating the Island's past. In addition, the City adopted an optional Historic Preservation Element in 1980 with two major goals: nurturing an understanding and appreciation of the City's history and architecture, and the preservation of Alameda's historical and architectural resources. The policies in this section are intended to supplement the Element's recommendations for an education and preservation program.

Prehistoric Period. The Coastal Miwoks lived within the protection of the oak forest that blanketed the Encinal peninsula, a peninsula fringed on its northern and eastern shores with cordgrass and pickleweed marsh. It later became the Island of Alameda. Until the early 1900s, at least a half-dozen huge shellfish mounds punctuated the landscape, refuse heaps whose contents attested to the hunting, fishing, and gathering way of life of the earliest inhabitants. When excavated, the largest mound, 400 feet long by 150 feet wide by 14 feet high and encompassing an area bounded by Central Avenue, Court Street, Johnson Avenue, and Gibbons Drive, was found to cover burial grounds. In 1908 the contents of this mound were hauled to Bay Farm Island and used for paving and filling material. Mound Street passes through the original shellmound location, and additional artifacts lie buried beneath the urban hardscape.

The California Archaeological Inventory reports that with only 5 percent of the General Plan Project Area surveyed, seven prehistoric archaeological sites have been identified, and there is a high probability of additional resources in unsurveyed areas. Policies within this section anticipate future finds. The types of artifacts which might be expected to be found are those typical of Bay Area settlements near existing or former marshland, including mortars and
pestles, obsidian knives, weapons, or projectile points, and bone needles or other small tools. Obsidian, chert and other stone with which the tools and the weapons were composed is not native to Alameda, suggesting Coastal Miwoks had trade connections with mainland or inland tribes. Other prehistoric resources that could be discovered within Alameda might include dark, crumbly soil containing shell and bone dietary debris, heat-affected rock, or human burials.

**Historic Period.** European settlement began in the late 1700s with the arrival of the Spanish, initiating a period of land appropriation and subdivision which ultimately displaced Alameda's earliest inhabitants. By the late 1800s, settlement existed at three disparate locations on the peninsula, with a main road (now Central Avenue) and a railroad line linking the settlers. The large-scale transformation of the landscape was already taking place, with some wetlands being diked and filled, and the initiation of a Federal government project which would take nearly 30 years to complete: the dredging of a Tidal Canal between the peninsula and the mainland, severing Alameda from the shore.

The California Gold Rush brought a huge influx of population to the Bay Area in the mid-1800s. Among these settlers were several entrepreneurs who would subdivide the peninsula and sell tracts for residences and orchards. The pace of settlement within Alameda remained steady during the last three decades of the century as rail and ferry projects connected Alamedans to one another, to the rest of the Bay Area, and, indeed, to the rest of the country. The corner of Lincoln and Webster streets is noted for being the location of the terminus of the first transcontinental railroad; a Central Pacific train completed a cross-continental journey for the first time in 1869. The late 1800s also left their mark within the City in the form of the Victorian homes which may be seen throughout Alameda.

The California Archaeological Inventory notes that the City contains many properties of recognized historic value. The National Register of Historic Places lists 10 properties, the California Inventory of Historic Places lists five properties, and California Historical Landmarks lists one property. A historic resources inventory conducted in 1979-1980 resulted in the identification of 663 historic properties within the General Plan Project Area. A more recent survey suggests as many as 4,000 properties with historic value.

The early settlement date of this area and the prevalence of properties of historic value strongly suggest the existence of additional unidentified historic resources, both archaeologic and architectural. Historic archaeologic resources which might be expected include stone or adobe foundations or walls, structures and remains with square nails, and refuse deposits, often found in old wells or privies.
Guiding Policy: Historic and Archaeologic Resources

5.6.a Protect historic sites and archaeologic resources for their aesthetic, scientific, educational, and cultural values.

*Historic preservation programs, such as the measures proposed within the 1980 Historic Preservation Element, have been successful in preserving the small-town character of many California communities. See Section 3.3, Architectural Resources, for additional policies.*

Implementing Policies: Historic and Archaeologic Resources

5.6.b Working in conjunction with the California Archaeological Inventory, review proposed development projects to determine whether the site contains known prehistoric or historic cultural resources and/or to determine the potential for discovery of additional cultural resources.

5.6.c Require that areas found to contain significant historic or prehistoric archaeological artifacts be examined by a qualified consulting archaeologist or historian for appropriate protection and preservation.

*The California Environmental Quality Act (CEQA) requires evaluation of any archaeological resource on the site of a development project. Unique resources, as defined by State law, should be protected, either by physical measures or by locating development away from the site. A preferred preservation method involves covering a site with earth fill for potential future, leisurely excavation; immediate excavation by qualified archaeologists should be undertaken only if such protection is infeasible.*

5.6.d Update the Historic Preservation Element when funds allow.
Chapter 6

PARKS AND RECREATION, SHORELINE ACCESS, SCHOOLS AND CULTURAL FACILITIES ELEMENT

This element establishes policies for facilities that deserve more attention than they would receive if they were included in the Land Use or Open Space elements. Parks are especially valued in Alameda because existing acreage is small relative to population, and opportunities for expansion of the park system are few. Improved shoreline access has accompanied recent development, and additional opportunities to take advantage of the island setting are available. Acquisition of the site for the new Main Library and support for an arts center demonstrate interest in enriching the cultural life of Alameda.

6.1 PARKS AND RECREATION

Five categories of park and recreational open space exist in Alameda:

**Neighborhood Parks** are mainly for the use of elementary school age children, but also provide landscaped settings for picnicking or passive use by all ages, and greenery in a dense city. The City's dozen existing neighborhood parks range from 1 to 5 acres.

**Community Parks** have adult facilities such as lighted baseball diamonds and tennis courts, but also function as neighborhood parks. The four community parks range from 6 to 15 acres.

**Community open space** consists of special purpose facilities such as the Model Airplane Field (1 acre) and the Shoreline Park on Bay Farm Island (22 acres).
**Greenways** are landscaped linear open spaces with paths for walking, jogging, and biking. On Bay Farm Island they are owned and maintained by homeowners' associations; the General Plan proposes a City-owned greenway on the Main Island.

**Region-serving Park and Recreation Facilities** include Crown Memorial Beach and the Alameda Municipal Golf Courses.

Table 6-1 presents an inventory of existing parks and open space, and Table 6-2 lists five additional sites proposed by the General Plan. Existing and projected park acreage per 1,000 residents appears in Table 6-3.

California cities typically strive to meet standards calling for 3 to 6 or more acres of neighborhood and community park space per 1,000 residents, but this range is beyond reach at this stage of Alameda's development. The 1979 CLUP called for 4 acres in newly developed areas, a standard that will be met on Bay Farm Island if school open space is included in the calculation. Counting school open space (Table 6-5) (Text related to NAS Alameda deleted pursuant to (GPA 01-01), there are 2.0 acres of community and neighborhood park space per 1,000 residents in 1990. The proposed parks listed in Table 6-2 will raise the standard to 2.3 acres per 1,000 at buildout.

About 95 percent of Alameda's children live within 3/8 mile of a park, the maximum radius for effective service as indicated by studies in other cities. The 1979 CLUP prescribed a quarter-mile service radius for Alameda, a standard that is not met on Bay Farm Island or in several Main Island neighborhoods.

**EAST BAY REGIONAL PARK DISTRICT**

Robert W. Crown Memorial State Beach is a regional shoreline jointly maintained by the City and the East Bay Regional Parks District. EBRPD is responsible for management, including planning and policy development. Heavy use during warm weather causes severe congestion in the adjoining South Shore neighborhood. During revision of the General Plan, street modifications that would limit use of Shore Line Drive were considered, but were rejected in favor of less drastic traffic controls, such as diversion during peak periods, that need not be a part of the General Plan.

San Leandro Bay Regional Shoreline, adjoining Alameda's East End, includes both public recreation and habitat preservation areas. The Shoreline is contiguous to the City's former trash disposal facility (affectionately known as Mt. Trashmore) on Doolittle Drive. EBRPD's plans encourage integration of any future development of Alameda's San Leandro Bay shoreline with the District's park and trail system.
### TABLE 6-1

**EXISTING PARKS AND OPEN SPACE, 1990**

<table>
<thead>
<tr>
<th>Type/Name</th>
<th>Acres</th>
<th>Planning Sector</th>
<th>Status(a)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Neighborhood Parks</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buena Vista</td>
<td>3.6</td>
<td>West Central</td>
<td>D</td>
</tr>
<tr>
<td>Franklin</td>
<td>3.0</td>
<td>West Central</td>
<td>D</td>
</tr>
<tr>
<td>Godfrey</td>
<td>5.4</td>
<td>Bay Farm Island</td>
<td>D</td>
</tr>
<tr>
<td>Jackson</td>
<td>2.3</td>
<td>East End</td>
<td>D</td>
</tr>
<tr>
<td>Longfellow</td>
<td>1.1</td>
<td>West End</td>
<td>D</td>
</tr>
<tr>
<td>McKinley</td>
<td>1.2</td>
<td>East Central</td>
<td>D</td>
</tr>
<tr>
<td>Neptune</td>
<td>3.5</td>
<td>West Central</td>
<td>U</td>
</tr>
<tr>
<td>Parrott Mini-Park(b)</td>
<td>0.2</td>
<td>West Central</td>
<td>D</td>
</tr>
<tr>
<td>Rittler</td>
<td>4.8</td>
<td>South Shore</td>
<td>D</td>
</tr>
<tr>
<td>Tillman</td>
<td>3.5</td>
<td>Bay Farm Island</td>
<td>D</td>
</tr>
<tr>
<td>Woodstock</td>
<td>4.2</td>
<td>West End</td>
<td>D</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>32.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Community Parks</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leydecker</td>
<td>6.3</td>
<td>Bay Farm Island</td>
<td>D</td>
</tr>
<tr>
<td>Lincoln</td>
<td>7.8</td>
<td>East End</td>
<td>D</td>
</tr>
<tr>
<td>Krusi</td>
<td>7.9</td>
<td>East End</td>
<td>D</td>
</tr>
<tr>
<td>Washington</td>
<td>15.0</td>
<td>West Central</td>
<td>D</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>37.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Community Open Space</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boat Launches (c)</td>
<td>3.5</td>
<td>West End, Estuary</td>
<td>D</td>
</tr>
<tr>
<td>Bridgeview</td>
<td>1.5</td>
<td>East End</td>
<td>U</td>
</tr>
<tr>
<td>Harrington Soccer</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Field (d)</td>
<td>2.0</td>
<td>Bay Farm Island</td>
<td>U</td>
</tr>
<tr>
<td>Mastick Senior Center</td>
<td>1.0</td>
<td>West Central</td>
<td>D</td>
</tr>
<tr>
<td>Model Airplane Field</td>
<td>1.3</td>
<td>Bay Farm Island</td>
<td>D</td>
</tr>
<tr>
<td>Portola Triangle</td>
<td>2.3</td>
<td>South Shore</td>
<td>D</td>
</tr>
<tr>
<td>Shoreline</td>
<td>22.0</td>
<td>Bay Farm Island</td>
<td>D/U</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>32.6</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Regional Park/Recreation Facility

<table>
<thead>
<tr>
<th>Name</th>
<th>Acres</th>
<th>Planning Sector</th>
<th>Status(a)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crown Memorial Beach</td>
<td>80.0</td>
<td>South Shore</td>
<td>D</td>
</tr>
<tr>
<td>Municipal Golf Course</td>
<td>350.0</td>
<td>Bay Farm Island</td>
<td>D</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>430.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>532.3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- See Table 6-5 for school open space.
- (a) D = developed, U = undeveloped, D/U = partially developed.
- (b) Alameda Housing Authority park.
- (c) Encinal = approximately 2 acres; Grand Street = approximately 1.5 acres.
- (d) Previously Oleander Park.

### TABLE 6-2
PROPOSED PARKS, 1990-2010

<table>
<thead>
<tr>
<th>Name</th>
<th>Acres</th>
<th>Planning Subarea</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mt. Trashmore</td>
<td>20.0</td>
<td>Bay Farm Island</td>
<td>Community Park</td>
</tr>
<tr>
<td>Estuary Park</td>
<td>10.0</td>
<td>East Central</td>
<td>Community Park</td>
</tr>
<tr>
<td>Ballena Isle</td>
<td>6.5</td>
<td>West End</td>
<td>Community Park</td>
</tr>
<tr>
<td>Greenways (Railroad right-of-way)</td>
<td>15.0</td>
<td>West End</td>
<td>Greenway</td>
</tr>
<tr>
<td>Park Street Pocket</td>
<td>0.5</td>
<td>Park Street</td>
<td>Community Open Space</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>52.0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 6-3
PARK ACREAGE PER 1,000 HOUSEHOLD RESIDENTS:
1990 and BUILDOUT

<table>
<thead>
<tr>
<th>Year (Proposed)</th>
<th>Increment</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Parks</td>
<td>32.7</td>
<td>0.0</td>
</tr>
<tr>
<td>Community Parks</td>
<td>37.0</td>
<td>36.5</td>
</tr>
<tr>
<td>School Open Space</td>
<td>70.0</td>
<td>0.0</td>
</tr>
</tbody>
</table>

(Table 6-5)

<table>
<thead>
<tr>
<th>Total</th>
<th>139.7</th>
<th>52.0</th>
<th>176.2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Household Population</td>
<td>69,200</td>
<td></td>
<td>76,400</td>
</tr>
<tr>
<td>Acres/1,000 Household Residents</td>
<td>2.0</td>
<td></td>
<td>2.3</td>
</tr>
</tbody>
</table>

City of Alameda - Figure 6-1
Parks, Recreation, Schools & Cultural Facilities
Guiding Policies: Parks and Recreation

6.1.a Expand Alameda's park system.

6.1.b Continue cooperation with the Alameda Unified School District to achieve optimum joint use of limited school open space and park space.

6.1.c Pursue park and open space grant opportunities and cooperative agreements with local, regional, and state agencies for expansion of the City's park and open space system.

6.1.d Promote the development and retention of private open space to compensate for the shortage of public open space.

Implementing Policies: Parks and Recreation

6.1.e Work with property owner, Tidelands Lease holders, the Army Corp of Engineers, BCDC, the Coastal Conservancy, open space advocates, non-profits, and agencies, and to create a continuous shoreline access and park areas along the northern waterfront.

Policy 2.6.f calls for a continuous shoreline access along the Estuary from the western tip of Alameda Point to the Miller Sweeney Bridge. Successful implementation will require that each new project approved on the waterfront provide public shoreline access improvements, that each new Tidelands Lease executed by the City attempt to provide for shoreline access and improvements wherever possible (some uses, such as industrial maritime uses may not be able to allow public access along the entire length of their frontage for safety reasons), that the City work closely with the Army Corp of Engineers to provide public access on Army Corp Lands, and that the City identify critical shoreline properties for acquisition. Local funding sources could include income from leases of public property to adjacent private property owners. Where provision of public access to the shoreline is infeasible, lease payments could include an amount to be used to provide shoreline access at another location.

6.1.f Require development and maintenance of approximately 7 acres on Ballena Isle for public park and shoreline access use as a condition of approval of development of the remainder of the island.

Ballena Isle is owned by the City of Alameda and is leased to a private party until 2029. The 1979 CLUP designated the area west of Ballena Boulevard as open space; an adjoining half-acre is used by the public for fishing and viewing. No alternative site appears suitable for expansion of park land to serve the West End.

6.1.g Prepare a park plan for Mt. Trashmore when environmental conditions indicate that development could occur.

There were no restrictions in 1953 when the City placed log boom s in the water to contain waste and began dumping. Since reclamation began, methane gas emission
and settling indicate that extensive environmental analysis will be required, and development probably cannot occur before 2000.

6.1.h Develop a continuous greenway, east of Main Street north of Atlantic Avenue, and along the general alignment of the railroad right-of-way between Webster Street and Sherman Street, provided that the greenway design on each parcel allows for connection throughout the length of greenway. (GPA 96-04)

*Long an eyesore, the 100-foot-wide strip west of Webster Street contains an underground utilities right-of-way that prevents building construction. Between Webster and Sherman, the greenway would occupy a portion of the Alameda Beltline Railroad yard, and could provide a buffer between residential and business park uses. The amount of land available for the buffer will depend on how much railroad yard space must be retained. The greenway should include a tree belt and paths for walking, running, and biking.*

6.1.i Develop a pocket park serving the Park Street Business District and the Civic Center.

*An half-acre with trees, benches, restrooms, and possibly a refreshment concession would be popular with Park Street shoppers and office workers. The pocket park could be within the Civic Center Specific Plan area or could be provided in conjunction with development of parking structures.*

### 6.2 SHORELINE ACCESS AND DEVELOPMENT

Boating, fishing, and hiking are important uses of the shoreline that are not covered under the Conservation or Parks and Recreation headings.

Public boat launches and fishing piers exist on Navy land to the west of Encinal High School (2 acres) and at the foot of Grand Street (1.5 acres). The Bay Conservation and Development Commission (BCDC), which has regulatory jurisdiction 100 feet inland from the line of highest tidal action, has required construction of shoreline paths along Mariner Square, Marina Village, Park Street Landing, north of the Aeolian Yacht Club and adjacent to the Fruitvale Bridge as conditions of approval of development projects. Public right-of-way extends to the shoreline at 21 additional access points, which are indicated on Figure 6-1.

### MARINAS

Small boats have replaced large ships along most of the Northern Waterfront, as former shipyards and docks have become sites for marinas. The citywide total of 3,124 berths in 11 marinas, designated as commercial recreation on the General Plan Diagram, is the largest concentration in Northern California. With completion of Grand Marina in 1988 (362 berths), little space remains within the U.S. Pierhead Line for additional berths.
Scores of marina-related businesses—from small shipyards and woodworkers to yacht brokers and manufacturers of navigational instruments—constitute a thriving sector of the City's economy that has attained a critical mass and can expect continuing growth.

BAY TRAIL

ABAG is the lead agency for planning and implementation of a plan to create a continuous public access corridor around San Francisco Bay, following the shoreline as closely as possible. The trail is to circle the Alameda portion of Bay Farm Island and the Main Island, except for the Naval Air Station, as shown in Figure 4-2. Most of the trail would consist of existing paths or sidewalks. New multipurpose paths are planned along San Leandro Bay at Mt. Trashmore and following former railroad rights-of-way in the West End. (See Policy 6.1.h.) A 10-foot bike lane would be cantilevered from the east side of the Bay Farm Island Bridge.

Guiding Policies: Shoreline Access and Development

6.2.a Maximize visual and physical access to the shoreline and to open water.

Despite recent progress in securing public access, opportunities are still very limited on the north and east shorelines of the Main Island. At marinas where access to the shoreline is available, long floating piers and a forest of masts still may block visual access to open water. Along much of the Northern Waterfront where there are no marinas, the bulkhead and pierhead lines are close together, so access to open water is assured.
6.2.b Regulate development on City-owned shoreline property to maximize public use opportunities.

*Although the City's shoreline properties are under long-term lease, existing terms are sufficiently favorable to the leaseholders to enable development to include substantial public amenities and still be profitable. Unless the City regains full control of its shoreline holdings, this policy appears to be the best available response to the CLUP policy calling for stopping the trend toward private use of publicly owned shoreline.*

6.2.c Ensure marina operating standards that prevent degradation of water quality.

*See also policies within Section 5.1 of the Open Space and Conservation Element.*

6.2.d Through design review of shoreline property, give consideration to views from the water.

**Implementing Policies: Shoreline Access and Development**

6.2.e Remove impediments to enjoyment of shoreline access where legal access exists.

*Access points that are intentionally blocked or merely allowed to become overgrown prevent public use of public property.*

6.2.f Cooperate with property owners adjoining shoreline access points to ensure that public use does not cause unnecessary loss of privacy or unwarranted nuisance.

6.2.g Prepare a Shoreline Access Plan in consultation with BCDC for areas where development proposals are expected to provide opportunities to improve or extend access.

6.2.h Require shoreline access where appropriate as a condition of development approval regardless of whether development occurs within the area of BCDC regulation.

*Access should be provided even if there is no development within 100 feet of the water's edge.*

6.2.i Require off-site access as a mitigation when public access on-site is infeasible.

6.2.j Coordinate efforts with the School District in obtaining shoreline access at Paden School, Lincoln School, and Encinal High School.

6.2.k In cooperation with the U.S. Coast Guard and governmental agencies concerned with water quality, continue to maintain strict monitoring of compliance with environmental regulations by boat users.

*See policies within Section 5.1 of the Open Space and Conservation Element.*

6.2.l Seek grants for improvement of Bay Trail segments.
Coordination of implementation efforts will be handled by the City of Alameda Department of Public Works and the local advisory group to the Bay Trail Project for the East Bay Region.

### 6.3 SCHOOLS

Alameda Unified School District (AUSD) operates nine elementary schools (grades K-5), three middle schools (grades 6-8), two high schools and a continuation high school (grades 9-12). As in most California school districts, enrollment grew faster than district population during the 1980s. AUSD projections for 1990-1997 anticipate a 28-percent enrollment increase, three quarters of which will be in grades 6 through 12. Re-opening Paden School and completion of the new Bay Farm Island school will provide more than enough capacity in grades K-5, and only moderate capacity increases will be needed in grades 6-12. Table 6-4 presents enrollment data.

In 1989 Alameda voters approved $47.7 million in bonds for school rehabilitation and seismic upgrading. Historic Alameda High School, long unavailable for school use because it did not meet seismic standards, will be upgraded, and Encinal High School will be expanded and refurbished. Other schools will be rehabilitated, and day care facilities will be provided at all K-5 schools.

Buildout in accord with the General Plan will increase household population by 10 percent above the 1990 level. Enrollment cycles can vary significantly over 20 years, making attempts at projection potentially misleading. It appears that sufficient capacity could be added on existing sites by shifting grade groupings or by opening closed schools.
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Earhart/K-5</td>
<td>645</td>
<td>550</td>
<td>484</td>
<td></td>
</tr>
<tr>
<td>Edison/K-5</td>
<td>367</td>
<td>420</td>
<td>356</td>
<td></td>
</tr>
<tr>
<td>Haight/K-5</td>
<td>540</td>
<td>532</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>Longfellow/K-5</td>
<td>538</td>
<td>504</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>Lum/K-5</td>
<td>482</td>
<td>504</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>Miller/K-5</td>
<td>467</td>
<td>532</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>Otis/K-5</td>
<td>431</td>
<td>504</td>
<td>356</td>
<td></td>
</tr>
<tr>
<td>Paden/K-5</td>
<td>0</td>
<td>500</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>New Bay Farm Island/K-5</td>
<td>0</td>
<td>550</td>
<td>484</td>
<td></td>
</tr>
<tr>
<td>Washington/K-5</td>
<td>454</td>
<td>500</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>Woodstock/K-5</td>
<td>583</td>
<td>560</td>
<td>500</td>
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<tr>
<td>Subtotal</td>
<td>4,507</td>
<td>5,656</td>
<td>5,180</td>
<td>15%</td>
</tr>
<tr>
<td>Chipman/6-8</td>
<td>575</td>
<td>650</td>
<td>845</td>
<td></td>
</tr>
<tr>
<td>Lincoln/6-8</td>
<td>622</td>
<td>650</td>
<td>840</td>
<td></td>
</tr>
<tr>
<td>Wood/6-8</td>
<td>625</td>
<td>800</td>
<td>750</td>
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</tr>
<tr>
<td>Subtotal</td>
<td>1,822</td>
<td>2,100</td>
<td>2,435</td>
<td>34%</td>
</tr>
<tr>
<td>Alameda High School</td>
<td>1,232</td>
<td>1,700</td>
<td>1,700</td>
<td></td>
</tr>
<tr>
<td>Encinal High School</td>
<td>1,045</td>
<td>1,550</td>
<td>1,700</td>
<td></td>
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<tr>
<td>Island High School</td>
<td>137</td>
<td>200</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>Subtotal</td>
<td>2,414</td>
<td>3,450</td>
<td>3,600</td>
<td>49%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>8,743</td>
<td>11,206</td>
<td>11,215</td>
<td>28%</td>
</tr>
</tbody>
</table>


The College of Alameda, a unit of the Peralta Community College District, has space on its site to accommodate expanded enrollment. Eleven private primary and secondary schools enrolled 1,336 students in 1990.

Most of Alameda's school sites reflect 19th-century urban school standards. Only Encinal, Wood, Lincoln, Earhart and the new Bay Farm Island school have acreage that approaches post-World War II standards. The rest have small playgrounds, minimal athletic facilities and lack greenery. Nevertheless, schools provide important open space play areas for neighborhoods, as discussed in Section 6.1, above; those areas are counted towards meeting

1 Also known as Village 4 school.
the City's parks standard. (See Table 6-3.) Table 6-5 provides an inventory of acreage for school sites and school open space.

**Guiding Policies: Schools**

6.3.a Support and cooperate with the Alameda Unified School District in its efforts that extend beyond classroom education, including:

*Making open space and recreation facilities available for community use;*

*Offering and providing space for child care; and*

*Contributing to the visual quality of Alameda and attitude of students toward their environment through the architecture, landscape treatment, and maintenance of the district's schools.*

6.3.b Support the Alameda Unified School District efforts to obtain school impact fees needed to maintain adequate educational facilities to serve enrollment generated by new development in the City.

**Implementing Policy: Schools**

6.3.c Approval of residential, commercial and industrial development may be conditioned upon the mitigation of the impact of such development on the Alameda Unified School District.
### TABLE 6-5, SCHOOL OPEN SPACE, 1990

<table>
<thead>
<tr>
<th>School/Grade</th>
<th>Total Campus Size (acres)</th>
<th>Open Space (acres)</th>
<th>Description of School Open Space Facilities</th>
<th>Adjacent City Park (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alameda Unified School District</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Earhart/K-5</td>
<td>8.7</td>
<td>5.0</td>
<td>Playfields</td>
<td></td>
</tr>
<tr>
<td>Edison/K-5</td>
<td>3.2</td>
<td>1.4</td>
<td>Paved schoolyard, landscaping</td>
<td></td>
</tr>
<tr>
<td>Haight/K-5</td>
<td>3.8</td>
<td>0.9</td>
<td>Paved schoolyard, playfield</td>
<td></td>
</tr>
<tr>
<td>Longfellow/K-5</td>
<td>2.8</td>
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**Notes:**
<sup>a</sup> Paden School, used as an adult school, will be reopened as an elementary school.
<sup>b</sup> Franklin School is leased to Carden Redwood School (private) until 1992-93.
The Alameda Free Library, the fourth oldest public library in California, has three branches: the Main Library at Santa Clara Avenue and Oak Street, the West End Branch Library on Santa Clara Avenue at Eighth Street, and the Bay Farm Island Branch on Mecartney Road adjacent to Leydecker Park. A Children's Library, known at its completion in 1926 as the Boys and Girls Library, occupies a remodeled historic house behind the Main Library. Figure 6-1 shows library locations.

In 1986, a study of space needs confirmed the critical problems of the 1903 Main Library. In 1987, the City Council, upon recommendation of the Library Board, approved future construction of a new Main Library building, and in 1990, the LinOaks Motel and Apartments site at the corner of Lincoln Avenue and Oak Street was selected. The proposed Main Library is programmed as a two-story, 45,000-square-foot facility with a partial basement and adjacent below-grade and street-level parking. The City has applied to the State Library for assistance with construction financing (Proposition 85) and is proceeding with an environmental impact report on the new Main Library building. The historic Main Library will be restored and rehabilitated for an appropriate new use.

SPACE FOR THE ARTS

The need for an arts center was strongly felt by participants in a community workshop on the General Plan, who spoke of the richness of Alameda’s artistic life and the lack of performance, rehearsal, exhibit, and classroom facilities. Theater companies, dance troupes, painters, sculptors, and filmmakers are continually searching for adequate space that might most efficiently be provided in an arts center. An arts center would enhance Alameda’s cultural life and increase community awareness of arts resources.

ALAMEDA HISTORICAL MUSEUM

The Alameda Historical Museum was established in 1949 and is the official repository of the City’s historic artifacts. It is currently located in leased space which is inadequate to effectively house and display its collection and to enable it to conduct educational and recreational programs for the benefit of the community. A permanent home for the museum in a more appropriate setting would insure the continuation of an important cultural resource that could better preserve and promote the rich history of Alameda.

Guiding Policies: Cultural Facilities

6.4.a Design the new Main Library as an important element of a future Civic Center.

6.4.b Encourage and support private groups in their efforts to create an arts center for Alameda. Encourage the use of an existing architecturally distinguished building as an arts center.
Support could include assistance in obtaining grants, evaluation of the suitability of re-use of existing structures, and participation in making a site available at below-market cost.

6.4.c Encourage and support the Alameda Historical Museum in its efforts to secure a permanent, suitable facility.
State law (Government Code Sections 65300-65303.4) requires that the General Plan include policies to protect the community from both natural and human-induced disasters and policies that protect the community from harmful noise. The Alameda Safety and Noise Element identifies the policies and strategies necessary to reduce the risk of death, injuries, property damage, environmental degradation, economic and social dislocation, and excessive and harmful noise from the natural and man-made hazards and noise sources in the City of Alameda. The goals of the Safety and Noise Element are to:

- Protect the health, safety and general welfare of City of Alameda residents, workers and visitors.
- Reduce exposure to hazards.
- Reduce damage to public and private property and the environment from natural disasters and hazards.
- Minimize disruption of essential public services, facilities, and infrastructure as the result of natural disaster.
- Facilitate timely and complete recovery from a natural disaster.
• Increase public understanding and awareness of hazard and hazard mitigation.
• Facilitate participation in mitigation and resiliency preparation by Alameda residents, workers, and partner agencies.

The City of Alameda is located in a region that is susceptible to a variety of natural disasters. Close proximity to major regional earthquake faults leads to significant risks from seismic and geologic hazards. Earthquake ground shaking and soil settlement can lead to infrastructure breaks that can lead to fire hazards. Relatively flat topography and proximity to the San Francisco Bay, poses flooding hazards for Alameda. Severe storm events currently cause flooding in low lying areas in Alameda. Climate change and sea level rise will increase the severity of these hazards in the future. In addition, man-made risks from hazardous materials, airport operations and noise will continue to pose risks for Alameda residents.

The Safety and Noise Element is informed by the City of Alameda Local Hazard Mitigation Plan; City of Alameda Emergency Operations Plan; Association of Bay Area Government’s Resiliency Program; Adapting to Rising Tides, Transportation Vulnerability and Risk Assessment Pilot Project (prepared by Metropolitan Transportation Commission, California Department of Transportation and Bay Conservation and Development Commission); Adapting to Rising Tides: Alameda County Shoreline Vulnerability Assessment (prepared by the Alameda County Flood Control and Water Conservation District and Bay Conservation and Development Commission); California Governor’s Office of Emergency Services; United States Geological Survey Earthquake Preparedness; and the National Oceanic and Atmospheric Administration: Weather-Ready Nation.

8.1 EMERGENCY MANAGEMENT

The City of Alameda aspires towards resiliency through the continual implementation of mitigation actions that reduce the potential for loss of life, property damage, and environmental degradation from natural disasters, while accelerating economic recovery from those disasters. A resilient City is reliant on functional infrastructure systems, buildings, and programs to keep key services operational, to help damaged areas rebuild, to keep undamaged homes habitable, and to keep businesses open during recovery.

Disasters are rarely limited to jurisdictional boundaries and impacts from disasters often affect multiple agencies within a region. The Federal Disaster Mitigation Act of 2000 encourages State, regional and local agencies to work together to mitigate hazards. The Emergency Operations Management program in Alameda is intended to coordinate response to potential disasters such as hazardous materials releases, earthquakes, fire, or aircraft crash.

Objective: Minimize risks of loss of life, personal injury, property damage and environmental degradation by developing, monitoring and updating comprehensive and collaborative emergency preparedness and recovery programs.
Policies:

SN-1. Maintain emergency management and disaster preparedness as a top City priority.
   a. Maintain and update the recommendations and standards established in the City of
      Alameda's Emergency Management and Operations Plan as the guide for disaster
      planning in Alameda.
   b. Maintain training programs to ensure that City personnel are sufficiently prepared to
      respond to an emergency and staff the Emergency Operations Center.
   c. Identify and publicize essential emergency facilities in the City, including shelters,
      evacuation routes, and emergency operation staging areas, and take the necessary
      actions to ensure that they will remain operational following a disaster.
   d. Conduct periodic emergency response exercises to test the effectiveness of local
      preparedness response, recovery, and mitigation procedures.

SN-2. Maintain a prepared Emergency Operations Center to support City responses to a major
       emergency event.

SN-3. Continue to develop and maintain General Mutual Aid Agreements. Coordinate local
       emergency preparedness efforts with the Federal Emergency Management Agency (FEMA),
       Coast Guard, United States Maritime Administration Ready Reserve Fleet (MARAD), the
       San Francisco Bay Area Water Emergency Transportation Authority (WETA), the Port of
       Oakland, adjacent jurisdictions, the Alameda Unified School District, the various private
       schools in Alameda, local hospitals, senior or disabled care housing facilities, and other local
       and regional police, fire and public health agencies in preparation for natural and man-made
       disasters, and ensure that the City’s disaster response communication technologies are
       compatible with other agency communication technologies.

SN-4. Maintain and promote community programs to train volunteers, senior and disabled
       support groups, food banks, and other local aid organizations to assist police, fire, and civil
       defense personnel during and after a major earthquake, fire, or flood.
       a. Maintain community-based emergency preparedness training programs targeted to
          neighborhoods and business groups including outreach and coordination with
          Voluntary Organizations Active in Disasters (VOAD) and other community based
          programs.
       b. Prepare and/or make available public education and awareness materials in multiple
          languages on all aspects of emergency preparedness, including the type and extent of
          hazards in the community, measures to reduce the likelihood of damage and injury,
          provisions for emergency supplies, steps to take immediately after a disaster, and the
          locations of shelters and medical facilities.
SN-5. Ensure that the City prioritize public safety through the implementation of a Vision Zero policy to reduce annual pedestrian and bicyclist fatalities and serious injuries resulting from collisions with faster moving vehicles and unsafe street design.

8.2 SEISMIC AND GEOLOGIC HAZARDS

Earthquakes are the single-most significant short-term geologic hazard facing the residents and businesses in Alameda. Earthquakes are also the hazard that are most likely to cause extensive damage. In addition to the initial shaking, secondary seismic hazards associated with earthquakes include liquefaction, lateral spreading, and cracking of the ground surface, sand boils, slope failure, and seiches. Figure 8-1 illustrates the proximity of Alameda to the Hayward and San Andreas Faults. The likelihood of occurrence of these secondary effects due to ground shaking in Alameda is high due to underlying soil conditions in Alameda, such as artificial fill, bay mud, and expansive soils. Figure 8-2 illustrates Alameda’s susceptibility to severe liquefaction in the event of ground shaking. Alameda’s relatively old housing stock and unique historic commercial buildings were generally constructed without the benefit of modern Building Code requirements to strengthen buildings against earthquake shaking.

The 1989 Loma Prieta earthquake caused damage to private and public buildings, water mains, sewer lines, streets, and bulkheads. Liquefaction (mud boils) occurred at Alameda Point and Harbor Bay Business Park. South Shore experienced buckled streets and sidewalks, and subsidence that made the sanitary sewer pipes no longer flow downhill, requiring the City to build a new sanitary sewer pump station. According to the USGS, the chance of an earthquake of M6.7 or greater in the Bay Area in the next 30 years is 72 percent. The chance of an M6.7 or greater earthquake on our closest fault, the Hayward Fault, in the next 30 years is 28 percent. Combining

Figure 8-1 Earthquake Probabilities  Source: 2007 Working Group of California Earthquake Probabilities, 2008.
all likely scenarios, Alameda has a 10 percent chance of experiencing “Very Strong” to “Violent” (MMI 8 to MMI 9) shaking in the next 50 years. This probability can also be expressed as a 0.2 percent chance per year, or a 500-year event, which could happen any time.

Climate change is expected to worsen earthquake hazards. Rising sea levels will cause rising groundwater levels. Soils that are more saturated with groundwater are more likely to liquefy and subside. Some preliminary evidence suggests that changes in groundwater levels in the vicinity of fault lines can promote more frequent small earthquakes.

**Objective:** Minimize risks of loss of life, personal injury, property damage and environmental degradation posed by earthquakes and other geologic hazards.

**Policies:**

SN-6. Amend and update the Alameda local California Building Code, as necessary, to incorporate new standards for construction pertaining to development on areas of fill or underlain by Bay Mud or Merritt Sand and the design of new buildings to resist the lateral effects and other potential forces of a large earthquake on any of the nearby faults.

SN-7. Work with Caltrans, the Metropolitan Transportation Commission, the Alameda County Transportation Commission and other regional, state and federal partners to fund earthquake strengthening protection for critical public regional transportation facilities, such as the Posey and Webster Tubes, the Miller Sweeney Bridge and the High Street Bridge.

SN-8. Work with Caltrans, Alameda County, and other regional agencies to retrofit and improve at least one estuary crossing to meet a life-line standard to ensure access to the larger region.
for emergency access, equipment supplies, and disaster response and recovery in the event of a major seismic event.

SN-9. Continue to strengthen and rehabilitate City Buildings and other city infrastructure, including but not limited to wastewater systems and pump stations, stormwater systems and pump stations and electric systems and facilities, to ensure that the City can respond effectively to a seismic event.

SN-10. Require owners of vulnerable structures, to the extent feasible, to retrofit existing structures to withstand earthquake ground shaking, and require retrofitting when such structures are substantially rehabilitated or remodeled.

   a. Continue to implement the City’s Soft Story Program including mandatory requirements for substantially improving the seismic performance of multi-family wood frame residential buildings with “soft stories.”

   b. Continue to implement the City’s Wood Framed Building Program including voluntary requirements for substantially improving the seismic performance of one- and two-story wood frame residential buildings with vulnerable “cripple walls.”

   c. Develop incentives and assistance to help property owners make their homes and businesses more earthquake-safe. Pursue a variety of funding sources, such as grants, low-interest loans, and tax credits, to assist residents and businesses with seismic upgrades.

   d. Require owners of shoreline properties, to the extent feasible, to inspect, maintain, and repair the perimeter slopes to withstand earthquake ground shaking, consolidation of underlying Bay Mud, and wave erosion.

   e. Establish incentives and exemptions from City zoning code requirements, such as off-street parking and/or on-site common open space, to facilitate private rehabilitation and strengthening of soft story multi-family buildings.

8.3 FLOODING AND SEA LEVEL RISE

Due to its relatively flat topography and proximity to the San Francisco Bay, Alameda is uniquely sensitive to flooding caused by high tides, storm events, and climate change induced sea level rise. The City of Alameda normally experiences tides that range from -0.2’ Mean Lower Low Water (MLLW) to +6.4’ Mean Higher High Water (MHHW), based on the NAVD88 datum. (The NAVD88 datum or zero elevation is approximately the same as the elevations used in local tide tables.) The highest tide of the year, or “king tide,” normally occurs during the winter months of November thru February, and is usually about 7.4’. Every year, there is a 1 percent chance the king tide will exceed 9.4’. The ten highest king tides recorded by NOAA in Alameda for the last 75 years measured 8.6’ to 9.5’ elevation.
Winter months are also when the City is likely to experience storms. During an extreme storm event, the level of the sea can temporarily rise several feet above the level predicted by tide tables. During the El Niño event of 1997-98, up to 2 feet of standing water occurred on Main Street, due to higher sea levels during high tide and heavy rainwater runoff. In 1981, storms eroded Crown Beach to the edge of Shoreline Drive. In 2006 storm waves damaged the Harbor Bay Ferry Terminal, and washed away portions of the adjoining Bay Trail.

Storm related hazards will occur more frequently and more extensively in the future due to climate change, which contributes to both sea level rise and more intense storms. A home located in a currently predicted 100-year flood level would have a 1 percent annual likelihood of being flooded in any one year. As the sea levels rise, the normal high tide will rise, so that smaller and smaller high tides and storms will have the same flooding capabilities. By mid-century, Alameda is likely to experience high tides of 9.4’ once every 5 years (20 percent chance per year). By the end of the century, the new normal high tide will be a MHHW of 9.4’, with yearly king tides of 10.4’, and an annual 1 percent chance of seeing a 12.8’ tide.

Figure 8-3: Flood Hazards. An illustration showing areas of Alameda that could be subject to temporary flooding with 24-inch sea level rise during a 100-year storm event.
Source: Bay Conservation and Development Commission, May, 2015
Global warming and sea level rise will have severe long-term effects on Alameda. The Bay Conservation and Development Commission (BCDC) and Alameda County Flood Control Water Conservation District predict a likely 12-inch increase in sea level on the Alameda County coastline by 2050, and a likely 24-inch increase in sea level in the same area by 2100 (Adapting to Rising Tides: Alameda County Shoreline Vulnerability Assessment, May, 2015). The study identified a 66-inch inundation level when combining the 24-inch sea level rise with a 100-year storm event (see Figure 8-3). In addition to residential and commercial properties, the Webster and Posey Tubes, Ron Cowan Parkway and the Alameda Gateway Terminal Ferry and other major public improvements are vulnerable to inundation.

Objective: Minimize risks of loss of life, personal injury, property damage and environmental degradation posed by sea level rise, flooding and storm water runoff.

Policies:

SN-11. Continue the City’s participation in the National Flood Insurance Program.

SN-12. Continue to review and publish for public discussion the latest and most up-to-date flood hazard and sea level rise forecasts from regional, state and federal agencies.

SN-13. Advocate for a permanent seat for City of Alameda representation and active participation in regional discussions on sea level rise mitigation, infrastructure improvements and adaptation strategies.

SN-14. Identify public transportation, open space, and stormwater and wastewater facilities, shoreline assets, and other public assets vulnerable to sea level rise and flooding hazards, and begin planning for adaptation and protection.

a. Implement a program for Resilient Shoreline Facilities, including performing appropriate seismic, storm, flooding and other safety analyses based on current and future use for all City-owned shoreline facilities, including dikes, shore protection (rip rap), lagoon sea walls, storm water outfalls, marinas and protective marshlands.

SN-15. Develop sea level rise adaptive strategies for different areas of the City for public discussion and evaluation, including but not limited to: avoidance/planned retreat, enhanced levees, setback levees to accommodate habitat transition zones, buffer zones, beaches, expanded tidal prisms for enhanced natural scouring of channel sediments, raising and flood-proofing structures, and/or provisions for additional floodwater pumping stations, and inland detention basins to reduce peak discharges.

a. Develop for public discussion and evaluation potential financing strategies and partnership opportunities with regional and state agencies such as the Oakland International Airport, and other agencies to fund and build selected adaptive strategies.

SN-16. Protect and upgrade public infrastructure, including but not limited to streets, wastewater systems and pump stations, stormwater systems and pump stations, and electric systems and
facilities, to ensure capacity and resilience during storm events, high tides, and sea level rise, and to decrease the chance of flooding of nearby streets, utilities, and private property.

SN-17. Reduce the risk of tsunami inundation through public tsunami education, with special emphasis in low-lying shoreline properties, including the maritime communities and marinas.

SN-18. Design street rights-of-way, parks, other public spaces, street trees and landscaping to be resilient to temporary flooding.

SN-19. Require new development adjacent to the shoreline, lagoons and low elevations to plan for 50 years of sea level rise. Ensure that the design of future developments incorporate flood protection measures to protect improvements from a 100-year storm event and anticipated sea level rise.

  a. Require new development to provide adequate setbacks along waterfront areas for the future expansion of seawalls and levees to adapt to sea level rise.

SN-20. Require the creation and maintenance of easements along drainage ways necessary for adequate drainage of normal or increased surface runoff due to storms.

SN-21. Require and enforce stringent groundwater management programs to prevent subsidence.

SN-22. Require the use of “Green Infrastructure”, landscaping, pervious surfaces, green roofs, and on-site stormwater retention facilities to reduce surface runoff and storm drain flooding during storm events.

8.4 FIRE HAZARDS AND EMERGENCY RESPONSE

Major fires resulting from the rupture of local gas or electric lines during an earthquake could be severely compounded by water main failures and substandard fire protection systems in older buildings.

Objective: Minimize risks of loss of life, personal injury, property damage and environmental degradation posed by fire hazards.

Policies:

SN-23. Maintain the City’s fire prevention, disaster preparedness, and fire-fighting and emergency medical service capabilities.

SN-24. Maintain a response time of 5 minutes, 20 seconds, 90 percent of the time, for the first fire unit to be on-scene of a fire.

SN-25. Work collaboratively with other jurisdictions and agencies to reduce fire hazards in Alameda, with an emphasis on effective vegetation management and mutual aid agreements.
SN-26. Require new development to comply with the City's current Fire, Seismic, and Sprinkler Codes.

SN-27. Require new development to minimize the risks of fire and include adequate provisions for vegetation management, emergency access and appropriate firefighting equipment.

SN-28. Require new development to underground utilities to minimize disruption by fire or other natural disasters.

8.5 HAZARDOUS MATERIALS AND WASTE

The careful management of hazardous materials and the reduction in generation and safe disposal of hazardous waste are critical to public health and safety. Hazardous materials are stored and transported throughout Alameda. Hazardous materials used in industrial and commercial areas and in households include: flammable and combustible liquids, solvents, paint, plating or photographic solutions, acids, and pesticides. Waste oil, gases, and other hazardous liquids associated with vehicle and heavy machinery maintenance are also present.

Objective: Minimize risks of loss of life, personal injury, serious illness, property damage and environmental degradation posed by the use, transport, treatment, and disposal of hazardous materials and hazardous waste.

Policies:

SN-29. Continue to identify and assess the risks associated with various hazardous materials transported in Alameda.

SN-30. Increase public awareness of hazardous material use and storage in the City, the relative degree of potential health hazards, and the appropriate channels for reporting odor problems and other nuisances.

   a. Promote public education about the safe disposal of household hazardous waste, such as motor oil and batteries, including the locations of designated household hazardous waste disposal sites.

SN-31. Work with county, regional, state and federal agencies to implement programs for hazardous waste reduction, hazardous material facility siting, hazardous waste handling and disposal, public education and regulatory compliance.

   a. Continue to remove and monitor methane gas produced as a waste product of materials decomposing in the former landfill on Doolittle Drive.

SN-32. Work with county, regional, state, and federal agencies and private property owners to ensure that the necessary steps are taken to clean up residual hazardous waste on any contaminated sites.
a. Require that all new construction, including construction on former industrial sites, has been cleared for residential, commercial or industrial uses from the appropriate federal, state and local agencies and acts, including the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) Program, the Resource Conservation and Recovery Act (RCRA), the California Department of Toxic Substances Control (DTSC), the Regional Water Quality Control Board (RWQCB) and the Alameda County Department of Environmental Health (ACDEH), which is the Certified Unified Program Agency (CUPA) responsible for implementing state environmental regulations related to hazardous waste and hazardous materials.

SN-33. Continue to support the various resource recovery initiatives and other measures specified in the Alameda County Countywide Integrated Waste Management Plan.

SN-34. Ensure that the City’s Emergency Preparedness programs include provisions for hazardous materials incidents, as well as measures to quickly alert the community and ensure the safety of residents and employees following an incident.

a. Improve the training and capability of the Fire Department to handle accidental releases of hazardous materials. Provide ongoing training for hazardous materials enforcement and response personnel. Apply the Emergency Operations Plan, if necessary, in response to a hazardous materials release disaster.

SN-35. Require adequate and safe separation between areas and uses with hazardous materials and sensitive uses such as schools, residences and public community facilities.

SN-36. Require that all facilities that handle and/or store hazardous materials are designed to minimize the possibility of environmental contamination and adverse off-site impacts and that they are in compliance with state and federal standards and requirements designed to protect public health and the environment.

SN-37. Encourage residential, commercial and industrial property owners to test their properties for elevated levels of radon gas (more than 4 pico curies per liter).

8.6 NOISE AND AIRPORT ENVIRONS

Located within a major urban metropolitan area, the major noise sources in Alameda are: aircraft noise, automobile and truck noise, and noise associated with certain commercial and industrial land uses, such as the Port of Oakland seaport and Coast Guard Island. Research shows excessive roadway, aircraft and/or wind turbine noise negatively impacts the memory, learning acquisition, test scores and physical well-being of children. Every effort should be made to minimize these risks in the placement of children with exposure to these noise sources. Aircraft operations at the Oakland International and San Francisco International Airports are the most significant sources of noise impacts in Alameda neighborhoods. Some Alameda residents currently experience single event noise in excess of 80 dBA on a nightly basis.
Objective: Protect Alameda residents from the harmful effects of exposure to excessive noise from aircraft, buses, boats, trucks and automobiles, and adjacent land uses.

Policies:

SN-38. Support state and federal legislation to reduce transportation noise from cars, trucks, and aircraft.

SN-39. Through the City’s federal lobbying agenda, support and advocate for operational practices, changes to aircraft, new technologies, and physical improvements that would reduce the number of properties in Alameda that are impacted by aircraft noise.

SN-40. Oppose any expansion of operations at Oakland International Airport that would exceed the limits established by the existing Settlement Agreements.

Figure 8-4: Future Noise Contour Map. The major sources of noise projected to occur in Alameda by 2035 will be from the Oakland International Airport and local streets with faster moving vehicles.
SN-41. Work with Oakland International Airport to reduce the incidence of single event noise exposure above those currently experienced.

SN-42. To reduce existing and future potential harmful aircraft noise impacts in Alameda neighborhoods:

a. Actively participate in forums and discussions regarding operations and expansion plans for Oakland International Airport, including various working groups composed of individuals representing the City of Alameda, the City of San Leandro, the Port of Oakland, the Federal Aviation Administration (FAA), and the air transport industry to monitor the airport's noise control program and to make recommendations for the benefit of City of Alameda residents. These groups include the South Field & North Field Research Groups, Oakland Airport-Community Noise Management Forum and Oakland International Airport Aviation Stakeholder Advisory Committee.

b. Seek local representation on all task forces, commissions and advisory boards established to guide airport policies and programs.

c. Seek adherence by airport operators to operational, development and management policies that will minimize noise nuisance and safety concerns for Alameda.

d. Work with Oakland International Airport and the FAA to limit night use of North Field to Stage 3 and Stage 4 aircraft, and pursue mitigation of aircraft noise impacts to the fullest extent possible.

e. Ensure that any changes to aircraft operations that would potentially result in increased noise levels in Alameda incorporate comprehensive noise mitigation measures, even when the impacts will be of limited duration. To the greatest extent feasible, any changes in airport activity should avoid impacts to noise sensitive uses such as residential areas and schools.

f. To the extent permitted by the 1976 Settlement Agreement, the 2001 Settlement Agreement, the 2002 Settlement Agreement, the 2003 Addendum to the Settlement Agreement and the Written Compliance Plan, advocate for noise abatement and mitigation programs that are based not only on the airport’s noise contour maps, but that consider other factors such as the frequency of overflights, single-event noise levels, the altitude of aircraft, the hours of operation, low frequency noise, and sensitive receptors. Monitor implementation and compliance with the Settlement Agreements of 1976, 2001 and 2002 and the Written Compliance Plan.

g. Obtain assurance that the future noise exposure for Alameda is known and that aircraft operations will be controlled to ensure that projected noise levels are not exceeded. Validation of the 65 dB CNEL contour is to be carried out by means of a permanent full-time noise monitoring system to ensure compliance with the California Airport Noise standards and the Alameda County Airport Land Use Commission (ALUC) Plan.
SN-43. Advocate for the following operational measures to be incorporated into any plans for the expansion of the Oakland International Airport:

a. Use of Stage 3 and Stage 4 (least noisy) aircraft only, on all runways directly overflying Alameda residential areas.

b. Enforced flight path alterations for noise abatement, for all runways, with remote monitoring sites maintained in locations mutually acceptable to the Port and the City.

c. Prohibition of touch-and-go operations by jet aircraft.

d. Prohibition of noisy engine ground run-ups at night outside of the Ground Run-Up Enclosure.

e. Prohibition of intersection departures on Runway 28.

SN-44. Support the Port of Oakland in continuing to maintain a permanent full-time noise monitoring system that will (a) measure noise continuously, (b) separate OAK noise events from other noise source events, particularly overflights from other airports, (c) measure and augment CNEL values, (d) provide information on excessively noisy aircraft operations, (e) monitor effectiveness of noise abatement programs, and (f) meet the performance specifications of the California Noise Standards.

SN-45. Regulate land uses within designated airport safety zones, height referral areas, and noise compatibility zones to minimize the possibility of future noise conflicts and accident hazards.

SN-46. Maintain a high degree of readiness to respond to aircraft crashes through participation in preparedness drills and mutual aid activities with the City and Port of Oakland to ensure quick and effective response to emergencies.

SN-47. Enforce compliance with noise emissions standards for all types of automotive vehicles established by the California Vehicle Code and by federal regulations.

SN-48. With the cooperation of the U.S. Coast Guard, the City of Oakland, and the Port of Oakland, enforce California noise emission standards for engine-driven maritime vessels.

SN-49. Encourage BART and AC Transit to develop and apply noise-reduction technologies that reduce noise impacts associated with BART trains and buses.

SN-50. Where feasible and appropriate, develop and implement noise reduction measures when undertaking improvements, extensions or design changes to Alameda streets.

SN-51. Maintain day and nighttime truck routes that minimize the number of residents exposed to truck noise.
SN-52. Require new or replacement residential development within 500 feet north of the 65 dB CNEL Settlement Agreement line on Bay Farm Island, to include noise insulation that meets the standards established in the ALUC Plan for assumed exterior 65 dB CNEL.

SN-53. Require compliance with the California Building Code requirements to ensure appropriate interior noise levels in new or replacement residential construction, hotels, motels, and schools. In new dwellings subject to an airport noise easement, the maximum interior noise level is not to exceed 45 dB CNEL. If this requirement is met by inoperable or closed windows, a mechanical ventilation system meeting California Building Code requirements must be provided. Require acoustical analyses as allowed by the California Building Code.

SN-54. Ensure that purchasers of property within or adjacent to the following areas are aware of existing and future potential noise conditions and the limitations of the City’s ability to abate existing or future noise conditions: the Oakland International Airport Influence Areas, as defined by the ALUC, commercial districts, truck routes, major arterials, Alameda United School District facilities, City recreation facilities, and business parks. Require the full disclosure of the existing and potential future noise levels within deeds and lease agreements as a condition of project approval, whenever possible.

SN-55. To the extent feasible, through the development entitlement process, require local businesses to reduce noise impacts on the community by avoiding or replacing excessively noisy equipment and machinery, applying noise-reduction technology, and following operating procedures that limit the potential for conflicts.

SN-56. Require noise reduction strategies in all construction projects. Require a vibration impact assessment for proposed projects in which heavy-duty construction equipment would be used (e.g. pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, the City shall require all feasible mitigation measures to be implemented to ensure that no damage to structures will occur and disturbance to sensitive receptors would be minimized.

SN-57. In making a determination of impact under the California Environmental Quality Act (CEQA), consider the following impacts to be “significant” if the proposed project causes: an increase in the Ldn noise exposure of 4 or more dBA if the resulting noise level would exceed that described as normally acceptable for the affected land use, as indicated in Table 8-1, or any increase in Ldn of 6 dBA or more.

SN-58. Continue to enforce the Community Noise Ordinance by promptly responding to local noise complaints.
Table 8-1: California Land Use Compatibility Guidelines.
Source: Governor’s Office of Planning and Research, General Plan Guidelines, November 2003.
9 ALAMEDA POINT

9.1 CHALLENGES AND ISSUES

This element addresses the redevelopment of Alameda Point, formerly the Alameda Naval Air Station (NAS). The Navy closed this base in 1997, and, as of late 2000, is still in the process of transferring the property to the City of Alameda. Figure 9-1 illustrates the planning boundaries of Alameda Point. Redevelopment of Alameda Point presents the City with unique and challenging opportunities.

Successful redevelopment of Alameda Point will include:

- **Seamless integration of Alameda Point with the rest of the City.** Policies in the General Plan encourage development that is community-oriented and in keeping with Alameda’s traditional character and scale.

- **Fostering a vibrant new neighborhood.** The General Plan seeks to create new and energetic areas, encompassing a variety of uses. However, policies ensure that new development will not unduly impact established neighborhoods.

- **Maximizing waterfront accessibility.** With an emphasis on a perimeter shoreline trail along the San Francisco Bay and Oakland Estuary, the policies aim to provide a publicly accessible waterfront.
• **De-emphasizing the automobile and making new development compatible with transportation capacity.** Policies promote the use of alternative modes of transportation—such as bicycles, shuttles and water taxis—to reduce present and potential future congestion.

• **Ensuring economic development.** The envisioned long-term reuse of Alameda Point will result in replacement of jobs lost due to cessation of Naval operations, and will foster economic growth and development that benefits the community at large.

• **Creating a mixed-use environment.** The General Plan encourages development of a variety of uses in Alameda Point that promote transit and a pedestrian-friendly environment. A mixed-use approach will allow for the development of transit friendly neighborhoods with a strong pedestrian character that will foster the development of the desired small town feeling.

• **Establishing neighborhood centers.** Each neighborhood in Alameda Point should have a neighborhood center as a focal point that allows for commercial, civic, community support services, cultural and recreational uses. Centers should allow for human interaction and public events. Centers should be distributed so all residents can walk to accomplish multiple purposes and have an access point to local transit. Integration of multiple forms of transportation is essential to a
successful neighborhood center design. Similar to existing neighborhood business districts, these centers should provide critical local services, such as grocery stores, launderettes/cleaners and small restaurants that can rely mainly on customers who walk from their homes. The General Plan land use diagram for Alameda Point is shown in Figure 9-2.

9.2 LAND USE AND DISTRICT-WIDE POLICIES

The General Plan envisions Alameda Point as a vibrant neighborhood, with a variety of land uses and sub-areas. Six sub-areas, including three mixed-use ones, as shown in Figure 9-3, are envisioned:

- Civic Core
- Marina
- Inner Harbor
- West Neighborhood
- Northwest Territories
- Wildlife Refuge
The six Alameda Point sub-areas are displayed in Figure 9-4.

This section provides land use classifications and policies that apply to two or more sub-areas; policies applicable to individual sub-areas are discussed in the next section.

LAND USE CLASSIFICATIONS

Alameda Point includes a variety of land use designations that are common to other areas of the City; descriptions of these land use classifications are included in Chapter 2: Land Use Element. In addition, Alameda Point includes three mixed-use areas – Civic Core, Inner Harbor, and Marina. These mixed-use areas allow the development of two or more uses on a single site or within one structure. Specific models of uses encouraged include: residential and office above or adjacent to retail and other commercial, and retail and service commercial uses intermingled with research and development or light industrial uses. Encouraging a mix of uses, specifically at residential and business-oriented neighborhood centers, will help develop the transit-accessible, pedestrian-friendly urban fabric common in Alameda.
The following describes each of the three mixed-use areas within Alameda Point:

**AP1  Civic Core:** Located in the center of Alameda Point, the Civic Core encompasses much of the NAS Historic District and many of the historic buildings of the former Naval Air Station. The Civic Core is envisioned with a major emphasis on public serving and civic uses. Business park, office, civic, residential, public/institutional, parks and public open space, commercial, and other supporting uses are allowed within the district.

**AP2  Inner Harbor:** The Inner Harbor is a mixed-use area with major emphasis on research & development and light industrial uses. Light industry, office and supporting retail, commercial, and residential uses are allowed within the district. Supporting uses should be focused in or around a mixed-use neighborhood center along the extension of Pacific Avenue, associated with patterns of use in the adjoining Marina district.

**AP3  Marina:** Marine-related industry, office, commercial, residential, recreation, and supporting retail are allowable uses within the district. Uses should be structured to promote waterfront activity and vitality along the open space spine located along the bay.

The following policies apply to all of the sub-areas in Alameda Point. Policies specific to the mixed-use sub-areas, as well as policies for the other sub-areas in Alameda Point, are included in Section 9.3.

**Guiding Policies: Alameda Point Sub-Areas**

9.2.a  Create a series of neighborhoods, each with a central focus of mixed-use development, including local serving commercial and recreational uses and a mixture of housing types and densities serving all income levels.

9.2.b  Provide diverse and creative development and architectural styles to achieve distinctive neighborhoods.

9.2.c  Create a district that is well integrated with the surrounding neighborhoods and has a high level of accessibility via a variety of transportation modes.

9.2.d  Preserve scenic views from the district and the area’s cultural landscape.

9.2.e  Achieve human-scale transit-oriented development
Implementing Policies: Alameda Point Sub-Areas

9.2.f Focus uses that create pedestrian traffic in all areas.

9.2.g Integrate Alameda Point into the community by creating transit and physical connections to adjacent community centers such as Marina Village and Webster Street.

9.2.h Encourage architecture and design in Alameda Point that are compatible with existing neighborhoods east of Main Street, and that do not divide the neighborhoods with the use of physical barriers.

9.2.i Encourage a mix of uses that are compatible, rather than competitive, with existing uses in adjacent areas.

9.2.j Maintain overall development in Alameda Point in accordance with Table 2-7 while permitting flexibility in the location and mix of development types within Alameda Point, provided that the development types are consistent with the sub-area policies and land use designations.

9.2.k Establish zoning regulations for Alameda Point that regulate future development consistent with the development intensity and density shown in Table 2-7.

9.2.l Observe boundaries and restriction of Public Trust Land, including housing limitations.

9.2.m Encourage and support the development of community-based cultural and other facilities such as places of worship, childcare, youth activity centers, and senior activities in Alameda Point.

9.2.n As part of the development or landscaping approval process, define view corridors and develop criteria so that views may be preserved.

9.2.o Explore the feasibility of creating an outdoor site for cultural celebrations, ceremonies, and exhibitions.

9.2.p Create mixed-use development that locates service-oriented uses near residences and offices.

9.2.q Create neighborhood centers similar to Alameda’s neighborhood business districts, with supporting uses such as retail and local serving office and civic uses in mixed-use neighborhood centers that are acceptable for nearby residents.
### Table 2-7: Alameda Point Buildout, 2000-2020

<table>
<thead>
<tr>
<th>Land Use Categories</th>
<th>Units</th>
<th>Civic Core (AP1)</th>
<th>Inner Harbor (AP2)</th>
<th>Marina (AP3)</th>
<th>West Neighborhoods</th>
<th>NW Territories</th>
<th>Alameda Point Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lt. Industry/Business/Park/Office</td>
<td>sq. ft.</td>
<td>740,000</td>
<td>400,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,140,000</td>
</tr>
<tr>
<td>Industrial/Warehousing</td>
<td>sq. ft.</td>
<td>277,500</td>
<td>76,500</td>
<td>76,500</td>
<td>0</td>
<td>0</td>
<td>430,500</td>
</tr>
<tr>
<td>Marina-Related Industry</td>
<td>sq. ft.</td>
<td>0</td>
<td>0</td>
<td>44,250</td>
<td>0</td>
<td>0</td>
<td>44,250</td>
</tr>
<tr>
<td>Civic/Institutional Buildings</td>
<td>sq. ft.</td>
<td>100,000</td>
<td>0(^1)</td>
<td>0</td>
<td>30,000(^1)</td>
<td>0</td>
<td>130,000(^1)</td>
</tr>
<tr>
<td>Commercial</td>
<td>sq. ft.</td>
<td>52,000</td>
<td>0</td>
<td>0</td>
<td>52,000</td>
<td>0</td>
<td>104,000</td>
</tr>
<tr>
<td>Visitor-Serving Recreation/Commercial</td>
<td>sq. ft.</td>
<td>0</td>
<td>0</td>
<td>130,000</td>
<td>0</td>
<td>0</td>
<td>130,000</td>
</tr>
<tr>
<td>Golf Clubhouse/Conference Facilities</td>
<td>sq. ft.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>26,000</td>
<td>26,000</td>
<td></td>
</tr>
<tr>
<td>Sports Complex</td>
<td>acres</td>
<td>40</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>17</td>
<td>57</td>
</tr>
<tr>
<td>Golf Course</td>
<td>acres</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>214</td>
<td>214</td>
</tr>
<tr>
<td>Marina slips</td>
<td>slips</td>
<td>0</td>
<td>0</td>
<td>53</td>
<td>0</td>
<td>0</td>
<td>53</td>
</tr>
<tr>
<td>Live Aboards</td>
<td>slips</td>
<td>0</td>
<td>0</td>
<td>53</td>
<td>0</td>
<td>0</td>
<td>53</td>
</tr>
<tr>
<td>Low Density Residential</td>
<td>units</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>50</td>
<td>0</td>
<td>50</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>units</td>
<td>863(^2)</td>
<td>0</td>
<td>525</td>
<td>490</td>
<td>0</td>
<td>1,878</td>
</tr>
<tr>
<td>Hotel/Conference Center</td>
<td>rooms</td>
<td>0</td>
<td>0</td>
<td>300</td>
<td>0</td>
<td>300</td>
<td>600</td>
</tr>
</tbody>
</table>

1. Does not include square footage for Alameda Unified School District.
2. Does not include 210 units of senior housing to be provided in the former Bachelor Officers Quarters.

NOTE: This table represents the maximum build-out for Alameda Point. While development intensities have been assigned to each Planning Area, the development increments can be moved from one Planning Area to another to optimize development opportunities.

### 9.3 ALAMEDA POINT SUB-AREA POLICIES

As evident in Figure 9-4, the General Plan vision for Alameda Point includes six sub-areas. Three of these sub-areas – the Civic Core, the Inner Harbor, and the Marina – will be mixed-use areas. Although there will be flexibility between the three mixed-use areas, each will have its own unique character and will emphasize a slightly different mix of development. Alameda Point also contains the primarily residential West Neighborhood; the Northwest Territories, designated for Parks and Open Space; and the Alameda National Wildlife Refuge, harboring the endangered California least tern.

Policies for each of the sub-areas follow.

**Civic Core (AP1)**

The Civic Core served as the central administrative and industrial core of NAS Alameda. This core will remain a central point of activity, and is envisioned to
be a mixed-use area with a variety of uses. The emphasis in the area is to provide public serving and civic uses while providing ample opportunity for job creation, along with recreational opportunities such as a potential sports complex. Redevelopment of the Civic Core will also prioritize preservation of historic buildings. The western edge of the Civic Core area is adjacent to the Wildlife Refuge, and therefore, is subject to the certain restrictions with respect to building size and location, parking, lighting, and landscaping.

**Guiding Policy: Civic Core**

9.3.a Develop the Civic Core as a major new center of the City, and a focus of the Alameda Point district.

**Implementing Policies: Civic Core**

9.3.b Develop housing to serve workplaces and public and institutional uses anticipated in the Civic Core. Focus residential development adjacent to the Shoreline open space promenade to create opportunities for pedestrian centers and foster a transit orientation.

9.3.c Improve public transit service, including connections to ferry service to serve the public, institutional, and workplace uses in the Civic Core.

9.3.d Provide for cultural and civic places, through the development or reuse of key civic structures, libraries, churches, plazas, public art, or other major landmarks to provide a sense of center and unique character.

9.3.e Ensure that development is consistent with the recommendations developed to implement the Wildlife Refuge Impact Area, mapped in Figure 9-5.

*The Wildlife Refuge Impact Area is land that is in proximity to the Alameda National Wildlife Refuge and therefore subject to additional policies and regulations. See Policies 9.3.rr to 9.3.uu.*
Inner Harbor (AP2)

The Inner Harbor currently contains primarily industrial uses. Future development of this area reflects the existing industrial character of the site. Redevelopment will result in a mixed-use area with an emphasis on light industry and research & development. Although the existing industrial nature of the Inner Harbor area presents constraints in terms of immediate residential reuse, longer-term residential development is a possibility. This area may also include office space, restaurants, and cafes.

Guiding Policy: Inner Harbor

9.3.f Foster cohesion between development of this new mixed-use area and existing surrounding neighborhoods and the City of Alameda.

Implementing Policies: Inner Harbor

9.3.g Review the East Bay Regional Park District’s plans for a regional park prior to approval and implementation.

9.3.h Encourage development along Main Street that visually and physically connects the existing residential neighborhood to development in the Inner Harbor area. Do not permit perimeter walls that insulate development from the surrounding neighborhoods.

9.3.i Cluster mixed-use residential, retail commercial, and other supporting uses in a neighborhood center along the extension of Pacific Avenue.
9.3.j Encourage development of Pacific Avenue as a landscaped boulevard with separated bike paths and pedestrian routes.

Marina (AP3)

The Marina sub-area currently contains a variety of uses, primarily industrial, research and development, and marine-related industrial uses. The General Plan envisions this area to develop, over time, into a vital mixed-use area, with an emphasis on public access to the waterfront. Like the rest of Alameda Point, the Marina will have a continuous shoreline open space promenade, which will be supported over time by residential, commercial, retail, and other supporting uses that foster pedestrian activity. The western edge of the Marina district is adjacent to the Wildlife Refuge, and therefore, is subject to certain restrictions with respect to building size and location, parking, lighting and landscaping.

Guiding Policies: Marina

9.3.k Create a mixed-use area that is sensitive to the restrictions and recommendations regarding the neighboring Wildlife Refuge.

9.3.l Foster development of residential, commercial, and retail uses that promote vitality and pedestrian activity along the waterfront.

Implementing Policies: Marina

9.3.m Limit housing development in the Marina district to the eastern and northeastern portions of the marina to avoid proximity to the Wildlife Refuge.

9.3.n On the western shore of the marina, encourage industrial and marine-related industrial uses that are consistent with the Public Trust and sensitive to the Wildlife Refuge.

9.3.o Ensure that development is consistent with the recommendations developed to implement the Wildlife Refuge Impact Area, as mapped in Figure 9-5.

*The Wildlife Refuge Impact Area is land that is in proximity to the Alameda National Wildlife Refuge and therefore subject to additional policies and regulations. See Policies 9.3.rr to 9.3.uu.*

9.3.p In case of redevelopment or replacement of existing structures, encourage development of uses that promote pedestrian vitality and are oriented to the marina.

9.3.q Educate boat owners and users of the marina about restrictions to Breakwater Island and install signs that warn boaters about the
sensitivity of the wildlife at and around Alameda Point and about prohibitions for disturbing protected bird and mammal species.

9.3. r Provide signs, pamphlets, public education and outreach activities advising boaters and marina users to eliminate any discharges or pollutants to receiving waters.

WEST NEIGHBORHOOD

The West Neighborhood, which formed the residential portion of NAS Alameda and is becoming an established neighborhood, is an existing residential area that will continue with a major residential-use emphasis. Some of the existing homes, known as the Big Whites, are spacious, historic homes previously occupied by higher-ranking Navy personnel. This area is being preserved, along with units that are leased by the Homeless Collaborative and used as affordable housing. Other areas of former Navy housing will be redeveloped for Medium-Density housing. New residential development should provide diversity in housing types and opportunities. In addition to residential uses a variety of other uses, such as parks and neighborhood businesses will be used to promote a balanced neighborhood. Residential, parks and public open space, public, institutional, and neighborhood business uses are allowed within the district. Community-oriented institutions such as places of worship and nonprofit organizations are also considered allowable and desirable uses.
Guiding Policies: West Neighborhood

9.3.s Guide further development of this primarily residential area to improve quality of life for residents, accessibility for pedestrians, and supporting uses to promote a balanced neighborhood.

9.3.t Consider the need for workforce housing and childcare.

Implementing Policies: West Neighborhood

9.3.u Encourage clustered and pedestrian- and bicycle friendly development, in conjunction with greenways and open space.

9.3.v Integrate interim users into planning for redevelopment of existing housing areas. Honor commitments to the Homeless Collaborative, U.S. Coast Guard, or other potential interim users, while developing transition plans to provide for appropriate, cost-effective, long-term redevelopment solutions.

9.3.w Incorporate small, intermittent parks into residential development.

9.3.x Preserve the Big Whites for their historical significance, and encourage surrounding development that is complementary.

9.3.y Encourage higher density residential development in the vicinity of the multi-modal transit centers, along with parks and community serving businesses and institutions, such as child care and family child care homes, in order to promote accessibility via alternative modes of transit.

9.3.z Where new residential development occurs along the waterfront, limit development to the south side of Main Street or the Mosley Extension in order to protect public access to the waterfront.

9.3.aa Cluster supporting uses such as retail and local serving office and civic uses in mixed-use neighborhood centers.

9.3.bb Consider the preservation of the Admiral’s House for community and City use.

NORTHWEST TERRITORIES

Allowable Uses

The Northwest Territories are designated as Parks and Public Open Space. Plans for a sports complex are being discussed, and development of a golf course/hotel-resort in this area is underway. The southern border of the Northwest Territories is adjacent to the Wildlife Refuge, and therefore, portions of the Northwest Territories will be within the Wildlife Refuge Impact Area and subject to certain restrictions with respect to building size and location, roads, parking, lighting, and landscaping.
GUIDING POLICIES: NORTHWEST TERRITORIES

9.3.cc  Preserve the Northwest Territories for parks and open space, which may include a golf course/hotel-resort, pedestrian and bicycle trails, and public access.

9.3.dd  Incorporate recommendations and regulations regarding the Wildlife Refuge into development in the Northwest Territories.

IMPLEMENTING POLICIES: NORTHWEST TERRITORIES

9.3.ee  Develop a perimeter trail along the north and west boundaries of this area.

9.3.ff  Develop a public park, called Alameda Point Park, in this area.

9.3.gg  Use reclaimed wastewater from EBMUD to irrigate the planned golf course, if feasible.

9.3.hh  Explore using elements of the golf course design such as roads, retention/drainage collection ponds, or bunkers as physical barriers between the golf course and the Wildlife Refuge.

9.3.ii  Maintain grassland foraging areas for raptors in the golf course design.

9.3.jj  Ensure that development is consistent with the recommendations developed to implement the Wildlife Refuge Impact Area, as mapped in Figure 9-5.

Wildlife REFUGE

The Wildlife Refuge Impact Area is land that is in proximity to the Alameda National Wildlife Refuge and therefore subject to additional policies and regulations. See Policies 9.3.rr to 9.3.uu.

Designation of the Alameda National Wildlife Refuge

Most of the area formerly used as runways in the former NAS Alameda will be transferred to the U.S. Fish and Wildlife Service (USFWS) for use as a National Wildlife Refuge. Approximately 50 acres of this area, located in the southwest corner of the current Wildlife Refuge, are within the City and County of San Francisco. The Wildlife Refuge contains two wetlands areas and provides habitat for the endangered California least tern, as well as the Caspian tern, as shown in Figure 9-5. Also shown is the Wildlife Refuge Impact Area, which is subject to special policies and regulations due to its proximity to the Wildlife Refuge.

The USFWS has written a Comprehensive Conservation Plan (1998) for management of the Alameda National Wildlife Refuge. These policies are
intended to facilitate implementation of this Comprehensive Conservation Plan, as well as of the recommendations written by the USFWS in their 1999 Biological Opinion.

**Guiding Policy: Wildlife Refuge**

9.3.kk Help maintain a Wildlife Refuge that balances natural conservation with public access, education, and ship navigation.

**Implementing Policies: Wildlife Refuge**


9.3.mm Support a system of trails that provide public access to and within the Wildlife Refuge.

9.3.nn Support education facilities and programs, similar to other conservation areas such as the Elsie D. Roemer Bird Sanctuary, in conjunction with either Point Alameda Park or the Wildlife Refuge.

9.3.oo Establish continued access for ships, ferries, and water-taxis within the deep-water channel to the Alameda Point piers and the Seaplane Lagoon through the southern bay waters of the Refuge through agreements with the U.S. Fish and Wildlife Service.

9.3.pp Maintain the breakwater gap and isolation of the Island Breakwater.

9.3.qq Work with the City and County of San Francisco and appropriate agencies to transfer the jurisdiction of the southwest corner of the Wildlife Refuge from the City and County of San Francisco to the City of Alameda and Alameda County.

**Implementing Policies: Wildlife Refuge Impact Area**

9.3.rr Prepare and adopt development regulations that implement the Biological Opinion (1999) prepared by the U.S. Fish and Wildlife Service to guide development within the Wildlife Refuge Impact Area (see Figure 9-5).

*Ensure that the regulations contain specific requirements regarding, but not limited to:*

- Building size, height, design and location
- Appropriate uses adjacent to the Refuge
- Predator management
- Parking restrictions
- Lighting provisions
• **Landscaping restrictions, and**
• **Stormwater management.**

*Ensure that development in all areas adjoining the Wildlife Refuge adheres to the Wildlife Refuge Management Plan’s guidelines regarding pets, predator control and landscaping.*

9.3.ss Encourage funding and implementation of the Comprehensive Conservation Plan by the U.S. Fish and Wildlife Service.

9.3.tt Work with the U.S. Fish and Wildlife Service and the U.S. Department of Agriculture Wildlife Services, to develop informational materials and an educational program for occupants in Alameda Point and marina users or tenants describing the importance of animal control for protection of the least tern colony.

9.3.uu Develop detailed stormwater management and monitoring plans for the Northwest Territories in coordination with the U.S. Fish and Wildlife Service to protect open-water foraging areas for least terns and brown pelicans. Ensure that the plans are reviewed and approved by the Service contemporaneously with the City environmental review process and prior to development within this area.
As Alameda Point grows over the next twenty years, additional trips will be generated both on and off the island due to the planned new land uses. Roadway improvements within Alameda Point will address local congestion, but because Alameda is an island with limited access routes to Oakland, the success of Alameda Point’s transportation system depends increasingly on alternative modes of transportation within the Planning Area, throughout the City, and between Alameda and Oakland.

9.4a Explore feasibility of establishing shuttle service to the ferry terminal(s), Civic Core, Webster Street Marina Village, and Oakland BART stations.

9.4b Develop and implement design guidelines and standards to assure that new development at Alameda Point facilitates transit use and consult with AC Transit to assure that roadway improvements at Alameda Point are transit compatible.

9.4c Create innovative new funding mechanisms to subsidize transit service operations at Alameda Point.

9.4d Develop a transit center at Alameda Point to facilitate efficient transfers between transportation modes and enhance regional transportation connections.

Pedestrian Routes and Biking

Guiding Policy: Pedestrian Routes and Biking

9.4e Integrate pedestrian and bicycle uses into the design of the roadway system and fabric of neighborhoods.

Implementing Policies: Pedestrian Routes and Biking

9.4f Provide a system of connections for pedestrians and bicyclists including sidewalks, crosswalks, bike lanes and multi-use paths connecting residential, schools, parks, transit stops, employment, commercial districts, and other areas of community activity on Alameda Point.

9.4g Develop Tinker Avenue, Atlantic Avenue, and Main Street with pedestrian and bicycle oriented paths and bus facilities and landscaping as a means to maximize alternative modes of transportation and minimize impacts of vehicle traffic and noise to the residential neighborhood.
Roadway Vistas

Guiding Policy: Roadway Vistas

9.4h Preserve view corridors in the layout and landscaping of the roadway system, particularly along the waterfront.

Implementing Policy: Roadway Vistas

9.4i Where possible, align roadways to frame important views.

9.5 OPEN SPACE, CONSERVATION AND CULTURAL RESOURCES

Specialized natural resources, historical resources, urban open space, and focal points will be preserved throughout Alameda Point and will include a full array of active and passive recreational opportunities. Water facilities, including a continuous shoreline trail and marina, will be included. A National Wildlife Refuge has been established in the western portion of Alameda Point. Public parks and plazas will be dispersed throughout the island. Historical buildings and other historical resources, as well as focal points, will be maintained and showcased. The goal is to provide a family-friendly environment serving all members of the community of all age groups, including individuals with special needs, children, teens, and seniors.
Figure 9-7 illustrates the parks and open space in Alameda Point, and Figure 9-8 displays the Alameda Point Historic District, including historically significant, or contributing, buildings.

**Open Space and Urban Habitat**

**Guiding Policy: Open Space and Urban Habitat**

9.5a  Provide open space and recreational opportunities to serve new residents and employees of Alameda Point.

**Implementing Policies: Open Space and Urban Habitat:**

9.5b  Integrate parks and plazas into new development at Alameda Point.

9.5c  Provide for community recreation opportunities throughout Alameda Point.

9.5d  Establish a pedestrian- and bicycle-accessible perimeter shoreline trail throughout Alameda Point. Ensure that this trail is open year round, that the trail meets minimum multi-use trail standards, and that landscape treatment of the open spaces adjacent to the Estuary and the San Francisco Bay does not block distant views.

9.5e  Establish a public plaza at the marina that will serve as a focus for public uses on the waterfront.

9.5f  Pursue an aggressive tree-planting program at Alameda Point to bring it up to par with Alameda-wide forestation levels/standards.

**Guiding Policy: Historic Resources**

9.5g  Preserve Alameda Point’s Historic District, buildings, development patterns, and open spaces.

**Historic Resources:**

**Implementing Policies: Historic Resources**

9.5h  Preserve to the greatest extent possible buildings within the Alameda Point Historic District (boundaries shown in Figure 9-8) to maintain the neighborhood and historic character.

9.5i  Provide a mechanism for timely and expedient reviews to ensure that contributing buildings in the Historic District are not left vacant and are managed in compliance with all applicable regulations.

*Care for contributing buildings of the NAS Historic District using the standards presented in the National Park Service Preservation Brief 31, Mothballing Historic Buildings.*
9.5.j Preserve the historic sense of place of the Historic District by preserving the historic pattern of streets and open spaces in the area.

9.5.k Minimize impacts on the architectural integrity of individual contributing buildings and structures.

9.5.l Make every reasonable effort to incorporate compatible adaptive uses or uses for which the buildings were originally designed. Address impacts related to rehabilitation of historic buildings when proposals are submitted and tenants are selected. In addition, identify methods to eliminate hazardous materials (such as asbestos and lead paint), secure and protect vacant buildings, provide for fire detection and suppression, and correct deficiencies in access for people with disabilities with minimal impact on the buildings using the State Historic Building Code.

Advise tenants and property owners within the Historic District of the financial tools and economic incentives that are available, including, but not limited to, the State Historic Building Code and Federal and State tax incentives for the preservation and adaptive rehabilitation of historic properties.

9.5.m Prepare design guidelines and specifications for new construction within and adjacent to the Historic District that ensures compatibility of new construction with the character of the Historic District.
State law requires a safety element to outline policies that will protect the community from both natural and human-induced disasters. Many of the Health and Safety policies applicable to Alameda Point are common to other parts of Alameda as well, and are addressed in the Health and Safety Element. This section considers water quality and flooding hazards, fire hazards, environmental cleanup, and emergency management, in the specific context of Alameda Point.

One of the greatest health and safety issues at Alameda Point concerns environmental cleanup of the former Naval base. Alameda Point has been designated a federal Superfund site, which establishes the U.S. Environmental Protection Agency (EPA) as the lead agency for the coordination of cleanup of the site. A Federal Facilities Agreement has been signed between the Navy and the U.S. EPA in which the parties agree to a schedule and funding program for cleanup of the site.

Addressing Alameda Point’s flooding hazards and emergency management largely requires smooth integration of Alameda Point into the City’s existing programs and methods for dealing with these issues.

Water Quality and Flooding Hazards:

Guiding Policies: Water Quality and Flooding Hazards

9.6a Integrate the management of Alameda Point’s runoff management into the City’s existing programs.

9.6b Support improvement programs that address water quality, urban runoff and flooding.

Implementing Policies: Water Quality and Flooding Hazards

9.6c Integrate Alameda Point into the City of Alameda's Storm Water Management and Discharge Control Program.

9.6d Require all proposed reuse activity in Alameda Point to be in compliance with the Regional Water Quality Control Board storm water recommendations.

9.6e Restrict the installation of water supply wells in the uppermost aquifer at Alameda Point to reduce the potential use, or migration of, groundwater affected by the release of hazardous materials.
9.6f Support development of a water-quality testing program for all existing water supply wells in Alameda Point to determine the safe uses or appropriate discharge of pumped water.

9.6g Support preparation of a Flood Insurance Study by FEMA to cover Alameda Point.

9.6h Coordinate incorporation of Alameda Point into the City of Alameda Urban Runoff Program to reduce potential water quality degradation related to urban runoff.

9.6i Identify and implement improvement programs to address periodic flooding at Alameda Point.

9.6j Establish an assessment mechanism to provide for capital costs for construction, maintenance, and operation of urban runoff Best Management Practices and costs associated with inspection, monitoring, and reporting that could be incurred by the City in incorporation of the Alameda Point into the Urban Runoff Program.

Fire Hazards:

Guiding Policy: Fire Hazards

9.6k Mitigate factors and conditions in Alameda Point that are conducive to fire hazards.

9.6l Identify effective means of dealing with fire disasters should they occur.

Implementing Policies: Fire Hazards

9.6m Maintain and expand the City's fire prevention and fire-fighting capability into Alameda Point by establishing a station with two fire companies to service the emergency needs of all residents and businesses of the area.

9.6n Extend Alameda's current level of emergency medical service into Alameda Point as reuse activities and residential buildout proceed.

Environmental Cleanup:

Guiding Policy: Environmental Cleanup

9.6o Continue to support cleanup of contaminated lands.

Implementing Policies: Environmental Clean-up

9.6p Maintain information about contamination and clean-up activities and make the information available to the public.
9.6q Require environmental restrictions (i.e., deed restrictions) regarding Marsh Crust/subtidal zone excavation and shallow groundwater use.

9.6r Create a land use and construction permitting program that requires consideration of residual contamination. The permitting program should include:

- A means for tracking deed restrictions
- A means for tracking remediation to help ensure that future land uses are compatible
- A method for classifying land uses by exposure scenario
- Identification of areas that might require special construction precautions
- A system for ongoing communication with the environmental regulatory agencies.

Emergency Management:

Guiding Policies: Emergency Management

9.6s Support integration of Alameda Point into the City of Alameda’s Emergency Operations Plan.

Implementing Policies: Emergency Management

9.6t Create and integrate provisions for emergency management in Alameda Point into the City of Alameda’s Emergency Operations Plan.

9.6u Identify "critical facilities" in Alameda Point area, as defined in Alameda’s 1976 Safety Element, and integrate them to the City’s existing “critical facilities” list and emergency provision plan.
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Northern Waterfront General Plan Amendment

10.0 Northern Waterfront

10.1 Challenges and Issues

This element addresses the redevelopment of the Northern Waterfront planning area. Redevelopment of this area presents the City with unique and challenging opportunities. Successful redevelopment of the Northern Waterfront will include:

- **Fostering a vibrant new mixed-use environment.** The General Plan seeks to create a new and vibrant district with a variety of uses that are compatible with the waterfront location and adjacent neighborhoods. The General Plan encourages development of a variety of uses in the area to create a pedestrian-friendly, transit-oriented environment.

- **Reconnecting the community to the waterfront.** With an emphasis on new public shoreline access, replacing existing waterfront industrial and warehouse uses with residential, commercial, retail, and open space, and extension of the existing street grid to the waterfront, the policies aim to reconnect the community to its waterfront.

- **Improving access through and around the district.** Policies facilitate the extension of the existing Alameda grid system into and through the district to allow for the extension of the Clement Street truck route, reduce traffic volumes on Buena Vista, and increase access to the waterfront. Policies also promote use of alternative modes of transportation—such as light rail, shuttles, water taxis, and bicycles—to reduce present and potential future congestion.

- **Preserving the unique history and environment of the Northern Waterfront Area.** The General Plan includes policies to preserve the unique environmental, cultural, and architectural assets within the area and to utilize those assets in the creation of a new, vibrant mixed-use district.

- **Financially Sound Development** The General Plan policies and land use designations are designed to ensure that new development will fund the public facilities and services that are needed to serve the new development and that redevelopment of the area does not result in a negative financial impact on the City’s ability to provide services to the rest of the City.

- **Facilitating a Jobs/Housing Balance.** With an emphasis on mixed use development, the General Plan policies for the area are intended to facilitate a jobs housing balance in the area and in the City for the purpose of reducing citywide traffic and the associated environmental, economic and social impacts of long commute trips.
10.2 Background

Since its initial development in the mid-1800s, land uses and economic activities in the Northern Waterfront area have been characterized by continual change. Prior to 1852, the area consisted primarily of marshland. Boatyards, shipping facilities, warehouses, and residences were among the first buildings constructed at the Northern Waterfront. Residential tracts were subdivided for development in the 1870s, resulting in development of the first neighborhoods in the area. In the 1880s and 1890s, the shipping and commercial marine activities at the Northern Waterfront were considered to be the best in the Bay Area. The Alaska Packers Association (the world's largest salmon-packing company and subsidiary of the California Packing Corporation - now Del Monte) started berthing its vessels in the area currently run by the Grand Marina around 1890. During the two world wars and the Vietnam War, large industrial, shipbuilding, and commercial uses such as Encinal Terminals, Del Monte Warehouse, Weyerhaeuser, Pennzoil, and Listo Pencil Company emerged as leading economic activities at the Northern Waterfront. During the 1970s, the Northern Waterfront area experienced a decline in activity when many of the commercial shipyards closed. Although the predominant land use within the area continues to be light industrial and warehousing, other land uses exist, including: residential, commercial, public/institutional, commercial recreation/marina, parks and public open space, and vacant/undeveloped lands. Currently the area consists of a patchwork of land uses; many former thriving industrial properties are now vacant and underutilized.

**Figure 10-1 shows the Northern Waterfront planning area.**

In 2000, the Alameda City Council authorized creation of a plan to manage and direct future redevelopment in the area. A 15-member Northern Waterfront Advisory Committee representing a range of community, area property owner, and local business interests was appointed by the City Council to manage an active community planning process to develop recommendations for the reuse and redevelopment of the Northern Waterfront area. By May 2002, the Advisory Committee's recommendations for a preferred land use concept were presented to both the Planning Board and
City Council. The Northern Waterfront Advisory Committee’s recommended policies, as amended and adopted by the Alameda Planning Board and City Council, establish the overall planning and regulatory framework that will guide redevelopment of the area.

10.3. Guiding and Implementing Policies
The guiding and implementing polices provide a regulatory framework and guidance for the successful redevelopment of the area.

Guiding Policies: Land Use

10.3.a. Require that development in the Northern Waterfront is sensitive to the character of Alameda and the unique waterfront setting.

10.3.b. Require a mix of uses and open space near the Estuary and shoreline that provides for a lively waterfront and a pedestrian friendly environment.

Implementing Policies: Land Use

10.3.c. Allow the development and reuse of existing sites consistent with the land use designations shown on the Land Use Plan, site specific development policies, and the land use goals for each of the following sites described below:

Del Monte Site. Replace the warehousing uses on the Del Monte site with commercial, residential, and/or work/live uses.

Encinal Terminal Site. Replace the container care uses at Encinal Terminal with a mix of new uses including residential, commercial, senior housing, and public open space.

Marinas. Maintain the Grand and Fortmann Marinas and in-fill the adjacent sites with a mix of new uses including residential, institutional, commercial, and public open space.

Pennzoil Site. Replace the industrial uses at the Pennzoil site with a mix of new uses such as residential, commercial, and/or public open space.

Self-Storage Site. Replace the warehousing uses at the Self Storage site on Sherman with residential development to match the surrounding neighborhood.

Parrot Village. Maintain the Parrot Village residential development, Parrot Park and Community Garden.

Beltline Rail Yard Site. Consider opportunities to acquire the site for open space through a public ballot measure. If acquisition proves to be infeasible, consider a re-designation and
rezoning of the site to allow approximately 100 housing units. Maintain a right of way through the site for pedestrians, bicyclists, alternative vehicles, and/or future rail.

*The Bellline site is a 21-acre parcel located between Constitution Way and Sherman Street.*

10.3.d. Provide for a mixture, both vertical and horizontal, of compatible residential, neighborhood-serving commercial, commercial, retail, office, marine, and open space uses.

10.3.e. Encourage the preservation and imaginative adaptive reuse of historic structures in the Northern Waterfront.

10.3.f. Allow for the development of public facilities; such as schools and/or fire stations within the Northern Waterfront plan area. Consider opportunities to relocate Fire Station #3 to a location within the Northern Waterfront area adjacent to the Estuary.

10.3.g. Encourage commercial retail uses to locate adjacent to the waterfront that will contribute to a lively pedestrian oriented waterfront.

10.3.h. Rezone properties in the area to implement the Northern Waterfront Plan policies.

### 10.4 Housing

**Guiding Policies: Housing**

10.4.a. Provide for a mix of housing types, densities, and affordability levels throughout the Plan area.

10.4.b. Encourage and support the development of both “for-rent” and “for-sale” affordable housing units distributed throughout the Plan area.

10.4.c. Encourage and support the development of senior housing in the Northern Waterfront.

**Implementing Policies: Housing**

10.4.d. Rezone the Pacific Storage Site on Sherman Street for residential development.

10.4.e. Rezone the Encinal Terminals, Grand Marina, and Pennzoil sites for mixed-use residential development.

10.4.f. Encourage the development of residential units on the upper floors of small commercial buildings in the Mixed-Use designated areas, in compliance with the City Charter.

10.4.g. Consider opportunities for a houseboat community in the Northern Waterfront area.
10.5 Commercial

Guiding Policies: Commercial

10.5.a. Encourage neighborhood serving retail and services in the plan area that will complement and not compete with Bay Street Station and other commercial retail and services districts in Alameda.

Implementing Policies: Commercial

10.5.b. Encourage water and maritime related job and business opportunities that relate to the area’s unique waterfront location.

10.5.c. Encourage retail uses that offer recreational products and services, such as windsurfing and sailing equipment and lessons and bicycle and boat rentals.

10.5.d. Encourage a variety of restaurants and activities that meet the needs of people of all ages and income levels.

10.5.e. Prohibit drive-through commercial facilities in the Plan area.

10.6 Circulation and Infrastructure

Guiding Policies: Circulation and Infrastructure

10.6.a. Require a safe circulation system through the Plan area that considers the needs of pedestrians, bicyclists, skaters, transit riders, automobile and truck drivers, and adjacent neighborhoods.

10.6.b. Design all new streets in the Northern Waterfront area for a maximum speed of 25 miles per hour to reduce the need for sound walls and minimize the need for future traffic calming modifications to the street.

10.6.c. Require transportation and infrastructure improvements to support full build out of the Northern Waterfront Plan area.
10.6.d. Provide docking facilities to encourage waterborne forms of transportation.

**Implementing Policies: Circulation and Infrastructure**

10.6.e. Extend Clement Avenue through the Northern Waterfront from Grand Street to Sherman to facilitate the movement of trucks, transit and/or rail, bicycles, and pedestrians.

10.6.f. Non-residential uses should be located adjacent to the Clement Truck Route to minimize disturbances to residents from truck traffic on Clement Street; however, if residential uses are proposed adjacent to the Clement Truck Route, residential structures shall be adequately set back and/or provide design features to minimize disturbances to future residents. In accordance with policy 10.8.f, sound walls shall not be used to buffer residential uses from the truck route.

10.6.g. Designate the extension of Clement Avenue through the Northern Waterfront as a Truck Route; remove the Truck Route designation on Buena Vista from Sherman to Grand Street. Do not extend the truck route through the Beltline property.

10.6.h. Implement traffic calming measures to slow and control traffic flow in and around the Plan area and protect adjacent neighborhoods.

10.6.i. Prohibit any northerly extensions of the existing dead end streets at Eighth Street, Mason Street, Ninth Street, Wood Street, Chapin Street, St. Charles Street and Bay Street.

10.6.j. Establish connections to the Bay Trail and other regional circulation systems.

10.6.k. Ensure that the public access path along the waterfront includes a separated path for bicyclists or is wide enough to minimize conflicts between pedestrians and bicyclists.

**Bicyclists and Pedestrians**

10.6.l. Create pedestrian and bicycle pathways and visual corridors along the waterfront and linking the waterfront to inland neighborhoods.

10.6.m. Create a Class I bicycle and pedestrian pathway through the Beltline property from Sherman to Constitution.

10.6.n. Create safe pedestrian crossings at all intersections within the Plan Area.

10.6.o. Require new development to provide facilities for pedestrians, bicyclists, and transit riders.

10.6.p. Ensure that all streets and pedestrian pathways include tree plantings.

**Transit and other Alternatives to the Automobile**
10.6.q. Develop shuttle services to minimize parking demand and traffic in the area.

10.6.r. Establish a Transit District, amend the Citywide Development Fee Ordinance, or establish a comparable mechanism to fund expanded Northern Waterfront transit services in corridors through and between the Northern Waterfront and the high ridership generators inside and outside the City such as Oakland BART stations, airport, and transit hubs.

10.6.s. Maintain a public right of way for a future rail/transit corridor along Clement Avenue from Grand Street to Sherman Street as part of a citywide transit corridor.

10.6.t. Provide opportunities for water transit facilities at the foot of Grand Street or at the Alaska Basin.

**Parking**

10.6.u. Develop a coordinated parking strategy for the area that maximizes utilization of shared parking facilities or structures and minimizes the need for multiple surface parking lots.

10.6.v. Require that parking be located inside, below, or behind buildings and are not located or designed in a manner that would deter access to the waterfront or reduce the quality of the waterfront experience. Require ample space for pedestrians, landscaping, lighting, and benches in front of buildings.

10.6.w. Landscaping along Sherman, Buena Vista, and Clement, should be designed to screen the cars from view from the public access, adjacent neighborhood areas, Little John Park and the Alaska Basin without compromising public safety or views of the water.

**Infrastructure Phasing and Funding**

10.6.x. Phase development in accordance with transportation and infrastructure improvements necessary to serve the new development.

10.6.y. If necessary, require new storm drain facilities to meet current and future demand and minimize potential flooding impacts on adjacent properties.

10.6.z. Ensure that police, fire, educational, parks, opens space, and other public services are adequately funded to serve new development.

10.6.aa. Consider creation of a Northern Waterfront Assessment District to fund public improvements and or municipal services required to support new development in the area.

**10.8 Urban Design**

**Guiding Policies: Urban Design**
10.8.a. Improve the visibility and public access to the Northern Waterfront Plan area and Oakland/Alameda Estuary.

10.8.b. Require that buildings at waterfront locations be designed with attractive and varied architecture style.

10.8.c. To ensure design compatibility with adjacent developments and neighborhoods; limit new building heights to 60 feet.

Implementing Policies: Urban Design and Aesthetics

10.8.b. On large sites with multiple buildings and with individual tall buildings adjacent to the water, require building heights to “step down” as they approach the water.

10.8.c. Require that new development provide a pedestrian-friendly scale with building sizes consistent with adjacent and historic land uses in the area.

10.8.d. Require new buildings to “face” the street.

10.8.e. Prohibit the use of sound walls within the Plan area.

New development should be designed and new streets should be engineered to minimize noise impacts and eliminate the need for sound walls.

10.10 Site Specific Development Policies

The purpose of the site-specific development policies is to ensure the redevelopment of each of the major sites within the area is consistent with the area wide policies and citywide goals. The site-specific development policies are intended to assist project developers in the preparation of proposed development plans and provide additional guidance for the review of those plans by the community and city decision makers. Where a certain facet of development and design is not directed by the guidelines, the standards of the City of Alameda Zoning Ordinance or Design Guidelines shall be used.

10.10.a The Mixed Use Designated Sites

The Mixed Use designation allows for the development of a wide variety of complementary uses to create a lively, pedestrian-oriented environment containing a mixture of commercial, residential, office, waterfront, park, and open space uses.

The Del Monte Site

Northern Waterfront General Plan Amendment - Adopted March 17, 2007
General Plan Designation: Specified Mixed Use

Development Policies: The intent of the development policies for the Del Monte site is to facilitate adaptive reuse and rehabilitation of the Del Monte Warehouse, a building of significant historical value that is eligible for listing on the National Register of Historic Places in a manner that is compatible with the needs and interests of the adjacent residential and recreational uses.

Any plan to redevelopment this site should be compatible with the following site-specific development policies:

Site Development

D-M 1. Encourage the sensitive rehabilitation and adaptive reuse of the Del Monte Warehouse Building consistent with Secretary of the Interior's Standards for Rehabilitation.

The Secretary of the Interior's Standards for Rehabilitation provides guidelines to ensure that rehabilitation efforts preserve the historic integrity of the building and/or site. Copies of the document are available at the City of Alameda and through the State of California.

D-M 2. Consider a pedestrian access or “pass through” through the building to connect Littlejohn Park to the public greenway adjacent to Alaska Basin in a manner consistent with the Secretary of the Interior’s Standards for Rehabilitation.

Land Use Program

D-M 3. Adaptive reuse of the structure may include a range of uses including work/live, hotel, commercial, retail, office and/or residential uses. A mix of compatible uses is encouraged, but a single use is allowable if the single use is compatible with the historic structure and the surrounding land uses. Allow a mix of retail, residential, and commercial uses in the Del Monte Warehouse Building.

D-M 4. Encourage uses and design features at the Del Monte building that will encourage pedestrian activity and visual interest.

D-M 5. Encourage community serving retail uses in the Del Monte Building but not including, “big box” type retail commercial uses or drive-through commercial facilities, such as fast food outlets.

On-Site Parking and Landscaping

D-M 6. The on-site parking plan should allow for a joint or shared parking program with the future redevelopment within the area in an effort to consolidate parking, minimize the amount of waterfront land dedicated to parking, and provide parking for visitors to the public access areas.

D-M 7. Ensure that the parking plan does not create a real or perceived barrier limiting public access to the water.

Northern Waterfront General Plan Amendment – Adopted March 17, 2007
D-M 8. Consider a joint parking facility to serve both the Encinal Terminals and Del Monte sites and that would also support public access to the waterfront and the Bay Trail.

Off-site Public Improvements and Infrastructure

D-M 9. Allow the extension of Clement Street from Sherman Street to Grand Street.

D-M 10. Allow for a future rail/alternative vehicle corridor from Sherman to Grand Street within the Clement Avenue Right of Way.

D-M 11. Allow for a shoreline public promenade of an adequate width adjacent to the Alaska Basin.

D-M 12. The development should fund a fair share proportion of the costs of extending Clement Street from Sherman to Grand to serve Del Monte and other projects in the Northern Waterfront. (The fair share to consider dedication of land.)

D-M 13. The development should fund a fair share proportion of costs needed to upgrade storm sewer and wastewater facilities to serve all future development within the Northern Waterfront area.

Encinal Terminal Site

General Plan Designation: Specified Mixed Use

Site Specific Development Policies: The intent of the site specific development policies for the Encinal Terminal Site is to facilitate redevelopment of the site with new land uses that will take advantage of the unique site configuration and waterfront location, increase opportunities for public access and enjoyment of the waterfront and eliminate the existing uses which contribute a large volume of truck traffic in the vicinity. The Mixed Use designation will allow for the development of a wide range of land uses to capitalize on the site’s unique location adjacent to the Alaska Basin, Oakland/Alameda Estuary, Fortman Marina, and Del Monte Warehouse site. Anticipated land uses in this district include a range of housing types, including senior housing, commercial, office, and public parks and open space. Public waterfront access around the perimeter of the site is envisioned, as well as a new marina on the Alaska Basin.

Pursuant to the areawide policies, any plan to redevelop this site should be consistent with the following Site Specific Policies:

Figure 1: Encinal Terminals and the Fortman Marina
Site Development

E-T 1. Require that the master plan for the development of the Encinal Terminals site illustrate how the various parcels can be developed as a unified development. The master plan must address all phases of the development of the site.

E-T 2. Require that the master plan include adequate open space and a clear public access around the perimeter of the site.

E-T 3. The Master Plan should consider relocating the tidelands trust lands to the perimeter of the site to allow residential mixed-use development in the core of the site with publicly accessible open space around the perimeter of the site.

E-T 4. Cluster development to maximize open space and view corridors to the estuary.

E-T 5. Given that Encinal Terminals is surrounded by water on three sites, taller buildings should be located at the southern end of the site.

E-T 6. If a parking structure is proposed, require ground floor uses and/or a pedestrian friendly facade.

E-T 7. If a parking structure is proposed, locate the structure to serve public access to the waterfront and future development at the Del Monte site.

Land Use Program

E-T 8. The Master Plan for the Encinal Terminal site shall replace the existing container storage and cleaning operation with a mix of uses to create a lively waterfront development. The plan should include at least the following four land uses: residential, retail, commercial, and public open space.

E-T 9. Residential uses may include senior housing or assisted living facilities.

E-T 10. Commercial uses may include restaurants, marine related uses, office uses, and/or additional berths in the Alaska Basin. Additional berths should not be allowed on the northern edge of the site facing the Estuary and Coast Guard Island to preserve views of the water and Oakland.

On-Site Parking and Landscaping

Northern Waterfront General Plan Amendment – Adopted March 17, 2007
E-T 11. Require that the master plan include inviting, well-designed public entrances from Clement Street. Primary vehicular access into the site should occur at a four-way intersection at Clement/Entrance, if feasible.


E-T 13. Require public art installations adjacent to the Alaska Basin shoreline consistent with the Public Art Ordinance.

Public Improvements and Infrastructure

E-T 14. The Encinal Terminal development should fund a fair share of the costs of the Clement Street extension from Sherman to Grand.

E-T 15. The Encinal Terminal development should fund a fair share of the costs to upgrade storm sewer and wastewater facilities necessary to serve all future development within the Northern Waterfront area.

E-T 16. The site plan should allow for a shoreline public promenade around the perimeter of the site and adjacent to the Alaska Basin and Fortman Marinas.

Grand Marina Site

General Plan Designation: Specified Mixed Use

Site Specific Development Policies: The intent of the site specific development policies is to facilitate redevelopment of the site with a mix of new uses that are compatible with the adjacent neighborhoods and adjacent Grand and Fortman Marinas, and increase public access and enjoyment of the waterfront.

The Grand Marina site is currently comprised of a number of parcels each under a different ownership, a variety of uses some of which are not compatible with the long term vision for the area and some of which should be preserved. To ensure that the ultimate build out of the site is compatible with the area wide goals, each development proposal should include a plan for the entire site illustrating how the development may proceed in a manner that is consistent with the area wide policies while ensuring that later phases of the development are not precluded or hindered.

Site Development
G-M 1. Redevelopment of the Grand Marina area should continue the Alameda street grid from the adjacent Marina Cove development to the Estuary and the extension of Clement Street.

G-M 2. Provide adequate public open space, view corridors, and a clear public access to, and along, the Oakland/Alameda Estuary.


G-M 4. Where commercial buildings abut residential uses, building heights should be stepped down to reflect the height of nearby residential buildings. Facades near residential uses should restrict views from within the structure into nearby yards and homes.

Land Use Program

G-M 5. Redevelopment of the Grand Marina Site should replace the existing animal shelter, corporation yard, and industrial uses with a mix of new uses which may include residential, senior housing/assisted living; marina related commercial, office, restaurants, general commercial, retail and/or open space.

G-M 6. Redevelopment of the area should preserve and reuse the Alaska Packers building.

Off Site Improvements

G-M 7. The Grand Marina development should fund a fair share of the costs of the Clement Street extension from Sherman to Grand.

G-M 8. The Grand Marina development should fund a fair share of the costs to upgrade storm sewer and wastewater facilities necessary to serve all future development within the Northern Waterfront area.

G-M 9. Redevelopment of the Pennzoil site should provide for the extension of Clement Street.

G-M 10. Development of the City and Pennzoil sites should provide for the continuation of the pedestrian greenway along Clement Street required as part of the Marina Cove residential project.

10.10.b. Medium Density Residential Designated Sites

The General Plan’s Medium Density Residential designation allows two-family or one-family units with a minimum lot size of 2,000 square feet per unit. Allowed densities range from 8.8 to 21.8 units per acre.
Mini Storage Site

General Plan Designation: Medium Density Residential

Site Specific Development Policies: This site is designated medium density residential to allow residential development consistent with the character and density of the adjacent residential neighborhoods. Pursuant to the area wide policies, any plan to redevelop this site should be consistent with the following site-specific policies.

P-S 1. Provide a pedestrian-friendly scale with building sizes consistent with the adjacent residential properties.

P-S 2. Access to this site shall be from Sherman Street.

Residential Infill Properties

General Plan Designation: Medium Density Residential

Site Specific Development Policies: These sites are designated medium density residential to allow residential infill development consistent with the adjacent residential sites.

R-I 1. Rezone the residential properties adjacent to Clement and Grand Streets that are currently zoned M-1 for residential development.

R-I 2. Require that new development be consistent with Citywide Design Guidelines.

R-I 3. The scale of new construction should be harmonious with the character and density of adjacent buildings.
R-I 4. All exterior walls of a building shall be articulated with a consistent style and materials. Architectural detailing shall not consist solely of color changes without changes in material or planes.

Parrot Village and Park:

General Plan Designation: Medium Density Residential

Site Specific Development Policies: This site is designated medium density residential to allow residential development consistent with the character and density of the adjacent residential neighborhoods. Pursuant to the areawide policies, any plan to redevelopment this site should consistent with the following site-specific policies:

P-V 1. Maintain the current size and density of the existing Parrot Village development.

P-V 2. Maintain the Parrot Village Park and Community Garden.
JULY 15, 2014

CITY OF ALAMEDA GENERAL PLAN

HOUSING ELEMENT

2015–2023
Cover Photograph by Keith Baker: In 2013, the Jack Capon Villa project opened 19 units for very low income individuals with disabilities on a former City of Alameda parking lot. The project exemplifies Alameda’s commitment to housing for special needs residents, and its long history of successfully creating housing through partnerships. This project is the result of a partnership between the City of Alameda, the Alameda Housing Authority Satellite Affordable Housing Associates and Housing Consortium of the East Bay.
1. Introduction

In order to ensure that the State is able to house its growing population, every jurisdiction in California must have a General Plan, and every General Plan must contain a Housing Element. This Housing Element is the City of Alameda’s blueprint for meeting its housing needs, including housing affordable to very-low, low and moderate-income families, in a manner that supports the City’s goals and policies, for the period of January 31, 2015, through January 31, 2023. This Element was prepared in conformance with State of California requirements.

A. Purpose

Alameda’s motto is “A City of Homes and Beaches,” which captures the importance of housing in this unique city. The City's ability to preserve and expand its housing stock and housing opportunities is central to its ability to achieve the goals of the General Plan and the General Plan's environmental, climate action, transportation, historic preservation, and economic development policy objectives.

The Housing Element provides policy direction for making decisions pertaining to housing services and regulations, and sets forth policies, programs, and schedules promoting the preservation, improvement, and development of diverse housing types for a diverse range of household types and incomes in concert with the City’s housing and other policy objectives.

B. Organization

This Housing Element is organized into three main sections: the Introduction, the Housing Element Policy and Implementation Plan, and the Housing Element Background Report.

The Introduction includes information on the purpose of the Housing Element, the organization of the document, General Plan consistency, overview of the Regional Housing Needs Allocation (RHNA), and public participation efforts.

The Housing Element Policy and Implementation Plan sets forth the City’s goals, policies, and implementation measures that address the housing needs in Alameda.

The Housing Element Background Report contains an evaluation of the prior Housing Element and its accomplishments, an analysis of housing needs, identification of constraints to the development of housing, and resources, such as an inventory of vacant and underutilized sites, that are available for housing.

C. Major Housing Initiatives for 2015–2023

This Housing Element identifies several major initiatives for 2015–2023:

✓ Retooling and Improving Successful Affordable Housing Programs. The biggest challenge for the 2015–2023 period will be to find strategies and resources to retool and improve Alameda’s most successful housing programs in an era of limited public resources for affordable housing development. Finding financial resources to replace
the Redevelopment Affordable Housing “set-aside” funds eliminated by the State of California during the last period will be critical to success.

In 2012, the City of Alameda, the Alameda Housing Authority, and their non-profit partner Resources for Community Development completed work on the transformation of the former Islander Hotel into 62 units of housing for very-low and low-income Alameda households. Located within one block of the Park Street transit corridor and the Park Street business district, the project exemplifies Alameda’s commitment to transit oriented, multifamily housing.

- Transit-Oriented Housing and Sustainable Development. The focus of the next eight years will be to provide a variety of housing types for a diversity of household needs in transit- and pedestrian-oriented and mixed-used use locations, consistent with the City of Alameda General Plan, Local Action Plan for Climate Protection, and the regional Sustainable Communities Strategy, Plan Bay Area.

- Northern Waterfront Priority Development Area. These former industrial sites along the Oakland/Alameda Estuary provide important opportunities to reconnect Alameda neighborhoods to the waterfront and provide housing for a wide variety of household types.
Naval Air Station (NAS) Alameda Priority Development Area. The NAS Alameda Priority Development Area (commonly known as “Alameda Point” and “Alameda Landing”) represents the next phase of the redevelopment and reuse of the former Naval Air Station.

D. Regional Housing Needs Allocation

In July 2013, the Association of Bay Area Governments (ABAG) issued the Regional Housing Needs Allocation (RHNA). The City of Alameda was assigned a RHNA of 1,723 units. To address state, regional, and local need for affordable housing, 444 of the units are to be affordable to very low-income households, 248 of the units are to be affordable for low-income households, and 283 of the units are to be affordable for moderate-income households. The balance of the units (748) may be market rate. The City of Alameda Land Inventory, located in the Housing Resources section of the Housing Element Background Report on page 35, identifies adequate sites for over 2,000 units that are appropriately zoned to address the affordable housing demand. These identified sites provide support for state mandated requirements, but do not represent the full extent of Alameda’s available housing sites.

In 2010, the City of Alameda, the Alameda Housing Authority, and their non-profit partner Resources for Community Development completed work on Shensi Gardens, a 39-unit multifamily housing project for very-low and low-income Alameda families. The award-winning project exemplifies Alameda’s successful and ongoing efforts to transform the former Naval Air Station at Alameda into a mixed use, mixed income district.
E. General Plan Consistency

State law requires that “the general plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies.” Internal consistency avoids policy conflicts and provides clear policy direction for the future improvement and development of housing within the City. The City is evaluating the consistency of this element with other chapters of the general plan as part of the update process. It will continue to maintain General Plan consistency through ongoing review and revision conducted annually thereafter.

F. Public Participation

During the preparation of the 2015–2023 Housing Element, public input was actively encouraged. In early February 2014, the City released the draft Housing Element Update for public review. The Element was posted to the City’s website and a hard copy was available for review at City Hall. Quarter page advertisements were placed in local newspapers. The Draft Housing Element was also provided to the California Department of Housing and Community Development (HCD) for review and comment.
On February 27, 2014, the Planning Board held its first public hearing on the new draft Element. At the meeting housing advocates and other interested parties submitted suggested changes and revisions to improve the document. On March 14, 2014, the City of Alameda Board of Realtors Local Government Relations Committee received a presentation and discussed the Element. On March 19, 2014, the Housing Authority Board of Commissioners held a public hearing on the draft Element and made a number of suggested changes. On April 2, 2014, the draft Housing Element was discussed at a meeting of the Alameda Chamber of Commerce Economic Development and Government Relations Committee. On April 24, 2014, the City of Alameda Board of Realtors held a special meeting to hear a presentation on the draft Housing Element and discuss its position on the Element. On April 28, 2014, the City of Alameda Planning Board held a second public workshop on the Draft Element and reviewed a number of revisions to the draft policies and programs. On June 9, 2014, the Planning Board held a final public hearing and passed a resolution recommending that the City Council adopt this Housing Element. Throughout the five month public planning process, City staff met with housing advocates, housing providers, and housing professionals to discuss potential policy initiatives and programs. These meetings and conversations were instrumental to the successful completion of the Housing Element and included input and advise from:

- Renewed Hope, Housing Advocacy
- ECHO Housing, Housing Advocates
- East Bay Housing Organizations (EBHO)
- HOMES, Housing Advocacy
- Alameda Development Corporation
- Alameda HOME Team
- Alameda Board of Realtors
- Alameda Chamber of Commerce

2. Housing Policy and Implementation Plan

A. Housing Goals, Policies, and Programs

Alameda’s housing goals, policies, and implementation programs for the planning period 2015-2023 will guide the City’s future housing development decisions, housing programs, strategies, and expenditures. The following constitutes the City of Alameda Housing Policy and Implementation Plan.

Goal #1: Provide housing services and opportunities to support, maintain, and enhance Alameda’s diverse community and excellent quality of life and provide for the housing needs of Alameda’s future residents and regional housing needs.

Policy HE-1: Support public and private efforts to increase the supply of housing in Alameda consistent with the City's environmental, climate action, transportation, historic preservation, and economic development policy objectives.

Program 1.1: Annual Review of Policies and Programs: Hold an annual public hearing in February or March before the Planning Board to review and consider improvements to the
development review process and requirements to ensure that processes and requirements do not create unnecessary costs or delays and increase the cost of housing in Alameda. The review shall include an assessment of at least: inclusionary housing (AMC Section 30-16), density bonus (30-17), multifamily overlay (30-18), Measure A (30-52), Design Review (30-36), and off-street parking (30-7). The review will address impacts on housing costs, adequate incentives, and flexibility of the ordinances. The review will also include a review of the Annual Progress Report on the Housing Element implementation in the format required by the California Department of Housing and Community Development as defined by Government Code Section 65400(a)(2)(B). Based upon the annual review and the Annual Progress Report, the Planning Board will make a recommendation to the City Council recommending any changes to the City’s development regulations necessary to support Housing Element implementation or immediately institute any changes in the Planning Board or City staff procedures or processes that are within the jurisdiction of the Planning Board or staff.

Responsible Department/Agency: Community Development Department
Funding Source: Community Planning Fee
Time Frame: Annually monitor
Quantified Objectives: Complete Annual Review and Hold Annual Public Hearing.

Program 1.2: Inventory of Housing Sites: Continue to maintain an inventory of available housing sites with residential zoning designations for public information purposes on the City website.

Responsible Department/Agency: Community Development Department
Funding Source: Community Planning Fee
Timing: Ongoing
Quantified Objectives: Update inventory regularly.

Program 1.3 Affordable Housing Development Review and Processing: Facilitate the development of affordable housing, and provide for development projects of 50 to 150 units in size, routinely coordinate with property owners, and give high priority to processing subdivision maps that include affordable housing units. Give priority to permit processing for projects providing affordable housing, and housing for seniors, persons with developmental disabilities, and other special needs groups. Improve development review/processing procedures to minimize, to the extent possible, the time required for review of development projects. This reduction in time will reduce the cost to developers and may increase housing production in the city. The City will utilize the Development Review Team to ensure projects are reviewed in a timely manner.

Responsible Department/Agency: Community Development Department
Funding Source: Community Planning Fee
Timing: As projects are processed through the Community Development Department
Quantified Objectives: Complete Design Review process in three months if no other entitlements required, and subdivision approvals within six months if no other entitlements required.
Goal #2: Provide housing that meets the City’s diverse housing needs, specifically including affordable housing, special needs housing, and senior housing.

Policy HE-2: Expand the City’s supply of affordable rental and ownership housing for extremely low-, very low-, low-, and moderate-income households.

Program 2.1 Inclusionary Housing Ordinance: Continue to implement the citywide 15 percent inclusionary requirement.

Responsible Department/Agency: Community Development Department
Funding Source: Permit Fees
Time Frame: Ongoing
Quantified Objective: Provide at least 15% affordable housing in all new housing projects with over 5 units.

Program 2.2 Funding for 5-year Pipeline Projects: Continue to maintain and update a 5-Year Affordable Housing Pipeline Projects Report. Continue to seek available funding from state and federal sources for which the projects identified in the 5-Year Affordable Housing Pipeline Project Report are eligible, and for other eligible projects. Pipeline projects include rental housing affordable to extremely low-, very low-, and low-income households.

Responsible Department/Agency: Housing Authority
Funding Source: CDBG, tax credits, HOME, AHUF
Timing: Ongoing, as projects come forward and as funding is available
Quantified Objective: Update the 2010–2015 Report for the period of 2016–2021, and provide financial assistance for one 100 percent affordable housing project biannually.

Program 2.3 Affordable Housing Unit/Fee (AHUF) Ordinance: Continue to administer the AHUF to support the development of new and rehabilitated housing affordable to very low- and low-income households, and periodically adjust the housing impact fee to keep pace with inflation.

Responsible Department/Agency: Community Development and Housing Authority
Funding Source: Non-residential development impact fees
Timing: Ongoing
Quantified Objective: $50,000 collected annually for affordable housing.

Program 2.4 Public Private Partnerships: Facilitate the development of affordable housing through public-private partnerships, creative land use strategies, and expedited City permitting and decision making.

Responsible Department/Agency: Community Development and Housing Authority
Funding Source: Permit fees, Tax credits, HOME funds and AHUF fees.
Timing: Ongoing
Quantified Objective: Facilitate one new public private partnership project every other year.
Program 2.5 Preservation of At-Risk Housing Units: Continue to monitor the status of all affordable housing projects and, as their funding sources near expiration, work with owners and other agencies to consider options to preserve such units. The City will also provide technical support to property owners and tenants regarding proper procedures relating to noticing and options for preservation.

Responsible Department/Agency: Housing Authority  
Funding Source: In-lieu fees, AHUF fees, Tax credits, HOME funds  
Timing: Ongoing  
Objectives: Monitor existing units annually.

Program 2.6 Housing Choice Voucher Program (Section 8): Continue issuing vouchers and encouraging property owners to participate in this rental assistance program.

Responsible Department/Agency: Housing Authority  
Funding Source: US Department of Housing and Urban Development (HUD)  
Timing: Ongoing  
Quantified Objective: 1,600 households assisted annually.

Program 2.7: Utility Assistance Programs: Continue to provide funding assistance to qualified households in need of help with their electric bills. One program is a match-fund program for households with a shut-off notice, and one program assists with up to 25 percent of a monthly bill.

Responsible Department/Agency: Alameda Municipal Power (AMP)  
Funding Source: Public Purpose Program and annual contribution from AMP  
Time Frame: Ongoing  
Quantified Objective: Provide up to $100,000 annually to households in need.

Program 2.8 Rent Review Advisory Committee: Continue to support the Rent Review Advisory Committee (RRAC) efforts to provide voluntary mediation between tenants and landlords in order to moderate rent increases for tenants of all income levels. The RRAC shall provide an annual report to the City Council on the number of cases reviewed each year, the outcome of those cases, and a recommendation for any additional City regulations or controls deemed necessary by the RRAC. The Alameda City Council shall annually review the RRAC reports and take any steps deemed necessary or appropriate at that time.

Responsible Department/Agency: Housing Authority and RRAC  
Funding Source: AHUF  
Timing: Ongoing mediation and Annual Reports  
Quantified Objectives: Four households assisted annually.

Program 2.9 Employee Housing: Amend the Zoning Ordinance to specifically allow employee housing for six or fewer residents as a permitted use in residential zoning districts, in compliance with Health and Safety Code Section 17021.5.
Policy HE-3: Create rental, homeownership, and other housing opportunities for special needs populations such as the elderly, homeless and people at risk of becoming homeless, people with physical and/or developmental disabilities, single-parent households, and young adults.

Program 3.1 Special Needs Housing: Work with public or private sponsors to identify candidate sites for new construction of rental housing for special needs populations, including persons with physical and developmental disabilities, and take all actions necessary to expedite processing of such projects.

Policy HE-4: Encourage and support new residential opportunities for senior citizens, including senior housing projects, multifamily housing projects with accessible and small housing units, assisted living projects, and in-law unit projects.

Program 4.1 In-Law Units and Senior Housing: Continue to support the addition of secondary "In-Law" units for small households or seniors, and use Density Bonus Ordinance provisions to encourage senior housing opportunities on sites in proximity to retail and transit services.

Program 4.2 Universal Design Ordinance: Consider amendments to the Zoning Ordinance to require universal design elements in all new housing projects of five or more units.
Responsible Department/Agency: Community Development Department  
Funding Source: Community Planning Fee  
Time Frame: December 2014  
Quantified Objective: Complete ordinance within one year of Housing Element adoption.

Policy HE-5: Ensure that the entitlement process, zoning and parking requirements, and impact fees do not unnecessarily burden the development of affordable housing units.


Policy HE-6: Assist people, especially extremely low-, very low-, low-, and moderate-income households, in purchasing their first home with the goal of increasing homeownership rates in Alameda to 60%.

Program 6.1 First-Time Homebuyer Program: Continue the First-Time Homebuyer Program which provides down payment assistance to low- and moderate-income first-time homebuyers. The program includes free homebuyer workshops. The workshops cover the complete home-buying process including: Overview of the Home-Buying Process, Credit and Budgeting, Qualifying for a Loan, the City's Down Payment Assistance Program, the Loan Application/Pre-approval Process, Selecting a Home, Role of the Real Estate Agent, Home Maintenance, and Foreclosure Prevention.

Responsible Department/Agency: Housing Authority  
Funding: In-lieu fees, Affordable Housing / Unit fee (AHUF)  
Timing: Ongoing, as funding is available  
Quantified Objective: One household assisted biannually.

Program 6.2 Alameda County Mortgage Credit Certificate Program: Continue to participate in the Countywide Mortgage Credit Certificate Program, which assists low- to moderate-income first-time homebuyers to qualify for mortgage loans.

Responsible Department/Agency: Housing Authority  
Funding: In-lieu fees, AHUF  
Timing: Ongoing  
Quantified Objective: One to two households assisted annually.

Policy HE-7: Promote the conservation and rehabilitation of the City’s existing housing stock.

Program 7.1 Housing Rehabilitation: Continue to administer owner-occupied and rental housing rehabilitation programs:

- Substantial Rehabilitation Program: Continue to implement the City’s Substantial Rehabilitation Program, which creates new rental units in existing vacant or underutilized residential structures.
• **Housing Rehabilitation Program**: Continue the City’s Housing Rehabilitation Program, which provides grants and low-interest loans to help low- and very low-income homeowners repair and improve their homes.

• **Rental Rehabilitation Program**: Continue the City’s Rental Rehabilitation Program, which provides low-interest loans to help property owners with low- and very low-income tenants repair and improve their units.

• **Minor Home Repair**: Continue to implement the City’s Minor Home Repair program.

• **Accessibility Modification Program**: Continue providing grants and low-interest loans to assist eligible seniors and persons with disabilities in making modifications to their residences, allowing the individual to attain greater mobility and remain safely in their home.

  **Responsible Department/Agency**: Housing Authority  
  **Funding Source**: Community Development Block Grant (CDBG) funds  
  **Timing**: Ongoing  
  **Quantified Objective**: Eight units rehabilitated annually for very low- and low-income households.

**Policy HE-8**: Promote the elimination of overcrowded, unsafe, and unsanitary housing conditions.

Program 8.1 Amnesty Program: Continue the City’s amnesty program, which provides a process to legalize and improve occupied, existing undocumented dwelling units.

  **Responsible Department/Agency**: Community Development Department  
  **Funding Source**: Application fees  
  **Timing**: Ongoing  
  **Quantified Objective**: Three units legalized annually.

**Policy HE-9**: Ensure equal housing opportunities by taking appropriate actions, when necessary, to prevent housing discrimination in the local market.

Program 9.1 Fair Housing: Continue to support fair housing by contracting with a fair housing contractor/provider to counsel tenants and landlords on their rights and responsibilities. Mediate landlord/tenant disputes, and investigate complaints of housing discrimination. Information about these services is provided by ECHO Housing, a non-profit organization, the Alameda Housing Authority, and the City of Alameda through referral services, brochures, fair housing and tenant rights programs, and the Section 8 program, at the City of Alameda and the Alameda Housing Authority customer service counters and on the City of Alameda and Housing Authority websites.

  **Responsible Department/Agency**: Housing Authority  
  **Funding Source**: CDBG  
  **Time Frame**: Ongoing  
  **Quantified Objective**: Assist approximately 300 households annually with inquiries, complaints, audits, counseling, and conciliations.
Goal #3: Create transit oriented pedestrian friendly neighborhoods to reduce regional and local greenhouse gas emissions and local traffic congestion.

Policy HE-10: To reduce greenhouse gas emissions and improve regional transportation services and facilities, facilitate and encourage mixed-use and residential development in the Northern Waterfront area and at Alameda Point consistent with Plan Bay Area, the regional sustainable communities’ strategy.

Program 10.1 New Housing TDM Programs: Require transportation demand management (TDM) programs and facilities in all new housing developments of at least 10 units or more to reduce local greenhouse gas emissions, vehicle miles traveled, and local traffic congestion. Coordinate existing and future transportation demand management programs to create cost effective and convenient transportation services between new residential development areas, regional transportation services including ferry, BART, and AC Transit, and on-island commercial districts, schools, and parks.

  Responsible Department/Agency: Community Development Department  
  Funding Source: Application fees  
  Timing: Ongoing  
  Quantified Objective: Require of all projects over 10 units in size.

Program 10.2 Existing Neighborhood Transportation Improvements: Work with existing transit providers including AC Transit, the Water Emergency Transit Agency (WETA), and existing Transportation Management Agencies to improve transportation services for existing Alameda neighborhoods to reduce local greenhouse gas emissions, vehicle miles traveled, and local traffic congestion.

  Responsible Department/Agency: Community Development and Public Works Departments  
  Funding Source: Community Planning Fees and Grant funds  
  Timing: Ongoing  
  Quantified Objective: Improved transportation services for all Alameda residents.

Policy HE-11: Facilitate and encourage live/work developments and residential development above ground floor commercial uses on Park Street, Webster Street, and in former “station” neighborhood commercial areas on existing transit corridors to reduce greenhouse gases and traffic congestion and support economic development policies.

Program 11.1 Transit Oriented Housing: Use density bonuses, maximum allowed parking requirements, and unbundled on-site parking requirements in new housing projects of 10 units or more, and require on-site secure bicycle parking for project residents to maximize densities on transit corridors.

  Responsible Department/Agency: Community Development Department  
  Funding Source: Application fees  
  Timing: Ongoing  
  Quantified Objective: Require of all projects over 10 units in size.
Goal #4: Ensure High Quality Architectural and Sustainable Site Design.

Policy HE-12: Ensure that new residential development utilizes “green” building strategies, environmentally sensitive building technologies, and site planning strategies to minimize greenhouse gas emissions.

Program 12.1 Sustainable Development: Implement the Green Building Code and develop incentives and requirements for energy efficient and sustainable new residential developments.

  Responsible Department/Agency: Community Development Department
  Funding Source: Application fees
  Timing: Ongoing
  Quantified Objective: Review progress annually.

Program 12.2 Promote Energy Conservation: Continue to offer residential customer energy services which include the following:

- A weatherization cash grant program
- A rebate program for compact fluorescent lights
- A meter lending program
- A rebate program for Energy Star refrigerators
- A second refrigerator pickup program
- Free energy audits
- Energy Assistance Program to help low-income residents reduce their energy use
- Implement the energy efficiency and conservation policies and programs in the Energy Element of the General Plan

  Responsible Department/Agency: AMP
  Funding Source: Utility fees
  Time Frame: Ongoing, as programs are available
  Quantified Objectives: Provide $40,000 in energy services annually.

Policy HE-13: Encourage public participation of all segments of the community, including low- and moderate-income residents, the business sector, renters and homeowners, in the formulation and review of City housing policy.

Program 13.1 Public Notice and Participation: Provide ample public notice and opportunities for public involvement in the public decision making process.

  Responsible Department/Agency: Community Development Department
  Funding Source: Application fees
  Timing: Ongoing
  Quantified Objective: Review procedures as part of annual report.
**Policy HE-14:** Maintain the integrity of existing residential neighborhoods by protecting and enhancing the historic architecture and ensuring that new development complements the density, and physical and aesthetic character of the neighborhood and surrounding areas.

Program 14.1 Design Concepts  Develop preferred design concepts for important opportunity sites to improve certainty in the entitlement process similar to the design concepts prepared for the Webster Street Vision Plan, Civic Center Vision Plan, and North of Park Gateway Strategic Plan.

- **Responsible Department/Agency:** Community Development Department
- **Funding Source:** Application fees
- **Timing:** Ongoing
- **Quantified Objective:** Review progress annually.

**Policy HE-15:** Ensure that new neighborhoods seamlessly integrate with older residential neighborhoods by designing new housing developments that complement, but not mimic, the historic, architectural, aesthetic, and physical qualities of existing neighborhoods.

Program 15.1: Design Review: Continue to administer and improve the Design Review Ordinance to ensure compatible new residential design in existing neighborhoods.

- **Responsible Department/Agency:** Community Development Department
- **Funding Source:** Application fees
- **Timing:** Ongoing
- **Quantified Objective:** Review ordinance annually as part of annual review.
B. Quantified Objectives

Table 1 provides the City’s quantified objectives for the 2015–2023 Housing Element period.

Table-1: Quantified Objectives For City of Alameda Programs, 2015–2023

<table>
<thead>
<tr>
<th>Category</th>
<th>Income Level</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Extremely Low</td>
<td></td>
</tr>
<tr>
<td>ABAG RHNA, 2014–2022</td>
<td>222</td>
<td>1,723</td>
</tr>
<tr>
<td>NEW CONSTRUCTION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Units Provided Through Housing Programs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Substantial Rehabilitation1</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>Amnesty Units</td>
<td>0</td>
<td>24</td>
</tr>
<tr>
<td>Units Constructed by Private and Non-Profit Housing Providers (1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Construction</td>
<td>0</td>
<td>85</td>
</tr>
<tr>
<td><strong>Total New Construction</strong></td>
<td><strong>0</strong></td>
<td><strong>93</strong></td>
</tr>
<tr>
<td>CONSERVATION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Housing Choice Vouchers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Households</td>
<td>1,200</td>
<td>320</td>
</tr>
<tr>
<td><strong>Total Conservation</strong></td>
<td><strong>1,200</strong></td>
<td><strong>320</strong></td>
</tr>
<tr>
<td>REHABILITATION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Housing Rehabilitation Program (Units)</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>Rental Rehabilitation Program (Units)</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>Minor Home Repair (Units)</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>Accessibility Modification Program</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td><strong>Total Rehabilitation</strong></td>
<td><strong>28</strong></td>
<td><strong>40</strong></td>
</tr>
</tbody>
</table>

(1) Units constructed by the private and non-profit sectors are estimates of anticipated development activity based upon current development proposals and anticipated economic and market conditions. Actual activity will be determined by market conditions, property owner decisions, and other factors that are outside the control of the City of Alameda.

Source: City of Alameda 2014
July 15, 2014

Housing Element Background Report

2015-2023
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1. Introduction

The Housing Element Background Report analyzes population and housing characteristics, identifies special housing needs among certain population groups, evaluates housing conditions, and provides other important information to support the goals, policies, and programs that will meet the needs of current and future Alameda residents.

A. Organization

The Housing Background Report comprises four sections.


Chapter 3: Housing Needs Assessment focuses on demographic information, including population, housing stock characteristics, housing cost and affordability, and affordable units at risk of converting to market rate.

Chapter 4: Housing Resources and Site Inventory describes the City’s housing resources and housing opportunities. It discusses regional housing need allocation and the City’s existing housing stock and potential areas for future housing development. It also covers energy conservation opportunities that may reduce costs to homeowners and infrastructure costs to the city.

Chapter 5: Housing Constraints evaluates the governmental and non-governmental constraints to housing development in Alameda, including City-established planning, zoning, and building standards that guide residential development patterns and influence housing availability and affordability. Non-governmental constraints include such factors as the availability and cost of preparing and developing land for housing, as well as the business decisions of individuals and organizations in the home building, finance, real estate, and rental housing industries.

B. Data Sources

The data used to prepare this analysis was collected from 2000 and 2010 US Census reports and the 2007–2011 American Community Survey (ACS), California Department of Finance and Association of Bay Area Governments (ABAG)-approved data, City documents, and various other sources.

The 2010 Census marked a change in the way that the US Census Bureau collected data. The 2010 Census forms were much shorter and collected a fraction of the data previously collected. To supplement the shorter form, the ACS was utilized to create sample-based data sets. While the ACS provides a much larger range of data, it also comes with a margin of error. There are a few data sets referenced in this report that do not perfectly match totals or percentages. Those inconsistencies are the results of variable margins of error inherent in the ACS data source.

This section documents the City's accomplishments implementing the housing policies and program objectives in the 2007–2014 Housing Element.

The 2007–2014 period was shaped by two major events that occurred during that time:

1. **The Recession.** During the Great Recession of 2008, the Bay Area and the City of Alameda experienced a significant decline in housing sales, production, and construction. These declines resulted in limited growth in housing production during the period. Although housing production was limited during the period, the City of Alameda actively pursued and accomplished all of its major housing policy and regulatory objectives during the period.

2. **The End of Redevelopment in California.** During this period, the State of California abolished the redevelopment authority that had been granted to cities and counties. The redevelopment authority allowed cities such as Alameda to set aside significant public resources (the "20% set-aside funds") for the provision, rehabilitation, and preservation of affordable housing. The elimination of this important funding source significantly restricts the City's ability to provide funds for affordable housing. Despite the loss of these important funds, the City of Alameda Housing Authority and its nonprofit partners were able to continue to provide services and new housing for lower-income households.

Table A-1 provides a review of accomplishments for each program included in the 2007–2014 Housing Element. The table is organized to follow the organization provided in the 2007–2014 Element.
<table>
<thead>
<tr>
<th>Action</th>
<th>Timing</th>
<th>Accomplishments</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Recreation and Neighborhood Preservation</td>
<td>Continue to implement the City's rehabilitation programs for owner-occupied and rental housing units.</td>
<td>Ongoing</td>
<td>Continue</td>
</tr>
<tr>
<td>b. State and Federal Rehabilitation Financing Program</td>
<td>Continue to review all available state and federal programs for residential rehabilitation and apply for appropriate programs. Possible funding sources include the Community Development Block Grant program (CDBG), and various programs administered by the state Department of Housing and Community Development (e.g., Code Enforcement Incentive Programs).</td>
<td>Ongoing</td>
<td>Combine with Program 1.a.</td>
</tr>
</tbody>
</table>

**Table A-1: Evaluation of 2007–2014 Housing Action Plan**

During the first half of the 2013/2014 fiscal year, the City of Alameda Housing Authority rehabilitated 78 rental and three owner-occupied units. The Housing Authority also assisted one household with its substantial rehabilitation program.

During the 2012/2013 fiscal year, the City of Alameda Housing Authority rehabilitated 26 rental and six owner-occupied units. The Housing Authority also assisted three households with its substantial rehabilitation program.

During the 2011/2012 fiscal year, the City of Alameda Housing Authority rehabilitated one rental and 20 owner-occupied units. The Housing Authority also assisted two households with its substantial rehabilitation program.

During the 2010/2011 fiscal year, the City of Alameda Housing Authority rehabilitated six rental and 12 owner-occupied units.

During the 2009/2010 fiscal year, the City of Alameda's Development Services Department rehabilitated 43 rental and eight owner-occupied units.

The City uses a portion of its CDBG funds to assist with rehabilitation efforts. The City received the following CDBG funding over the planning period:

- Approximately $1 million in 2012 and 2013
- Approximately $1.23 million in 2011
- Approximately $1.47 million in 2010
- Approximately $1.36 million in 2009
<table>
<thead>
<tr>
<th></th>
<th>Self-help in Rehabilitation</th>
<th>Promote self-help techniques to reduce rehabilitation costs by providing technical assistance to owners participating directly in rehabilitation efforts. City assistance will include areas such as permit processing, preparation of financing applications, and owner management of rehabilitation work.</th>
<th>Ongoing</th>
<th>The City continues to provide technical assistance to owners participating directly in rehabilitation efforts.</th>
<th>Combine with Program 1.a.</th>
</tr>
</thead>
<tbody>
<tr>
<td>d</td>
<td>Minor Home Repair</td>
<td>Continue to implement the City's Minor Home Repair program.</td>
<td>Ongoing</td>
<td>The City of Alameda Housing Authority continues to implement its Minor Home Repair/Accessibility Modification program, and has assisted the following: 6 households during the first half of the 2013/2014 fiscal year 126 households during the 2012/2013 fiscal year 63 households during the 2011/2012 fiscal year 156 households during the 2010/2011 fiscal year</td>
<td>Combine with Program 1.a.</td>
</tr>
<tr>
<td>e</td>
<td>Accessibility Modification Program</td>
<td>Continue to assist eligible seniors and persons with disabilities in making modifications to their residences.</td>
<td>Ongoing</td>
<td>See above. Accomplishments reported for both programs.</td>
<td>Combine with Program 1.a.</td>
</tr>
<tr>
<td>f</td>
<td>Housing in Industrially Zoning Areas</td>
<td>Study industrial areas, in particular where there is existing housing, and redesignate/rezone these areas for residential use as appropriate.</td>
<td>Ongoing</td>
<td>During the period, the City rezoned 10 industrial zoned properties that were in residential use, and five sites that were in manufacturing or warehousing use.</td>
<td>Delete.</td>
</tr>
<tr>
<td>g</td>
<td>Amnesty Program</td>
<td>Continue the City’s amnesty program, which provides a process to legalize occupied, existing dwelling units.</td>
<td>Ongoing</td>
<td>The program legalized four units in 2013, one in 2012, two units in 2011, eight units in 2010, and two units in 2009.</td>
<td>Continue.</td>
</tr>
<tr>
<td>h</td>
<td>Work/Live Ordinance</td>
<td>Review the Work/Live Ordinance requirements to determine why only one work/live project has been</td>
<td>2010</td>
<td>During the period, the City evaluated the Work/Live Ordinance. To improve opportunities for work live and other housing types, the City amended the Zoning Ordinance to improve opportunities for:</td>
<td>Delete.</td>
</tr>
</tbody>
</table>
developed and make recommendations to encourage more work/live projects in Alameda.

| i | Comply with Senate Bill 520 | Consistent with Fair Housing Law, the City will amend the Zoning Ordinance to include the definition of “family” as “one or more persons living together in a dwelling unit, with common access to, and common use of all living, kitchen, and eating areas within the dwelling unit.” | Amend the Zoning Ordinance by January 1, 2013. | On July 12, 2012, the City Council of the City of Alameda passed Ordinance 3054 which defines a family as "one or more persons living together in a dwelling unit, with common access to, and common use of all living, kitchen, and eating areas within a dwelling unit." | Delete. |

| j | Reasonable Accommodation Procedure | Develop and formalize a general process that a person with disabilities will need to go through in order to make a reasonable accommodation request in order to accommodate the needs of persons with disabilities and streamline the permit review process. | Amend the Zoning Ordinance by January 1, 2013. | The draft zoning amendment was approved by the Planning Board in February 2014 and adopted by City Council in April 2014. | Delete. |

2. Rental and Home Ownership Assistance

| a | Housing Voucher Choice Program (Section 8) | Continue issuing vouchers and encouraging property owners to participate in this rental assistance program. | Ongoing | During fiscal year 2012/13, 52 applicants were issued vouchers. During fiscal year 2011/12, 36 applicants were issued vouchers (and 23 families were brought onto the project-based voucher program). During fiscal year 2010/11, 117 families were determined to be eligible for admission to the HCV program (and 39 families were brought onto the project-based voucher program). During fiscal year 2009/10, 167 applicants from the HCV waiting list were determined eligible and issued vouchers. During fiscal year 2008/09, 211 applicants from the HCV waiting list were determined eligible and issued vouchers. | Continue. |

<p>| b | First-Time Home Buyer Program | Continue the Down Payment Assistance Program. Study and implement | Ongoing | The City assisted the following households with its FTHB program: 3 households during the first half of fiscal year 2013/14 2 households during fiscal year 2012/13 | Continue. |</p>
<table>
<thead>
<tr>
<th>Program</th>
<th>Ongoing</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>c</strong> Conservation of At-Risk Units</td>
<td>Ongoing The City did not have any units at risk of converting to market rate.</td>
<td>Continue.</td>
</tr>
</tbody>
</table>
| **d** Conserve Existing Affordable Units                               | The City assisted with the following rehabilitation efforts during the planning period:  
78 rental units during the first half of fiscal year 2013/2014  
26 rental units during fiscal year 2012/13  
1 rental unit during fiscal year 2011/12  
6 rental units during fiscal year 2010/11  
43 rental units during fiscal year 2009/10 | Combine with Program 1.a.                                                 |
| **e** Alameda County Mortgage Credit Certification Program             | The County issued the following mortgage credit certificates:  
One mortgage credit certificate in 2013  
Four mortgage credit certificates in 2012  
Six mortgage credit certificates in 2011  
Four mortgage credit certificates in 2010 | Continue.                                                            |
<p>| <strong>f</strong> Condominium Conversions                                          | There have not been any condominium conversions.                         | Delete.                                                             |
| <strong>g</strong> Rent Review Advisory Committee                                   | The RRAC assisted with the following cases throughout the planning period: | Continue.                                                            |</p>
<table>
<thead>
<tr>
<th>(RRAC)</th>
<th>InCLUSIONARY HOUSING</th>
<th>3 cases during the first half of fiscal year 2013/2014 11 cases during fiscal year 2011/12 8 cases during fiscal year 2010/11 9 cases during fiscal year 2009/10</th>
</tr>
</thead>
</table>
| 3. New Housing Development | **a** | **Inclusionary Housing**  
Annually review the citywide 15% inclusionary requirement to ensure that the ordinance is not or does not constrain housing development, and revise as necessary within one year. The review will address impacts on housing costs, adequate incentives, and flexibility of the ordinance.  
Annually monitor, starting in December 2012.  
The City reviewed the 15% inclusionary requirement and no revisions were necessary.  
Continued. |
| b | **Alameda Point Collaborative Substantial Rehabilitation**  
Monitor the legally binding Agreements (LBAs) between the Alameda Redevelopment and Reuse Authority (ARRA) and Operation Dignity and the Alameda Point Collaborative for 200 units of transitional and permanent housing for formerly homeless families.  
Ongoing  
The City annually monitors the Legally Binding Agreements.  
Deleted. |
| c | **Infill Development - New Construction/Acquisition/Substantial Rehabilitation**  
Continue to fund family housing projects on a case-by-case basis from Affordable Housing Unit Fee (AHUF) and Housing Authority funds. Continue to fund infill development projects using available funding.  
Ongoing  
During this period, the City assisted with the development of the Jack Capon Villa, an affordable 19-unit project for developmentally disabled persons; the Park Alameda project, which converted the Alameda Islander Motel into a 62-unit permanent, green, and affordable workforce housing development; and the Shinsei Gardens Apartments project, an affordable housing project for 39 very low- and low- income households.  
Continued. |
| d | **School Employee Housing**  
Develop affordable housing using 20 percent set aside of the Business and Waterfront Improvement Project low- and moderate-income components.  
2010  
The City has worked extensively with the school district to identify potential sites for school employee housing.  
Deleted. |
<table>
<thead>
<tr>
<th></th>
<th>Income Housing Funds. Utilize a lottery system that provides a bonus point for Alameda Unified School District employees for the homebuyer selection process. Work with Alameda Unified School District to identify appropriate sites.</th>
<th>Ongoing</th>
<th>During the first half of fiscal year 2013/14, the City created one new rental unit in an existing vacant or underutilized structure. During fiscal year 2012/13, the City created three new rental units in existing vacant or underutilized structures. During fiscal year 2011/12, the City created two new rental units in existing vacant or underutilized structures.</th>
<th>Combine with Program 1.a.</th>
</tr>
</thead>
<tbody>
<tr>
<td>e</td>
<td>Substantial Rehabilitation Programs</td>
<td>Continue to implement the City’s Substantial Rehabilitation Program, which creates new rental units in existing vacant or underutilized structures.</td>
<td>Ongoing</td>
<td>The City continues to collect fees on all new nonresidential developments covered by the ordinance.</td>
</tr>
<tr>
<td>f</td>
<td>Affordable Housing Unit/Fee (AHUF) Ordinance</td>
<td>Continue to administer the AHUF to support the development of new and rehabilitated housing, and periodically adjust the housing impact fee to keep pace with inflation.</td>
<td>Ongoing</td>
<td>The City continues to maintain an inventory of vacant land which is posted to the City’s website.</td>
</tr>
<tr>
<td>g</td>
<td>Inventory of Vacant Land</td>
<td>Develop and maintain an inventory of vacant land for public information purposes.</td>
<td>Ongoing</td>
<td>The City continues to maintain an inventory of vacant land which is posted to the City’s website.</td>
</tr>
<tr>
<td>h</td>
<td>Homeless Shelter Funding</td>
<td>Continue to provide funding assistance for Midway Shelter, a 24-bed service-enriched shelter for women and children.</td>
<td>Ongoing</td>
<td>Over the planning period, the City has provided the following assistance to Midway Shelter: $60,000 in funding assistance during the fiscal year 2013/14; $50,000 in funding assistance during the fiscal year 2012/13; $44,452 in funding assistance during the fiscal year 2011/12; $60,000 in funding assistance during the fiscal year 2010/11; and $43,500 in funding assistance during the fiscal year 2009/10.</td>
</tr>
<tr>
<td>i</td>
<td>Area Special Studies</td>
<td>As nonresidential sites such as existing school sites or other public or utility sites become surplus, or if major commercial or industrial sites become available, evaluate these sites for their potential to provide housing.</td>
<td>As sites become available.</td>
<td>In 2012, the City prepared a comprehensive Citywide Housing Opportunity Site Study.</td>
</tr>
<tr>
<td></td>
<td>Public Housing Conversion</td>
<td>Complete voluntary conversion of public units to Section 8 program.</td>
<td>2008–2009</td>
<td>In 2009, the City completed one voluntary conversion of public units to the Section 8 program.</td>
</tr>
<tr>
<td>---</td>
<td>--------------------------</td>
<td>---------------------------------------------------------------</td>
<td>-----------</td>
<td>-----------------------------------------------------------------</td>
</tr>
<tr>
<td>k</td>
<td>Rental Housing for Lower-Income Households</td>
<td>Assist in the development of rental housing. The City will work with public or private sponsors to identify candidate sites for new construction of rental housing for lower-income households. In addition, the City will also assist with site acquisition, fee waivers (as feasible), priority processing, and funding or supporting applications for funding.</td>
<td>At least twice within the planning period. As projects are approved through the Community Development Department.</td>
<td>The City continues to work with public or private sponsors to identify candidate sites for new construction of rental housing for lower-income households. In 2012, the City assisted with the development of Jack Capon Villa, an affordable 19-unit project for developmentally disabled persons. In 2011, the City assisted with the development of the Park Alameda project, which converted the Alameda Islander Motel into a 62-unit permanent, green, and affordable workforce housing development.</td>
</tr>
<tr>
<td>l</td>
<td>Extremely Low-Income Households</td>
<td>The City will encourage the development of housing for extremely low-income households through a variety of activities such as outreaching to housing developers on an annual basis, providing financial assistance (when feasible) or in-kind technical assistance or land write-downs, providing expedited processing, identifying grant and funding opportunities, applying for or supporting applications for funding on an ongoing basis, reviewing and prioritizing local funding at least twice in the planning period, and/or offering additional incentives beyond the density bonus. In addition, the City will allow single-room occupancy units (SRO) to</td>
<td>Amendments adopted by January 2013.</td>
<td>The City amended the Zoning Ordinance in July 2012, to allow for SROs with a CUP in the R-5 district. In 2011, the City funded the Park Alameda project, which converted the Alameda Islander Motel into a 62-unit permanent, green, and affordable workforce housing development. This project has 48 units affordable to very low-income households and 13 units affordable to extremely low-income households.</td>
</tr>
</tbody>
</table>
be permitted in the General Residential (R-5) District with a conditional use permit (CUP).

### Funding for Pipeline Projects

The City/Housing Authority will seek any available funding from state and federal sources for which the projects identified in the Pipeline Project Report are eligible, and for future eligible projects for rental housing affordable to very low- and low-income households.

Annually report on progress of projects identified in the Pipeline Project Report, and any future projects.

In 2012, the City assisted with the development of Jack Capon Villa, an affordable 19-unit project for developmentally disabled persons. In 2011, the City assisted with the development of the Park Alameda project, which converted the Alameda Islander Motel into a 62-unit permanent, green, and affordable workforce housing development. In 2010, the City approved a 5-Year Development Pipeline Report which plans Alameda's affordable housing development from 2010–2015. The City continues to seek available funding to assist with development of the projects identified in the Pipeline Project Report.

### 4. Government Process and Role

| a | Coordinate Staff Review of Projects | Continue to coordinate inter-department review of projects in a timely and efficient manner using the Development Review Team. | Ongoing | The Development Review Team meets weekly in order to coordinate inter-departmental review of projects in a timely and efficient manner. | Delete. |

| b | Fair Housing and Tenant-Landlord Mediation | Continue the City of Alameda's commitment to affirmatively furthering fair housing. | Ongoing | The City continued to contract with ECHO Housing to provide fair housing and tenant-landlord mediation services. City staff was also available to respond to questions from the public and to make appropriate referrals to the program. The program is publicized through brochures and the City website. In addition to mediation, referrals are made to the local branch of the Alameda Free Library for a copy of California Tenants: A Guide to Residential Tenants' and Landlords' Rights and Responsibilities as well as other website resources. | Continue. |

<p>| c | Conformance Rezoning | In an effort to meet the regional housing need, the City will rezone sites 1, 3, 4, 6, 8, 9, 11, 12, 16, 17, 18, 19, 20, 21, 22, and 24 to include the new multifamily zoning overlay. The City is relying on sites 1, 3, 4, 8, 16, 17, 18, 19, 21, and 22 to meet its lower-income RHNA and therefore these sites will | Initiate in March 2012, complete by January 2013. | In July 2012, the City completed all rezone efforts in order to meet its RHNA. | Delete. |</p>
<table>
<thead>
<tr>
<th></th>
<th>Requirement</th>
<th>Action</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>d</td>
<td>Density Bonus Ordinance</td>
<td>Continue to evaluate the City of Alameda Density Bonus Ordinance (AMC Section 30-17) to encourage and increase inclusion of additional housing units in new development projects.</td>
<td>Ongoing, as projects are processed through the Community Development Department. Annually monitor, starting in December 2012.</td>
</tr>
<tr>
<td>e</td>
<td>Emergency Shelter</td>
<td>The City will amend the Zoning Ordinance to define emergency shelters and allow them as a permitted use (by right) in the Intermediate Industrial (M-1) and General Industrial (M-2) districts without a CUP or other discretionary review. The M-1 and M-2 zones are close to transit corridors and services. The City will ensure that development standards will comply with Senate Bill (SB) 2 by January 2013.</td>
<td>In July 2012, the City amended its Zoning Ordinance to allow emergency shelters by right in the M-1 and M-2 districts.</td>
</tr>
<tr>
<td>f</td>
<td>Transitional and Supportive Housing</td>
<td>The City will amend the Zoning Ordinance to explicitly allow both supportive and transitional housing types in zones allowing residential uses. The City will include definitions of transitional and supportive housing as defined in Health and Safety Code Sections 50675.2 and 50675.14, and permit both transitional and supportive housing types as a residential use subject only to the same restrictions on residential uses contained in the same type of structure.</td>
<td>Comply with SB 2 by January 2013.</td>
</tr>
<tr>
<td>g</td>
<td>Large Sites</td>
<td>To facilitate the development of affordable housing on smaller parcels (50 to 150 units in size), the City will routinely coordinate with property owners and give high priority to processing subdivision maps that include affordable housing units.</td>
<td>Ongoing, as projects are processed through the Community Development Department.</td>
</tr>
<tr>
<td>h</td>
<td>Universal Design</td>
<td>To provide housing that is universally accessible, the City of Alameda will consider amendments to the Zoning Ordinance to</td>
<td>By January 2013.</td>
</tr>
<tr>
<td>i</td>
<td>Parking Standards</td>
<td>The City will annually review parking standards to ensure they do not constrain housing development and will continue to reduce and/or waive parking requirements for affordable projects.</td>
<td>Annually review parking standards and allow for reduced and/or waived requirements as projects are processed through the Community Development Department.</td>
</tr>
<tr>
<td>j</td>
<td>Measure A</td>
<td>The City will continue to monitor Measure A to ensure it is not a constraint and will update as appropriate.</td>
<td>Annually monitor and revise within one year if necessary.</td>
</tr>
</tbody>
</table>
3. Housing Needs Assessment

The Housing Needs Assessment analyzes population and housing characteristics, identifies special housing needs among certain population groups, evaluates housing conditions, and provides other important information to support the goals, policies, and programs to meet the needs of current and future residents.

A. Population Trends and Characteristics

Population Growth and Projections

According to the 2010 Census, Alameda’s population was 73,812. Alameda has lost population since its peak of 79,297 in 1994, due to the closing of the Alameda Naval Air Station (NAS) and the Fleet Industrial Supply Center (FISC). However, the City has seen slight growth (2.1 percent) since 2000. This is partly due to residential growth in the former military installations, as well as in the formerly industrial Northern Waterfront; this growth is expected to continue in the coming decade.

ABAG projects the City’s population will grow by a moderate 8.8 percent between 2010 and 2020. Table A-2 shows population for the City of Alameda and Alameda County for 1994, 2000, and 2020 projections.

<table>
<thead>
<tr>
<th>Year</th>
<th>Alameda</th>
<th>Alameda County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1994 (Year of peak Alameda population)</td>
<td>79,297</td>
<td>1,338,421</td>
</tr>
<tr>
<td>2000</td>
<td>72,259</td>
<td>1,443,741</td>
</tr>
<tr>
<td>2010</td>
<td>73,812</td>
<td>1,510,271</td>
</tr>
<tr>
<td>2020 ABAG Projections</td>
<td>80,300</td>
<td>1,654,200</td>
</tr>
<tr>
<td>Change 1994-2010</td>
<td>-5,485</td>
<td>171,850</td>
</tr>
<tr>
<td>Percent Change</td>
<td>-6.9%</td>
<td>12.8%</td>
</tr>
<tr>
<td>Change 2010-2020</td>
<td>6,488</td>
<td>143,929</td>
</tr>
<tr>
<td>Percent Change</td>
<td>8.8%</td>
<td>9.5%</td>
</tr>
</tbody>
</table>

Sources: 2013 ABAG Projections, California Department of Finance

Alameda’s projected population increase will result largely from residential development in industrial areas and former military installations. New housing development is planned at Alameda Point and Alameda Landing, and along the Northern Waterfront. Both of these areas are Priority Development Areas (PDA). The ratio of persons per household will not play a significant role in population growth because, according to ABAG projections, the ratio is not expected to change significantly over the next two decades. The 2007–2011 ACS indicated that Alameda had 2.48 persons per household, a slight increase in size compared to previous decades.
Age Characteristics

Alameda did not experience any significant change in its age structure over the last decade (see Table A-3). As with many communities in the county and across the nation, there has been an increase in the percentage of citizens over the age of 55. However, this increase has been very slight in Alameda, with the population in the 55-64 age group growing by 5 percent and the over 65 age group staying at a roughly equal share of the population between 2000 and 2010. The number of children under the age of 15 remains under 18 percent.

According to the 2010 Census data, Alameda’s age breakdown is roughly comparable to Alameda County as a whole. Alameda had a slightly lower percentage of children under 15, and a slightly higher percentage of people 55 or older. Table A-3 shows the age characteristics for the City of Alameda as well as for the County.

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Alameda</th>
<th>Alameda County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1990</td>
<td>2000</td>
</tr>
<tr>
<td>Under 15</td>
<td>17.3%</td>
<td>18.0%</td>
</tr>
<tr>
<td>15 – 19</td>
<td>5.1%</td>
<td>5.5%</td>
</tr>
<tr>
<td>20 – 34</td>
<td>31.4%</td>
<td>20.4%</td>
</tr>
<tr>
<td>35 – 54</td>
<td>27.3%</td>
<td>34.0%</td>
</tr>
<tr>
<td>55 – 64</td>
<td>7.2%</td>
<td>8.8%</td>
</tr>
<tr>
<td>65 +</td>
<td>11.7%</td>
<td>13.3%</td>
</tr>
<tr>
<td>Total</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Sources: 1990, 2000 and 2010 Census

Ethnicity

Alameda has a very diverse population. In fact, the city is moving closer to becoming a minority-majority population. A review of 2000 and 2010 data from the Census shows that the trend to greater diversity in the population in Alameda has continued over the last decade. The non-Hispanic white population declined 12 percent from 2000 to 2010. At the same time, the Asian population grew dramatically over the past decade. Asians and Pacific Islanders increased by 22 percent and the Hispanic population (of every race) grew by 20 percent.

B. Household Composition

According to the 2010 Census, the City of Alameda had 30,123 households (see Table A-4). Of those, 18,291 households (60.7 percent) were categorized as families and 11,832 (39.3 percent) were categorized as non-family households. Households categorized as “non-family” include single individuals and persons living with roommates.
### Table A-4: Household Composition in the City of Alameda, 2010

<table>
<thead>
<tr>
<th>Household Description</th>
<th>Number</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Family households (families)</td>
<td>18,291</td>
<td>60.7%</td>
</tr>
<tr>
<td>Female head of household, no husband present</td>
<td>3,623</td>
<td>12.0%</td>
</tr>
<tr>
<td>with own children under 18</td>
<td>2,128</td>
<td>58.7%</td>
</tr>
<tr>
<td>Non-family households</td>
<td>11,832</td>
<td>39.3%</td>
</tr>
<tr>
<td>Householder living alone</td>
<td>9,347</td>
<td>31.0%</td>
</tr>
<tr>
<td>Householder not living alone</td>
<td>2,485</td>
<td>8.2%</td>
</tr>
<tr>
<td><strong>Total of Households in Alameda</strong></td>
<td>30,123</td>
<td>--</td>
</tr>
</tbody>
</table>

Source: 2010 Census

### C. Income and Employment

#### Income

For the purpose of evaluating housing affordability, housing need, and eligibility for housing assistance, income levels are defined by guidelines adopted each year by the California Department of Housing and Community Development (HCD).

According to the 2007–2011 ACS, in 2011, the median income for a household of four in Alameda was $75,832, which is significantly higher than both the county ($70,821) and the Bay Area as a whole ($61,632). As shown in Table A-5, more than one-third of the households in Alameda are categorized as lower income.

### Table A-5: Households by Income Level, 2010

<table>
<thead>
<tr>
<th>Income Level</th>
<th>Renter-Occupied</th>
<th>Owner-Occupied</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percentage</td>
<td>Number</td>
</tr>
<tr>
<td><strong>Total Occupied Units</strong></td>
<td>14,945</td>
<td>100.0%</td>
<td>14,230</td>
</tr>
<tr>
<td>Extremely Low Income &lt;30% of AMI</td>
<td>3,050</td>
<td>20.4%</td>
<td>780</td>
</tr>
<tr>
<td>Very Low Income ≤50% of AMI</td>
<td>1,910</td>
<td>12.8%</td>
<td>860</td>
</tr>
<tr>
<td>Low Income 50 to 80% of AMI</td>
<td>2,255</td>
<td>15.1%</td>
<td>1,450</td>
</tr>
<tr>
<td>Moderate 81 to 100% of AMI</td>
<td>1,525</td>
<td>10.2%</td>
<td>1,065</td>
</tr>
<tr>
<td>Above Moderate 101%+ of AMI</td>
<td>6,210</td>
<td>41.6%</td>
<td>10,075</td>
</tr>
</tbody>
</table>

Source: CHAS 2006–2010 ACS

#### Extremely Low-Income Households

The US Department of Housing and Urban Development (HUD) 2010 Comprehensive Housing Affordability Strategy (CHAS) data set provides information on households by income group for the City of Alameda. According to the CHAS data, in 2010, approximately 3,830 households (13.1 percent of total households) in the City of Alameda were extremely low income. Of those households, 5.5 percent were owner-occupied and 20.4 percent were renter-occupied households (see Table A-5).
Employment Trends

Just as with population growth, employment history has been turbulent in Alameda over the past decades. Table A-6 shows current and projected jobs for Alameda and Alameda County. Jobs decreased in the 1990s as the result of the NAS and FISC closures and declined again between 2000 and 2010 as result of the nationwide economic recession. Job growth is expected to rise in the decades ahead in Alameda with the redevelopment of the former NAS and the Northern Waterfront (which are PDAs).

The expected slow increase in jobs citywide will likely be supported by the regional economic growth overall, which is attracting more jobs in the high-tech, software, and business service industries.

Table A-6: Historic and Projected Employment, 1990–2030

<table>
<thead>
<tr>
<th>Year</th>
<th>Alameda</th>
<th>Alameda County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Employment</td>
<td>Percent Change</td>
</tr>
<tr>
<td>1990</td>
<td>38,730</td>
<td>--</td>
</tr>
<tr>
<td>2000</td>
<td>27,380</td>
<td>-17.3%</td>
</tr>
<tr>
<td>2010</td>
<td>24,070</td>
<td>-12.1%</td>
</tr>
<tr>
<td>2020</td>
<td>28,770</td>
<td>19.5%</td>
</tr>
<tr>
<td>2030</td>
<td>30,590</td>
<td>6.3%</td>
</tr>
</tbody>
</table>

Source: ABAG Projections 2013

D. Housing Stock Characteristics

This section describes and analyzes Alameda’s housing supply and the local housing market. Characteristics such as age of the housing stock and size of units help illustrate local housing conditions and crowding, while vacancy rates and rents provide information on housing availability and affordability.

Housing Type

As of 2013, Alameda had a relatively large percentage of multifamily units (46.8 percent). The majority of the multifamily buildings were five or more units (61.6 percent). Single-family detached made up 42.5 percent of the single-family units, while single-family attached only made up 10.3 percent (see Table A-7.).
Table A-7: Number and Type of Housing Units, City of Alameda: 1990-2013

<table>
<thead>
<tr>
<th>Year</th>
<th>Single-Family Detached</th>
<th>Single-Family Attached</th>
<th>Multifamily 2-4 units</th>
<th>Multifamily 5+ units</th>
<th>Mobile Homes</th>
<th>Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>14,960</td>
<td>--</td>
<td>5,429</td>
<td>10,102</td>
<td>--</td>
<td>30,491</td>
</tr>
<tr>
<td>2000</td>
<td>12,776</td>
<td>3,943</td>
<td>4,984</td>
<td>9,641</td>
<td>32</td>
<td>31,376</td>
</tr>
<tr>
<td>2013</td>
<td>13,778</td>
<td>3,347</td>
<td>5,826</td>
<td>9,351</td>
<td>127</td>
<td>32,429</td>
</tr>
</tbody>
</table>

Sources: Census 1990, California Department of Finance, City/County Estimates 2000 and 2013

Table A-8 shows a comparison of the City of Alameda’s housing stock in 2010 with other Alameda County cities. In 2010, only Berkeley (53 percent), Emeryville (87 percent) and Oakland (52 percent) had a higher percentage of multifamily units.

Table A-8: Number and Type of Housing Units, Cities in Alameda County, 2010

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Total Housing Units</th>
<th>Single Family</th>
<th>Multifamily 2-4 units</th>
<th>Multifamily 5+ units</th>
<th>Mobile Homes</th>
<th>#</th>
<th>%</th>
<th>#</th>
<th>%</th>
<th>#</th>
<th>%</th>
<th>#</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alameda</td>
<td>32,351</td>
<td>17,047</td>
<td>53%</td>
<td>5,826</td>
<td>18%</td>
<td>9,351</td>
<td>29%</td>
<td>127</td>
<td>&lt;1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Albany</td>
<td>6,712</td>
<td>4,442</td>
<td>66%</td>
<td>813</td>
<td>12%</td>
<td>1,432</td>
<td>21%</td>
<td>25</td>
<td>&lt;1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Berkeley</td>
<td>49,454</td>
<td>22,984</td>
<td>46%</td>
<td>9,980</td>
<td>20%</td>
<td>16,272</td>
<td>33%</td>
<td>218</td>
<td>&lt;1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dublin</td>
<td>15,782</td>
<td>10,483</td>
<td>66%</td>
<td>479</td>
<td>3%</td>
<td>4,766</td>
<td>30%</td>
<td>54</td>
<td>&lt;1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emeryville</td>
<td>6,646</td>
<td>821</td>
<td>12%</td>
<td>751</td>
<td>11%</td>
<td>5,038</td>
<td>76%</td>
<td>36</td>
<td>1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fremont</td>
<td>73,989</td>
<td>53,234</td>
<td>72%</td>
<td>2,429</td>
<td>3%</td>
<td>17,600</td>
<td>24%</td>
<td>726</td>
<td>1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hayward</td>
<td>48,296</td>
<td>29,323</td>
<td>61%</td>
<td>2,934</td>
<td>6%</td>
<td>13,717</td>
<td>28%</td>
<td>2,322</td>
<td>5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Livermore</td>
<td>30,342</td>
<td>24,045</td>
<td>79%</td>
<td>1,466</td>
<td>5%</td>
<td>4,291</td>
<td>14%</td>
<td>540</td>
<td>2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newark</td>
<td>13,414</td>
<td>10,864</td>
<td>81%</td>
<td>569</td>
<td>4%</td>
<td>1,981</td>
<td>15%</td>
<td>0</td>
<td>&lt;1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oakland</td>
<td>169,710</td>
<td>80,746</td>
<td>48%</td>
<td>32,600</td>
<td>19%</td>
<td>55,809</td>
<td>33%</td>
<td>555</td>
<td>&lt;1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Piedmont</td>
<td>3,924</td>
<td>3,758</td>
<td>96%</td>
<td>87</td>
<td>2%</td>
<td>79</td>
<td>2%</td>
<td>0</td>
<td>&lt;1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pleasanton</td>
<td>26,053</td>
<td>19,351</td>
<td>74%</td>
<td>1,599</td>
<td>6%</td>
<td>4,723</td>
<td>18%</td>
<td>380</td>
<td>1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Leandro</td>
<td>32,419</td>
<td>21,407</td>
<td>66%</td>
<td>1,893</td>
<td>6%</td>
<td>8,229</td>
<td>25%</td>
<td>890</td>
<td>3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Union City</td>
<td>21,258</td>
<td>16,481</td>
<td>78%</td>
<td>784</td>
<td>4%</td>
<td>3,000</td>
<td>14%</td>
<td>993</td>
<td>5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Uninc Alameda County</td>
<td>51,022</td>
<td>38,600</td>
<td>76%</td>
<td>3,116</td>
<td>6%</td>
<td>8,341</td>
<td>16%</td>
<td>965</td>
<td>2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: California Department of Finance, City/County Population Estimates, E5, 2010
**Housing Stock Age and Condition**

An indication of the quality of the housing stock is its general age. Typically housing over 30 years old is likely to have rehabilitation needs that may include plumbing, roof repairs, foundation work, and other repairs.

Among the housing stock, only 9 percent of the housing units were built since 1990, and almost 80 percent of the housing stock is over 30 years old. This typically means the rehabilitation needs could be relatively high. Table A-9 breaks down the age of housing stock in Alameda by decade.

<table>
<thead>
<tr>
<th>Year Built</th>
<th>Number of Units</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1939 or earlier</td>
<td>11,264</td>
<td>35.7%</td>
</tr>
<tr>
<td>1940-1949</td>
<td>2,000</td>
<td>6.3%</td>
</tr>
<tr>
<td>1950-1959</td>
<td>2,098</td>
<td>6.7%</td>
</tr>
<tr>
<td>1960-1969</td>
<td>4,891</td>
<td>15.5%</td>
</tr>
<tr>
<td>1970-1979</td>
<td>4,775</td>
<td>15.1%</td>
</tr>
<tr>
<td>1980-1989</td>
<td>3669</td>
<td>11.6%</td>
</tr>
<tr>
<td>1990-1999</td>
<td>1,481</td>
<td>4.7%</td>
</tr>
<tr>
<td>2000-2004</td>
<td>471</td>
<td>1.5%</td>
</tr>
<tr>
<td>2005 or later</td>
<td>873</td>
<td>2.8%</td>
</tr>
<tr>
<td><strong>Total Units</strong></td>
<td><strong>31,522</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

*Sources: 2007–2011 ACS 5-yr estimates*

**Housing Tenure**

The 2010 Census enumerates that of 31,522 housing units in Alameda, approximately 29,175 units were occupied housing units. Of that number, 48 percent (14,488 units) were owner-occupied and 52 percent (15,635) were rental-occupied. This is virtually constant compared to 2000. The national homeownership rate is 65 percent.

**Vacancy Rate**

The housing unit vacancy rate provides a useful indicator of the balance between housing supply and demand. As a rule of thumb, a 4.5 percent vacancy rate represents a healthy balance between supply and demand in a housing market. When there is a high vacancy rate, people searching for housing have more housing options and may be able to obtain lower rents. With a low vacancy rate, people selling or renting housing are able to raise prices and/or selectively choose their tenants. A low vacancy rate can lead to overcrowding and unsafe and unsanitary living conditions because lower-income households have fewer options and are unable to find suitable and affordable living arrangements. Low-income households, including people on a fixed income, large families with children, and households with special housing needs, are most likely
to be negatively impacted by low vacancy rates. In addition, when there is high consumer demand for a limited housing supply, discrimination is more likely to occur.

Data shows that housing vacancy rates in Alameda increased from 2000 to 2010 from 1,418 units to 2,228 units. Of vacant units in 2010, 42 percent were for rent, compared to only 7 percent that were for sale. There were also 786 units that were simply vacant—neither for sale, rent, seasonal, or sold and awaiting occupancy.

**Housing Unit Size**

As of 2011, the City of Alameda’s housing stock consisted mainly of two-bedroom units (34.5 percent) followed by three-bedroom units (27 percent). Studios made up 23 percent, while five or more bedroom units only made up 3 percent of the housing stock.

**Overcrowding**

Overcrowding is often closely related to household income and the cost of housing. The US Census Bureau considers a household to be overcrowded when there is more than one person per room (rooms exclude bathrooms and kitchens), and to be severely overcrowded when there are more than 1.5 occupants per room. Overcrowded households are usually a reflection of the lack of affordable housing.

According to the 2010 CHAS data, 1,055 units (3.5 percent) of the households in Alameda were overcrowded, and less than 1 percent of those were severely overcrowded. Table A-10 provides overcrowding by tenure.

<table>
<thead>
<tr>
<th>Persons Per Room</th>
<th>Owner Households</th>
<th>Renter Households</th>
<th>Total Households</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Households</td>
<td>Percentage</td>
<td>Households</td>
</tr>
<tr>
<td>1.01 to 1.50 overcrowded</td>
<td>165</td>
<td>1.1%</td>
<td>640</td>
</tr>
<tr>
<td>1.51 or more severely overcrowded</td>
<td>40</td>
<td>0.3%</td>
<td>210</td>
</tr>
<tr>
<td>Total overcrowded households</td>
<td>205</td>
<td>1.4%</td>
<td>850</td>
</tr>
<tr>
<td>Total Households</td>
<td>14,488</td>
<td>--</td>
<td>15,635</td>
</tr>
</tbody>
</table>

Source: 2006–2010 CHAS

**E. Housing Cost, Affordability, and Overpayment**

The City of Alameda is located in the heart of the San Francisco Bay Area, a region well known for its very high-cost housing market. Affordable housing is in short supply throughout Alameda County and the need for affordable housing is great. The need for affordable housing is especially acute among extremely low-income renters.
HCD Income Limits

HCD sets income limits for various sizes of households to determine eligibility for the Section 8 Rental Assistance Program. Table A-11 shows the income guidelines used by the Alameda Housing Authority to qualify households for the rent voucher program. To qualify for Section 8 rental assistance, households must be either very low-income (50 percent of median income) or extremely low-income (30 percent of median income).

As of December 31, 2013, 2,438 Alameda households benefit from Section 8 Housing Choice Voucher rental assistance and other Housing Authority programs, including project-based vouchers and Section 8 Certificate units. Due to high demand and limited turnover for all programs, including tenant-based and project-based vouchers, most waiting lists for rental assistance remain closed. Nevertheless, the number of applicants on existing waiting lists totals approximately 3,330 individuals and families. The City of Alameda Housing Authority owns or manages 572 units for low-income households, many of which are rented to households that receive Section 8 Housing Choice Voucher assistance. Approximately 7.4 percent of all households in Alameda received some form of public support for housing based on 2010 data.

Table A-11: Maximum Household Income by Household Size, 2013

<table>
<thead>
<tr>
<th>Income Category</th>
<th>Household Size</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Extremely Low</td>
<td>19,650</td>
</tr>
<tr>
<td>Very Low</td>
<td>32,750</td>
</tr>
<tr>
<td>Low</td>
<td>46,350</td>
</tr>
<tr>
<td>Median</td>
<td>65,450</td>
</tr>
<tr>
<td>Moderate</td>
<td>78,550</td>
</tr>
</tbody>
</table>

Source: California Department of Housing and Community Development 2013

Overpayment

Households that pay more than 30 percent of their monthly income on housing are considered “cost-burdened” and households that pay more than 50 percent are considered “severely cost-burdened.” Measuring the number of households paying more than these percentages helps define an area’s affordability problem. Table A-12 reports 2010 CHAS data for households by HUD-defined household income categories.

In 2010, nearly 40 percent of households paid more than 30 percent of their income on housing costs and almost 20 percent spent more than 50 percent of their income on housing costs.

As shown in Table A-12, these numbers hold roughly equally true for both renter and owner households. However, extremely low income renters are most likely to be most severely cost-burdened, with 15 percent paying more than 30% of their income and 13 percent paying over 50 percent of their income on housing.
Table A-12: Households Cost-Burdened by Tenure and Income Level, 2010

<table>
<thead>
<tr>
<th>Income Level/Tenure</th>
<th>Extremely Low Income ≤30%</th>
<th>Very Low Income 30%-50%</th>
<th>Low Income 50-80%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>#</td>
<td>% of total</td>
<td>#</td>
</tr>
<tr>
<td>Paying &gt;30%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Renter</td>
<td>2,315</td>
<td>15%</td>
<td>1,670</td>
</tr>
<tr>
<td>Owner</td>
<td>655</td>
<td>5%</td>
<td>595</td>
</tr>
<tr>
<td>Total households</td>
<td>2,970</td>
<td>10%</td>
<td>2,265</td>
</tr>
<tr>
<td>Paying &gt;50% of income</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Renter</td>
<td>1995</td>
<td>13%</td>
<td>930</td>
</tr>
<tr>
<td>Owner</td>
<td>515</td>
<td>4%</td>
<td>340</td>
</tr>
<tr>
<td>Total households</td>
<td>2,510</td>
<td>9%</td>
<td>3,030</td>
</tr>
</tbody>
</table>

Source: 2006–2010 CHAS

Home Prices and Rental Costs

In 2008 Trulia.com, a major listing source, estimated that the average home value in the City of Alameda was $610,000. This represents an increase of more than 67 percent over the decade and a half. As of 2013, home prices in Alameda are slightly above the countywide median. The trend of rapidly increasing housing prices can be seen throughout Alameda County and the Bay Area. Table A-13 lists median home values for various jurisdictions in the region for 2000 and the end of 2013, all of which show large increases in values.

Table A-13: Median Home Prices for Selected Cities in Alameda County

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Median Home Sales Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alameda</td>
<td>$383,500</td>
</tr>
<tr>
<td>Dublin</td>
<td>$351,250</td>
</tr>
<tr>
<td>Fremont</td>
<td>$416,000</td>
</tr>
<tr>
<td>Hayward</td>
<td>$270,000</td>
</tr>
<tr>
<td>Livermore</td>
<td>$329,000</td>
</tr>
<tr>
<td>Oakland</td>
<td>$241,000</td>
</tr>
<tr>
<td>Pleasanton</td>
<td>$482,250</td>
</tr>
<tr>
<td>San Leandro</td>
<td>$269,000</td>
</tr>
<tr>
<td>Union City</td>
<td>$361,000</td>
</tr>
</tbody>
</table>

Source: Trulia.com, accessed January 17, 2014

Rents also have risen over the past decade. Table A-14 shows average rents for various size units based on research from online listing websites in early 2014. For comparison, the table also shows HUD’s “fair market rents” (FMR) for 2014, to establish rental subsidy limits for Section 8
hiring voucher recipients. (The FMRs reflect rents for similar housing units in the uncontrolled rental market. Under the Section 8 program, Section 8 recipients may rent units that cost more than the FMR, but the subsidy will only cover up to the amount of the FMR.)

Table A-14: Average Rent, City of Alameda, 2014

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>2014 Rents (online listing survey)</th>
<th>Fair Market Rents (HUD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>$1,099</td>
<td>$1,035</td>
</tr>
<tr>
<td>One bedroom</td>
<td>$1,352</td>
<td>$1,255</td>
</tr>
<tr>
<td>Two bedrooms</td>
<td>$2,010</td>
<td>$1,578</td>
</tr>
<tr>
<td>Three bedrooms</td>
<td>$3,301</td>
<td>$2,204</td>
</tr>
</tbody>
</table>


Increasing rent burden is the most important issue for many households. In the past several years there has been a significant increase in the number of rent review cases put before the City’s Rent Review Advisory Committee (RRAC). The RRAC comprises citizen members appointed by the City Council to mediate rent disputes between tenants and landlords. From 2008 through 2013, the RRAC heard between three and 11 cases per year.

Affordability

In most housing markets, lenders, as well as the federal government, traditionally have considered 30 percent of income spent on housing to be “affordable.”

Rental Affordability

With the recent increase in rents in the Bay Area, affordable housing has become much harder for lower- and moderate-income households to find. Table A-15 identifies the maximum monthly housing costs affordable to households in Alameda by income group. Income groups are established based on data published annually by HCD on household income for areas in the state. Affordability is calculated assuming a household can pay up to 30 percent of its monthly income toward housing. Compared to the rental rates in Table A-14, the median rents in Alameda are not affordable to extremely low- and very low-income households with two to four persons. However, median rents are affordable to low- and moderate-income households, regardless of household size.

Home Ownership Affordability

As housing prices rise in the Bay Area, homeownership becomes more elusive for many households, even those earning above moderate incomes. Table A-15 also shows maximum affordable housing payments for different households (varying by income level) and their eligibility for federal housing assistance. Maximum rents and sales prices are shown that are affordable to very low-, low-, moderate-, and above moderate-income households. Affordability is based on a household spending 30 percent or less of its total household income for shelter. Affordability is based on the maximum household income levels established by HCD (Table A-11). Maximum affordable sales price is based on the following
assumptions: 5.625 percent interest rate, 30-year fixed loan, 10 percent down payment, 1.25 percent property tax, 1 percent closing costs, and homeowners insurance.
Table A-15: Housing Affordability

<table>
<thead>
<tr>
<th>Income Group</th>
<th>Max. Annual Income</th>
<th>Affordable Income Limits</th>
<th>Monthly Housing Costs</th>
<th>Maximum Affordable Price</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Utilities¹</td>
<td>Taxes and Insurance (for Homeowners)</td>
</tr>
<tr>
<td>Extremely Low</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>One Person</td>
<td>19,650</td>
<td>491</td>
<td>75</td>
<td>31</td>
</tr>
<tr>
<td>Two Person</td>
<td>22,450</td>
<td>561</td>
<td>100</td>
<td>41</td>
</tr>
<tr>
<td>Three Person</td>
<td>25,250</td>
<td>631</td>
<td>125</td>
<td>51</td>
</tr>
<tr>
<td>Four Person</td>
<td>28,050</td>
<td>701</td>
<td>150</td>
<td>61</td>
</tr>
<tr>
<td>Very Low</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>One Person</td>
<td>32,750</td>
<td>819</td>
<td>75</td>
<td>71</td>
</tr>
<tr>
<td>Two Person</td>
<td>37,400</td>
<td>935</td>
<td>100</td>
<td>86</td>
</tr>
<tr>
<td>Three Person</td>
<td>42,100</td>
<td>1,053</td>
<td>125</td>
<td>101</td>
</tr>
<tr>
<td>Four Person</td>
<td>46,750</td>
<td>1,169</td>
<td>150</td>
<td>116</td>
</tr>
<tr>
<td>Low</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>One Person</td>
<td>46,350</td>
<td>1158.75</td>
<td>$75</td>
<td>131</td>
</tr>
<tr>
<td>Two Person</td>
<td>53,000</td>
<td>1,325</td>
<td>$100</td>
<td>160</td>
</tr>
<tr>
<td>Three Person</td>
<td>59,600</td>
<td>1,490</td>
<td>$125</td>
<td>189</td>
</tr>
<tr>
<td>Four Person</td>
<td>66,250</td>
<td>1,656.25</td>
<td>$150</td>
<td>218</td>
</tr>
<tr>
<td>Moderate</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>One Person</td>
<td>78,550</td>
<td>1,963.75</td>
<td>$75</td>
<td>256</td>
</tr>
<tr>
<td>Two Person</td>
<td>89,750</td>
<td>2,243.75</td>
<td>$100</td>
<td>303</td>
</tr>
<tr>
<td>Three Person</td>
<td>101,000</td>
<td>2,525</td>
<td>$125</td>
<td>350</td>
</tr>
<tr>
<td>Four Person</td>
<td>112,200</td>
<td>2,805</td>
<td>$150</td>
<td>397</td>
</tr>
</tbody>
</table>

Notes:
1. Monthly utility costs are assumed as $75/person and $25 for each additional person.
2. Total affordable mortgage based on a 10 percent down payment, an annual 5 percent interest rate, 30-year mortgage, and monthly payment equal to 30 percent of income (after utilities, taxes, and insurance).
3. Monthly affordable rent based on 30 percent of income less estimated utilities costs.
F. Special Housing Needs

Elderly Housing

In 2010, approximately 27 percent (20,125) of Alameda’s population was 55 years of age or older, approximately 14 percent (9,975) was 65 years of age or older, and 7 percent (4,896) was over 75 years of age. More detailed data available from the 2010 Census shows that 6,157 households (20.4 percent of all Alameda households) were headed by a person 65 years of age or older. Of these households, 1,994 (32.4 percent) were renter households and 4,163 (67.6 percent) were homeowner households.

Housing costs since 2000 have, despite the nationwide housing crisis, escalated far beyond the inflation rate. High housing costs, particularly rents, take a high proportion of elderly household income. Senior citizens who are long-term residents of rental units often experience substantial rent increases when their building is sold. Elderly residents in these circumstances sometimes find themselves unable to locate comparable accommodations at an affordable price in the city and may be forced to relocate to a new, unfamiliar community, which frequently can be traumatic. There are instances where rent increases have exceeded Social Security insurance payments and forced renters to move. Tenants who feel that their rent increases are unfair may use the RRAC to encourage property owners to voluntarily reduce increases in rent.

For those retired and on fixed incomes, the costs of homeownership, particularly maintenance, generally constitute a much larger portion of monthly income than that of employed homeowners. Consequently, needed maintenance is often deferred, resulting in unpleasant or unsafe living conditions. In some instances, home maintenance costs can be overwhelming, necessitating sale and relocation after many years of attachment to friends and neighbors in the area. There is a need not only to preserve for future generations the housing stock currently occupied by senior citizens, but also to ensure that elderly residents are able to remain in safe and comfortable surroundings.

The increasing longevity of elderly people and the increasing number of elderly persons in the population will create a growing need for affordable housing and specialized housing for older residents. Specialized housing, especially for low- and moderate-income elderly persons, such as assisted living facilities, congregate housing, life care services and group care facilities, will be needed.

In addition to supporting privately funded group and health care facilities for the elderly, the City can assist this special needs group through currently operating programs such as the Section 8 Housing Choice Program, the Minor Home Repair Program, Accessibility Modification Program, and the Senior Safety Program. The Minor Home Repair Program provides financial and technical assistance to low- and moderate-income homeowners to provide emergency repairs, geared to correct immediate threats to the health and safety of the client, in order to stabilize the condition of the property and reduce the need for more substantial rehabilitation. Assistance may be provided to correct substandard and/or health and safety conditions, security items, accessibility modifications, carpentry, plumbing, heating, and electrical repairs. The Minor Home Repair Program assists eligible persons with disabilities in making modifications to their residence, allowing the individual to attain greater mobility and remain safely in their home.
The Alameda Accessibility Modification Program focuses on the person's most immediate needs as they relate to improving safety and accessibility. The Senior Safety Program offers resources to prevent fire hazards in senior households as well as providing disability services for disabled seniors.

Construction of small infill units that may be appropriate for over-extended elderly homeowners who are in need of an opportunity to “trade-down” within the city to newer, less maintenance-intensive housing located close to existing commercial services is permitted in all residential zoning districts in Alameda.

Residential care and community care facilities are permitted in all residential zoning districts in Alameda, subject to certain limitations.

**Female-Headed Households**

In 2010, female-headed households accounted for 19.8 percent of total family households. Table A-16 shows the breakdown of female-headed households in Alameda.

Women in the housing market, especially the elderly, low- and moderate-income, and single parents, face significant difficulties finding and maintaining housing.

Housing affordability is a primary issue because frequently only one income is available to support the needs of the household—and only a limited amount of funds can be allocated to housing. While some of these households may find housing assistance through the Section 8 Housing Choice Program, many others struggle with high rents or overcrowded conditions. Although there is a continuing need for affordable rental housing for small families, there is also a need for shared housing and group living alternatives where single-parent families can share not only space but child care and other resources as well.

<table>
<thead>
<tr>
<th>Household Description</th>
<th>Number</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Family households (families)</td>
<td>18,291</td>
<td>60.7%</td>
</tr>
<tr>
<td>Female head of household, no husband present</td>
<td>3,623</td>
<td>12.0%</td>
</tr>
<tr>
<td>with own children under 18</td>
<td>2,128</td>
<td>58.7%</td>
</tr>
</tbody>
</table>

*Source: 2010 Census*

**Persons with Disabilities**

According to the most recent ACS, there were 6,891 persons with disabilities over the age of 5 in Alameda, which accounts for roughly 10 percent of the total population. The 2000 Census, which provides the most robust statistics available, enumerates a total of 7,936 persons, or an estimated 16 percent, of the working age population (16-65 years) had some form of disability.

Special needs of individuals with disabilities vary depending upon the particular disability. For example, the needs of a blind person differ greatly from those of a person confined to a
wheelchair. Special facilities such as ramps, elevators, or specially designed restrooms necessary for wheelchair access are architectural features needed to make dwellings suitable for persons confined to wheelchairs. Special features needed by ambulatory persons constrained by other disabilities may not be architectural; rather, these might be simple alternatives to conventional dwelling units or furnishings and appliances which make ordinary tasks of housekeeping and home life less trying and more enjoyable. In families, the needs of persons with disabilities, in terms of special features, are fewer than those of a single person. Nevertheless, a person with a disability in a family would still have special needs. Special architectural features or contrivances could be valuable in giving this person greater independence, dignity, and quality of living.

Housing opportunities for people with disabilities can be maximized by removal of barriers in existing housing, and by the construction of new, barrier-free housing units. The City’s current Substantial Rehabilitation and Rental Rehabilitation Programs provide opportunities for assistance in the removal of barriers in existing dwelling units.

In addition to the removal of architectural barriers and provision of special accessibility features, persons with physical and developmental disabilities may also need supportive services to help them maintain an independent lifestyle. Individuals with moderate to severe physical or developmental disabilities may need access to assisted living facilities.

The California Building Code requires that publicly funded housing meet certain accessibility standards. There are a number of variables involved in determining the number of units that must be accessible or adaptable. Generally all public common areas, path of travel to the buildings, and one in 25 units must be accessible. There are no requirements for privately funded housing.

Persons with Developmental Disabilities

Senate Bill (SB) 812 requires the City to include in the special housing needs analysis the needs of individuals with a developmental disability within the community. According to Section 4512 of the Welfare and Institutions Code, a “developmental disability” means a disability that originates before an individual attains age 18 years, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual which includes mental retardation, cerebral palsy, epilepsy, and autism.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person’s living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services currently provides community-based services to approximately 243,000 persons with developmental disabilities and their families through a statewide system of 21 nonprofit regional centers, four developmental centers, and two community-based facilities. The Regional Center of the East Bay is one of 21 regional centers in California that provide point of entry to services for people with developmental disabilities. The
center is a private, nonprofit community agency that contracts with businesses to offer services to individuals with developmental disabilities and their families.

The following information from the Regional Center of the East Bay, charged by the State of California with the care of people with developmental disabilities, defined as those with severe, life-long disabilities attributable to mental and/or physical impairments, provides a closer look at the disabled population (see Table H-A-17).

| Table A-17: Developmentally Disabled Residents By Age, 2013 |
|---------------------------------|---------------|---------------|---------------|---------------|---------------|
| Alameda Total                  | 260       | 168          | 302          | 36            | 10            | 776          |

Source: Regional Center of the East Bay, 2013

A number of housing types are appropriate for people living with a development disability: rent-subsidized homes, licensed and unlicensed single-family homes, inclusionary housing, Section 8 vouchers, special programs for home purchase, HUD housing, and SB 962 homes. The design of housing-accessibility modifications, the proximity to services and transit, and the availability of group living opportunities represent some of the types of considerations that are important in serving this need group. Incorporating “barrier-free” design in all new multifamily housing (as required by California and federal fair housing laws) is especially important to provide the widest range of choices for disabled residents. Special consideration should also be given to the affordability of housing, as people with disabilities may be living on a fixed income.

**Family Housing/Large Households**

Family housing encompasses a wide range of housing needs. These include female-headed households, married couples, and large families (with five or more persons). Family housing, especially for low- and moderate-income families, is an especially critical need in Alameda.

According to the 2010 Census, of the total 30,123 households in the city, 2,300 were large households, making up 8 percent of all households. Large families (with five or more persons) have special housing needs. Large families of low to moderate income can have difficulty finding appropriate housing. The percentage of owner-occupied households (1,198 households) and renter-occupied households (1,102) that are large households is 8 percent and 7 percent respectively, as shown in Table A-18. This is frequently most difficult for renter-occupied households, as units with three or more bedrooms are often single-family homes rather than apartments. The 2010 American Community Survey indicates that more than two-thirds (66.4%) of owner-occupied dwellings have three or more bedrooms but less than a quarter (24.1%) of renter-occupied units provide three or more. As a result, these families are often forced to rent smaller dwelling units than they need, leading to overcrowded conditions and accelerated building deterioration. More Rental units with three or more rooms are less common than others, which can make finding housing more difficult for large households that rent.
Table A-18: Large Households by Tenure

<table>
<thead>
<tr>
<th></th>
<th>Owner-Occupied</th>
<th>Renter-Occupied</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percentage</td>
<td>Number</td>
</tr>
<tr>
<td>5-person household</td>
<td>757</td>
<td>5%</td>
<td>689</td>
</tr>
<tr>
<td>6-person household</td>
<td>269</td>
<td>2%</td>
<td>239</td>
</tr>
<tr>
<td>7+ person household</td>
<td>172</td>
<td>1%</td>
<td>174</td>
</tr>
<tr>
<td>Total large household</td>
<td>1,198</td>
<td>8%</td>
<td>1,102</td>
</tr>
</tbody>
</table>

Source: 2010 Census

Homeless Persons

The Alameda Countywide Homeless Count, conducted in 2013, indicated there are approximately 4,264 people homeless within Alameda County on any given day. The 2013 Homeless Count analysis included a 10-year review and comparison (between 2003’s Count). These Counts rely on a statistical sampling methodology (approved by HUD) that is effective in enumerating homeless populations. The report indicates that the number of homeless in 2013 is roughly equal to the last count in 2011, and down almost 16 percent over the last decade. The study found that the number of homeless with one or more children decreased by almost 24 percent over the last decade. The number of unsheltered, chronic, and military homeless has all also dropped between 10 and 27 percent since 2003. The 2013 study does not provide a breakdown of countywide numbers by location. This is because the Alameda County study uses a methodology of tracking homeless individuals served at 35 service centers countywide; this method is considered more accurate than a simple point-in-time location-based count. The most recent homeless count to track homeless data at a more micro level was the 2009 count. That count provided data by county regions and found that the “other North” section of the county, which included Alameda as well as Emeryville, Piedmont, and Albany, had approximately 623 homeless persons on any given day, accounting for roughly 6.2 percent of the total county homeless population.

Since homeless information is not available for Alameda city specifically, an estimation of homeless in the city was deduced from the 2013 Countywide homeless count based on responses to the ‘last known address’ data collected during the survey. This address information allows for an estimation of percentages of homeless population by city using the following method:

- First, using the January 30, 2013 count data, the 5,844 were filtered by the field “last known address” providing a breakdown by city, with a certain number, 1,244 cases, coming up unknown/other.

- Second, those 1,244 responses that were “Unknown/Other” were removed from the total so that each cities percentage added to all others equaled 100%.

- Last, each cities percentage was applied to the 2013 Homeless Count of 4,264, arriving at an assignment for each city to use in their housing element.
Based on the results of this method, it is estimated that there were 187 homeless individuals in Alameda City in 2013, approximately 4.4% of the countywide homeless population with a known past address.

The City participates in a comprehensive planning and coordination of services initiative for the homeless through the 45-member Alameda Countywide Homeless Continuum of Care Council, formed in 1997. Established to coordinate local efforts to address homelessness, the Continuum of Care has been integral in the development of EveryOne Home, the Alameda Countywide Homeless and Special Needs Housing Plan (EveryOne Home). Driven by federal requirements to develop a long-range plan to end homelessness, EveryOne Home includes a 10-year service-based plan, with a broader 15-year housing-based plan to end chronic homelessness.

The City of Alameda utilized Community Development Block Grant (CDBG) resources to fund several programs designed to provide services for those who are currently homeless or at risk for becoming homeless. Building Futures with Women and Children (BFWC) receives funding to operate the Midway Shelter, which serves homeless women and children. The Alameda Food Bank provides no-cost food services for low-income families who otherwise would be forced to make difficult choices between food and rent, and the Family Violence Law Center supports victims of domestic violence who face complex housing security issues.

Each year, BFWC assists more than 700 women and children move from homelessness to housing. During the past year, 55 percent of the clients sheltered for 30 or more days increased their self-sufficiency by moving on to safe housing and/or by gaining employment, and 91 percent reduced their level of crisis in at least one of the following areas: income, housing, employment, mental health, physical health, and/or substance abuse recovery. During fiscal year 2013, the City also provided $25,000 of funding to repair extensive dry rot damage at the Midway Shelter to ensure a habitable environment for women and children. The shelter provides residents with three meals each day, clothing, laundry facilities, and personal supplies. Residents receive counseling and assistance in procuring the resources that they need in order to obtain housing and a source of income. Case managers also assist residents with substance abuse problems, mental and/or physical health problems, and domestic violence. Midway receives approximately $60,000 a year from the City of Alameda to support the daily operations of the facility. In addition, an all-volunteer, nonprofit organization, the Alameda Homeless Network, takes responsibility for maintaining the facility, preparing food, and hosting multiple fundraising events to support Midway's operations.

The City supports the establishment of 90 units of permanent service-enriched housing for formerly homeless individuals at North Housing. The Alameda Point Collaborative has completed 200 units of transitional and permanent housing, and operates a community center and a child care facility at Alameda Point for formerly homeless families. These two programs will enrich the City’s delivery of supportive housing.

The City also funds BFWC to administer a Homeless Prevention Project. This CDBG-funded initiative provides direct client assistance, including rent and utility assistance, and is used to leverage additional funding from the state Emergency Service Grant (ESG) program to serve homeless individuals and families. Forty-two households were served through this program in fiscal year 2012-13.
**Farmworkers**

Farmworkers are generally considered to have special housing needs because of limited income and the unstable nature of employment (i.e., having to move throughout the year from one harvest to the next). The typical temporary nature of farm work is not the case in Alameda, because very few members of the residential or working community work in agriculture.

Based on the 2006–2010 ACS, it is estimated that there are only 95 persons employed in the agriculture, forestry, fishing, and hunting industry, representing only 0.02 percent of the total population. The demand for specific farmworker housing is estimated to be very minimal, if at all, and therefore housing is addressed through the current housing stock and through overall programs for affordability.

**Small Families and Individuals**

The designation of “small families” is not a typical category for special needs. However, during the preparation of the 2007–2014 Housing Element, in all the citizen participation hearings, including the Ad Hoc Homeownership Committee, the Housing Forum, and the Housing Element public workshops, this issue has been identified repeatedly. Long-term renters who have raised families in Alameda are looking for and need small affordable units. They face not only high housing costs but also a particular gap in the available affordable housing stock. Few, if any, publicly assisted studios or one-bedroom units have been developed.

On the other end of the age spectrum, small, young adult households face a similar situation. Alameda is a desirable, close-knit community whose residents have strong ties to the community. Contrary to the generally transient California experience, Alameda boasts families who have multi-generational roots. Increasingly, however, young persons wishing to remain in Alameda cannot find a place to stay outside their parents’ home because of the cost of housing. Hence, they must leave the city until their incomes grow to a point where they can afford to live in Alameda.

Also in this group are lower-income, entry-level employees for new and existing businesses. In the “high tech” area, there is an emerging lifestyle in which the separation between work and home is increasingly less defined. This often is expressed in flexible work hours, “telecommuting,” and social activities integrated in the work environment. In both cases there is a need for not only small units, but housing in close proximity, or actually incorporated into the work place.

**G. Assisted Housing at Risk of Conversion**

To the City’s knowledge, there are no known assisted housing developments that may convert to market-rate status over the next 10 years.

**Preservation Resources**

Efforts by the City to retain low-income housing must be able to draw upon two basic types of preservation resources: organizational and financial. Qualified nonprofit entities need to be made aware of the future possibilities of units becoming “at risk.” Should a property become at risk, the City maintains an active list of resources by which to preserve that property.
In addition, the City of Alameda will develop procedures for monitoring and preserving at-risk units, which will include:

- Monitor the Risk Assessment report published by the California Housing Partnership Corporation (CHPC).
- Maintain regular contact with the local HUD office regarding early warnings of possible opt-outs.
- Maintain contact with the owners and managers of existing affordable housing to determine if there are plans to opt out in the future and offer assistance in locating eligible buyers.
- Develop and maintain a list of potential purchasers of at-risk units and act as a liaison between owners and eligible purchasers.
- Ensure that all owners and managers of affordable housing are provided with applicable state and federal laws regarding notice to tenants of the owner’s desire to opt out or prepay. State law requires a 12-month notice.

**Nonprofit Entities**

Nonprofit entities serving Alameda County can be contacted to gauge their interest and ability in acquiring and/or managing units at risk of conversion. A partial listing of entities with resources in the Alameda County area includes:

- Bay Area Community Services
- Housing Authority of City of Alameda
- Satellite Affordable Housing Associates
- Northern California Land Trust, Inc.
- Resources for Community Development
- Alameda County Allied Housing Program
- Eden Housing, Inc.
- Housing Authority of County of Alameda
- Housing Corporation of America
- Livermore Housing Authority
- Christian Church Homes of Northern California, Inc.
- Community and Economic Development Agency
- Community Development Corporation of Oakland
- East Bay Asian Local Development Corporation
- Petaluma Ecumenical Properties Inc.
- C. Sandidge and Associates
- Nehemiah Progressive Housing Dev. Corp.
- Asian Neighborhood Design
- Community Home Builders and Associates
- Community Housing Developers, Inc.
- ROEM Development Corporation
4. Housing Resources: Sites Inventory/Analysis

A. Alameda’s Housing Opportunities

The City’s housing opportunities to meet the RHNA for the 2014–2022 period are located within the City's two PDAs (the NAS Alameda PDA and Northern Waterfront PDA) included in Plan Bay Area, which is the region's Sustainable Communities Strategy.

In July 2013, ABAG issued the RHNA for the 2014–2022 period. The City of Alameda was assigned a RHNA of 1,723 units, as shown in Table A-19. To address state, regional, and local need for affordable housing, 222 of the units are to be affordable to extremely low-income households, 222 of the units are to be affordable to very low-income households, 248 of the units are for low-income households, 283 are for moderate-income households, and 748 are for above moderate-income households.

<table>
<thead>
<tr>
<th>Income Group</th>
<th>2014–2022 RHNA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extremely Low</td>
<td>222</td>
</tr>
<tr>
<td>Very Low</td>
<td>222</td>
</tr>
<tr>
<td>Low</td>
<td>248</td>
</tr>
<tr>
<td>Moderate</td>
<td>283</td>
</tr>
<tr>
<td>Above Moderate</td>
<td>748</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,723</strong></td>
</tr>
</tbody>
</table>

Source: ABAG 2013

The City has sufficient land to accommodate its 2014–2022 regional housing need. Table A-20 compares the City of Alameda’s RHNA to its land inventory capacity. The City has a surplus of 494 units available to lower-income households (including extremely low-, very low-, and low-income households), and 28 units available to moderate- and above moderate-income households, a total surplus of 522 units.

<table>
<thead>
<tr>
<th>Income Group</th>
<th>2014–2022 RHNA</th>
<th>Site Inventory Capacity</th>
<th>Surplus of Potential Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extremely Low</td>
<td>222</td>
<td>1,186</td>
<td>494</td>
</tr>
<tr>
<td>Very Low</td>
<td>222</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low</td>
<td>248</td>
<td>1,059</td>
<td>28</td>
</tr>
<tr>
<td>Moderate</td>
<td>283</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Above Moderate</td>
<td>748</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,723</strong></td>
<td><strong>2,245</strong></td>
<td><strong>522</strong></td>
</tr>
</tbody>
</table>

Source: ABAG 2013; City of Alameda 2013
B. Land Inventory

The City of Alameda Land Inventory identifies adequate sites for 2,245 housing units. As shown in Table A-20, the land inventory includes a surplus of over 500 housing units. This surplus ensures that if a particular site on the inventory fails to provide the realistic capacity during the planning period, the inventory will accommodate the reduction. Furthermore, additional sites are available in Alameda with residential multifamily (MF) zoning for smaller scale or unique residential projects, such as the former Toyota dealership on Park Street.

Realistic Capacity

The City’s historic development pattern, General Plan, and Local Action Plan to Reduce Greenhouse Gases all support mixed-use development to reduce automobile trips and reduce global warming. For that reason, many sites in Alameda are zoned for mixed-use development. For sites with a mixed-use zoning designation, the City has evaluated the prevalence of mixed use in the surrounding communities of Berkeley and Emeryville in which projects have developed at 40-plus units per acre to help determine realistic unit capacity. Typical mixed-use projects in the Bay Area include a residential component. Based on all of these factors, the City assumed a 60 percent realistic unit capacity for mixed-use sites. Based upon an evaluation of its current development standards and on-site improvement requirements (e.g., setbacks, building height, parking, and open space requirements), realistic capacity for solely residential sites was determined by multiplying the number of acres by the maximum density for the site; 90 percent of that result was then used as the final realistic unit number to account for site and regulatory constraints.

Zoning to Accommodate Housing Affordable to Lower-Income Households

Table A-21 provides the characteristics of the available sites for development of residential units. Figure A-1 shows the location of each site. A description of each site is provided after Table A-21. All of the sites on Table A-21 will include a mix of market rate and below market rate units.

As shown on Table A-21, the City is utilizing existing residential sites (Sites 5, 10, and 11), that were zoned in 2012, for multifamily housing at 30 units per acre, to meet and exceed its lower-income housing need (i.e., the RHNA allocation for very low- and low-income households). Additional sites zoned in 2012 for residential development and for multifamily housing are utilized to meet the moderate- and above moderate-income housing need.

In addition to the sites listed on Table A-21, the City is actively working to make land at Alameda Point available for residential development for approximately 1,100 new residential units. Approximately one-quarter of these new units are planned to be affordable to very low-, low-, and moderate-income households.
### Table A-21: Land Availability

<table>
<thead>
<tr>
<th>Site #</th>
<th>APN</th>
<th>Name</th>
<th>Location</th>
<th>GP Des</th>
<th>Zoning</th>
<th>Acres</th>
<th>Max. Density</th>
<th>Realistic Capacity</th>
<th>Site Constraints</th>
<th>RHNA Met</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a</td>
<td>71019800902</td>
<td>Ron Goode</td>
<td>1825 Park Street</td>
<td>CC</td>
<td>CC-MF</td>
<td>0.75</td>
<td>30</td>
<td>14</td>
<td>Car dealership</td>
<td>M/AM</td>
</tr>
<tr>
<td>1b</td>
<td>71019801201</td>
<td>Ron Goode</td>
<td>1801 Park Street</td>
<td>CC</td>
<td>CC-MF</td>
<td>0.35</td>
<td>30</td>
<td>6</td>
<td>Car dealership</td>
<td>M/AM</td>
</tr>
<tr>
<td>2a</td>
<td>71029000100</td>
<td>Boatworks</td>
<td>2200 Clement</td>
<td>MU</td>
<td>R-4-PD</td>
<td>5.4</td>
<td>21-29</td>
<td>130</td>
<td>Vacant -None</td>
<td>M/AM</td>
</tr>
<tr>
<td>2b</td>
<td>71029000100</td>
<td>Boatworks</td>
<td>2200 Clement</td>
<td>MU</td>
<td>R-4-PD</td>
<td>2</td>
<td>21-29</td>
<td>52</td>
<td>Vacant -None</td>
<td>M/AM</td>
</tr>
<tr>
<td>3</td>
<td>71022800102</td>
<td>Clement/Willow</td>
<td>2100 Clement</td>
<td>MU</td>
<td>R-4-PD</td>
<td>2.78</td>
<td>21-29</td>
<td>53</td>
<td>Warehouse</td>
<td>M/AM</td>
</tr>
<tr>
<td>4a</td>
<td>71028800102</td>
<td>Alameda Marina</td>
<td>1801 Clement</td>
<td>MU</td>
<td>MX-MF</td>
<td>8.66</td>
<td>30</td>
<td>156</td>
<td>Vacant-Underutilized</td>
<td>M/AM</td>
</tr>
<tr>
<td>4b</td>
<td>71025700301</td>
<td>Alameda Marina</td>
<td>2033 Clement</td>
<td>MU</td>
<td>MX-MF</td>
<td>13.34</td>
<td>30</td>
<td>240</td>
<td>Vacant -Underutilized</td>
<td>M/AM</td>
</tr>
<tr>
<td>5</td>
<td>72038200200</td>
<td>Encinal Terminals</td>
<td>1523 Entrance Road</td>
<td>MU</td>
<td>MX-MF</td>
<td>13</td>
<td>30</td>
<td>234</td>
<td>Vacant -None</td>
<td>VL/L</td>
</tr>
<tr>
<td>6</td>
<td>72038300400</td>
<td>Del Monte</td>
<td>1501 Buena Vista</td>
<td>MU</td>
<td>MX-MF</td>
<td>11.05</td>
<td>30</td>
<td>200</td>
<td>Historic Warehouse</td>
<td>M/AM</td>
</tr>
<tr>
<td>7</td>
<td>72038403100</td>
<td>Chipman /Marina Cove II</td>
<td>1551 Buena Vista Ave.</td>
<td>MDR</td>
<td>R-4-MF</td>
<td>7.14</td>
<td>30</td>
<td>89</td>
<td>Vacant Warehouse</td>
<td>M/AM</td>
</tr>
<tr>
<td>8</td>
<td>72 038101800</td>
<td>Corp Yard + Shelter</td>
<td>2040 Grand</td>
<td>MU</td>
<td>R-4/PD</td>
<td>2.18</td>
<td>21</td>
<td>41</td>
<td>Small Structures</td>
<td>M/AM</td>
</tr>
<tr>
<td>9a</td>
<td>72038100100</td>
<td>Pennzoil</td>
<td>2025 Grand St.</td>
<td>MU</td>
<td>R-4/PD</td>
<td>3.4</td>
<td>21</td>
<td>64</td>
<td>Small warehouses</td>
<td>M/AM</td>
</tr>
<tr>
<td>9b</td>
<td>72038100200</td>
<td>Pennzoil</td>
<td>2015 Grand St.</td>
<td>MU</td>
<td>R-4/PD</td>
<td>0.73</td>
<td>21</td>
<td>14</td>
<td>Small warehouses</td>
<td>M/AM</td>
</tr>
<tr>
<td>10a</td>
<td>74133406700</td>
<td>Shipways</td>
<td>1200 Marina Village Pkwy</td>
<td>MU</td>
<td>MX-MF</td>
<td>4.04</td>
<td>30</td>
<td>73</td>
<td>Vacant -None</td>
<td>VL/L</td>
</tr>
<tr>
<td>10b</td>
<td>74133402400</td>
<td>Shipways</td>
<td>1200 Marina Village Pkwy</td>
<td>MU</td>
<td>MX-MF</td>
<td>2.02</td>
<td>30</td>
<td>36</td>
<td>Vacant -None</td>
<td>VL/L</td>
</tr>
<tr>
<td>10c</td>
<td>74133402300</td>
<td>Shipways</td>
<td>1200 Marina Village Pkwy</td>
<td>MU</td>
<td>MX-MF</td>
<td>2.04</td>
<td>30</td>
<td>37</td>
<td>Vacant -None</td>
<td>VL/L</td>
</tr>
<tr>
<td>11a</td>
<td>74090501002</td>
<td>North Housing</td>
<td>Singleton/Main</td>
<td>MDR</td>
<td>R-4/PD-MF</td>
<td>26</td>
<td>30</td>
<td>624</td>
<td>Vacant -None</td>
<td>VL/L</td>
</tr>
<tr>
<td>11b</td>
<td>74090501202</td>
<td>North Housing</td>
<td>Singleton/Main</td>
<td>MDR</td>
<td>R-4/PD-MF</td>
<td>11.36</td>
<td>30</td>
<td>182</td>
<td>Vacant -None</td>
<td>VL/L</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>116.24</td>
<td></td>
<td></td>
<td></td>
<td>2,245</td>
</tr>
<tr>
<td>RHNA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,723</td>
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<tr>
<td>Surplus Units</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>522</td>
</tr>
<tr>
<td>Total Capacity to Accommodate Very Low and Low (VL/L) Income RHNA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,186</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Capacity to Accommodate Moderate and Above Moderate (M/AM) Income RHNA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,059</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Underutilized Sites

Site 1a and 1b – Ron Goode: These two properties are owned by Mr. Goode. Mr. Goode currently has a temporary short-term use on the property (a scooter shop) that is occupying the former auto dealership showroom. He is actively entertaining offers for the property. Both parcels face Park Street, which is a major commercial and transit corridor. The sites would allow for multifamily housing above ground floor commercial. To assist in making these sites more feasible for development, the City rezoned both sites from M-1 to CC-MF. Capacity on these sites is assumed for mixed-use development.

Site 2a and b – Boatworks: These two adjacent vacant parcels are in common ownership. The property owner has removed the existing structures and has an approved subdivision map for 182 housing units, which includes a mix of multifamily and single-family units.

Site 3 – Clement/Willow: The property is zoned and planned for residential use. An old tin warehouse built in 1941 currently occupies the land.

Site 4a and b: – Alameda Marina – 1801 Clement and 2033 Clement: The 22 acres (two parcels) are privately owned and currently used for boat storage, maritime businesses and other small office uses. The site zoning, MF (Multi-Family) Overlay, allows multifamily housing up to 30 units per acre. The MX (Mixed Use) zoning requires a mix of uses on the property. The property owners are working on a residential mixed-use plan to redevelop the site and upgrade the marina facilities.

Site 5 – Encinal Terminals – Entrance Drive + Clement Avenue Extension: This unique 13-acre privately owned waterfront property is currently vacant and available for housing development. Formerly used for container storage, the site is located between the WindRiver office campus, the Del Monte Building, and Fortman Marina. The site zoning, MF (Multi-Family) Overlay, allows multifamily housing up to 30 units per acre. The MX (Mixed Use) zoning requires a mix of uses on the property. The property has been purchased by a residential development company.

Site 6 – Del Monte: This site is occupied by a vacant historic warehouse. The realistic capacity of this site assumes reuse of the historic building for housing. A residential development company is currently pursuing a residential adaptive reuse plan for the site.

Site 7 – Chipman: This site is located on 7.14 acres on the north side of Buena Vista Avenue between Arbor and Ohlone Streets. Although this site is currently occupied with warehouse use, the property has been purchased by Lennar Development Company and a tentative map for the site has been approved for a mix of single-family and multifamily housing, with a total of 89 housing units.

Site 8 – City Corporation Yard Site: The 2.18-acre site is City-owned and currently occupied by the City corporation yard and animal shelter that is planned for relocation to Alameda Point. The site is zoned for residential use, and is adjacent to the Marina Cove residential development and the new Grand Marina Village residential development. The site is surrounded by residential uses, and zoned for residential, and thus making it a prime candidate for residential development.
Site 9a and b – Pennzoil Site: The project site is located along Grand Street and Clement Avenue at 2015 and 2025 Grand Street. This site is occupied with small, mostly vacant warehouses. The owner has entertained offers from developers in the past. This site is zoned for residential development and is surrounded by residential neighborhoods, thus making it a prime candidate for residential development. In 2013, the property owner (Shell Oil) removed most of the above ground tanks. Shell has placed its property on the market on several occasions over the last five years, and in all cases Pennzoil has stated in its marketing material that Pennzoil would be removing the tanks and removing the small amount of hazardous materials that have dripped from the tanks into the top 2-3 inches of soil under the tanks. Pennzoil’s marketing material states that the property would be made available as “clean property” without tanks or hazardous material, thus making it “suitable for residential development.”

Site 10a, b, and c – Shipways – Marina Village Parkway: This unique 8.1-acre (3 parcels) privately owned waterfront property is currently available for housing development. The property owner is currently pursuing residential development partners.

Sites 11a and b – North Housing: This site is currently vacant and available for housing development. On March 4, 2009, the Alameda Reuse and Redevelopment Authority (ARRA) approved Amendment #2 to the Community Reuse Plan and a legally binding agreement (LBA) between the City (formerly ARRA), Housing Authority, Alameda Point Collaborative and BFWC. The LBA provides for a homeless accommodation of 90 permanent, service-enriched residential units affordable to formerly homeless families and individuals at North Housing. Following ARRA approval, the LBA and amendment to Reuse Plan were submitted to HUD. The LBA and amendment to the Reuse Plan were approved in July 2013. It is anticipated that the Navy will conduct a public auction for the property in 2015.

Additional Sites at Alameda Point: Although not necessary to meet the RHNA, the City of Alameda has zoned additional sites for residential use at Alameda Point that will be available for residential development during the planning period. In June 2013, the Navy conveyed 510 acres, of the 878 total acres to be transferred, to the City of Alameda. On February 4, 2014, the City Council approved an Environmental Impact Report, General Plan, and Zoning Ordinance amendments, and a Master Infrastructure Plan to enable reinvestment and redevelopment of the property for a mix of uses, including residential development. Pursuant to the approved General Plan and zoning, the City has planned for up to 1,425 housing units at Alameda Point. (There are currently 265 occupied units on the property.) The 510 acres currently owned by the City have been remediated (cleaned) to allow unrestricted and residential land uses. During the 2014–2022 period, the City will make the land available for private redevelopment. An agreement with Renewed Hope Housing Advocates requires that 25 percent of the new units be made affordable to very low-, low-, and moderate-income households. This agreement ensures that the project qualifies for affordable housing density bonuses and waivers for multifamily housing.
C. Financial and Administrative Resources

**Housing Authority.** The City of Alameda Housing Authority plays an important role in the provision of affordable housing. In addition to owning and managing properties, the Housing Authority administers the Section 8 Housing Choice Voucher program. The Housing Authority continues to look for opportunities to develop housing and/or partner with other entities to create additional affordable units. The Housing Authority is currently partnering with nonprofit developers on two projects in the NAS Alameda PDA.

**Affordable Housing Fee.** All nonresidential projects must comply with the City’s housing impact ordinance, the Affordable Housing Unit/Fee (AHUF) ordinance (Alameda Municipal Code section 27-1). The ordinance requires all new nonresidential development or change of nonresidential use to either provide low-income units or pay an in-lieu fee. For example, for every 100,000 square feet of project space, an office building developer either must provide 20 units, which are affordable to low-income households for a period of 59 years, or pay an in-lieu fee of $3.45 per square feet of the development. The AHUF funds may be used for a variety of costs associated with developing or rehabilitating affordable housing.

**Financial Resources.** The City and private developers will need to expend significant financial resources to support new residential construction, fund housing programs, and leverage state or federal funds. Typically, it is the responsibility of the developer to financially subsidize inclusionary units, although assistance may be provided to developers who exceed the 15 percent inclusionary requirement through the City’s Density Bonus Ordinance.

In addition, the City will support local efforts to secure federal funds including those targeted to such groups as the homeless (Emergency Shelter Grants), families at risk of lead poisoning (Lead Based Paint Hazard Reduction Program), the elderly (Section 202) and others. In the same spirit, the City will look to the state to help it meet its goals through such programs as the CHFA HELP program.

**Infrastructure.** All of the Housing Element housing opportunity sites are already served by utilities, with existing infrastructure in place. The East Bay Municipal Utilities District (EBMUD) provides potable and reclaimed water, and wastewater conveyance and treatment. EBMUD has provided water assessments for a number of the sites and has determined that adequate water supplies exist to accommodate Alameda’s water needs. Solid waste, recycling, and organics collection are managed through a franchise agreement with Alameda County Industries (ACI) and a solid waste disposal service contract with Waste Management. Alameda Municipal Power serves Alameda for electrical service, with approximately 95 pole miles of overhead lines and over 170 cable miles of underground lines. Pacific Gas & Electric (PG&E) serves the city for natural gas.

To minimize infiltration of ground water into the sewer system and provide modern, efficient utilities and services, all new development proposals in Alameda are generally required to replace the on-site sewer, storm drain, water, and power lines. To address off-site infrastructure improvements, each project is required to pay a Development Impact Fee to fund upgrades to public facilities.
With all sites identified for planned housing development already served by utilities, and requirements in place for infrastructure improvements for all new development, infrastructure does not pose a constraint on development of those sites within the eight-year planning period.

**D. Opportunities for Energy Conservation**

The City of Alameda has adopted a wide range of policies and programs to facilitate energy efficiency in residential development. In 1981, the City adopted an Energy Element as part of its General Plan. The Energy Element contains numerous policies and programs for energy efficiency. In addition to producing alternative sources of energy and encouraging energy conservation in transportation, the Energy Element contains several specific proposals for conserving energy in residential development. These policies include enforcement of Title 24, establishing design standards for energy-efficient homes, and including solar energy techniques in site and building layout and design.

In addition to the policies and programs in the Energy Element, AMP has developed a list of residential customer energy services. These services include a weatherization cash grant program, a rebate program for compact fluorescent lights, a meter lending program, a rebate program for Energy Star refrigerators, a second refrigerator pickup program, free energy audits, and an Energy Assistance Program to help low-income residents reduce their energy use. The City is pursuing an aggressive program to recycle building materials from large demolition projects such as those on former US Navy properties. The City has successfully implemented these programs over the past few years and has committed to continue implementation, as called for in the Alameda Power Business Plan.

Below is a summary of the City’s residential energy programs:

1. **Weatherization Cash Grant Program:** For customers with electric heat, AMP pays 80 percent of the cost of weatherization and the customer pays 20 percent.

2. **Great White Light Sale:** This is a rebate program to encourage residential customers to install energy-efficient compact florescent lamps. Customers receive a $2.00 coupon toward the purchase of a compact florescent lamp at a local retailer.

3. **Meter Lending Program:** Under this program, customers may borrow a meter to measure the electric use of any 120-volt appliance in order to check and ultimately reduce electrical consumption in homes.

4. **Energy Star Refrigerator and Recycle Program:** This program offers rebates of $100 to customers who buy Energy Star refrigerators and recycle their old refrigerators properly.

5. **Second Refrigerator Pickup Program:** AMP’s recycler will pick up a customer’s second refrigerator at no cost and the customer receives a $35 rebate.

6. **Energy Audits:** AMP provides free energy audits for residential properties.
7. On Line Residential Energy Audit: Customers can do their own home energy audit using a program on AMP website. Also included in the program are libraries of energy efficiency measures and appliance calculators.

8. Energy Assistance Program: This program helps low-income residents reduce their energy use and provides financial assistance. The emphasis is on senior citizens, customers with electric heat, and customers on the waiting list for Section 8 housing assistance.

Taken as a whole, the City’s policies and programs form a comprehensive approach to energy efficiency in residential development.

In conclusion, the City has designated more than the minimum amount of land at sufficiently high densities to meet its regional share of housing over the eight-year planning period. The City will continue to pursue additional housing opportunities for all income levels during this period. Through a combination of programs, activities, and housing requirements by the Alameda Housing Authority and City of Alameda, the City will clearly be able to meet its fair share housing obligations.
5. Housing Constraints

A. Non-Governmental Constraints

The production and availability of housing is constrained by government regulations and by non-governmental factors, such as the costs of construction and interest rates on home mortgages. Many non-governmental constraints on housing production and availability affect both Alameda and the other Bay Area communities, while other constraints are unique to the City of Alameda.

Land Costs

The majority of the City’s residential development potential lies in the redevelopment of former military installations and transitioning industrial uses, and some infill on lots already developed but with zoning potential to accommodate one or more additional units. In the case of infill on lots already developed, there are no land costs associated with the development of additional units.

Construction Costs

Housing construction costs have risen significantly in recent years, similar to the rest of the county. Using current pricing sources, the average costs for a newly constructed 2,000-square-foot single-family home (not including land) for the Alameda County region would be calculated as shown below. This is based on a typical 2,000-square-foot, wood-constructed, single-family home.

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Materials</td>
<td>$138,802</td>
</tr>
<tr>
<td>Labor</td>
<td>$120,777</td>
</tr>
<tr>
<td>Equipment</td>
<td>$3,531</td>
</tr>
<tr>
<td><strong>Per Home Costs, Total</strong></td>
<td><strong>$263,110</strong></td>
</tr>
</tbody>
</table>

*Source: Building-cost.net 2014*

Financing Costs

Home ownership can be constrained by mortgage interest rates, loans, and homeowners insurance. Interest rates are determined by national policies and economic conditions, and there is little that local governments can do to affect these rates.

Current mortgage interest rates for new home purchases have ranged from 3.8 percent to 4.1 percent between 2011 and 2013, for a fixed-rate 30-year loan (rate1st.com). Lower initial rates are available with graduated payment mortgages, adjustable rate mortgages, and buy-down mortgages; however, the subprime crisis has affected the availability of dollars for home mortgages. Variable interest rate mortgages on affordable homes may increase to the point where the interest rate exceeds the cost of living adjustments, which is a constraint on affordability.
Although rates are currently relatively low, they can change significantly and substantially impact the affordability of housing stock.

Interest rates at the present time are not a constraint to affordable housing. Financing for both construction and long-term mortgages is generally available in Alameda County subject to normal underwriting standards. A more critical impediment to homeownership involves both the affordability of the housing stock and the ability of potential buyers to fulfill down payment requirements. The availability of financing for developers under current economic conditions may also pose a constraint on development outside of the City’s control.

According to the Alameda Board of Realtors, there is no evidence of “redlining” of any Alameda neighborhood by the financial community. The City provides CDBG funding for counseling for individual clients regarding fair housing rights and responsibilities and to disseminate education and information materials. Households receive intensive counseling, and legal and/or agency referral for cases involving discrimination against families, racial or religious minorities, and individuals with disabilities.

**Environmental Constraints**

Environmental and infrastructure issues affect the amount, location, and timing of new residential development. In addition, the availability of adequate water, public infrastructure such as wells and wastewater treatment facilities, and other public services and facilities can impact the feasibility of new residential development.

**Hazardous Materials**

As with many infill urban locations, many of the housing element housing opportunity sites in Alameda are located on former industrial or commercial properties. These properties typically have environmental issues related to the prior use. Despite their historical use, all of the housing element site are either already remediated of their hazardous materials and ready for residential use or are in the process of being remediated of hazardous materials to allow for residential use pursuant to approved plans by the appropriate regulatory agency.

Hazardous materials regulations, which are codified in Titles 8, 22, and 26 of the CCR, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the state level to ensure compliance with federal regulations to reduce the risk to human health and the environment from the routine use of hazardous substances. These regulations must be implemented, as appropriate, and are monitored by the state (e.g., Cal OSHA in the workplace or the DTSC for hazardous waste) and/or local jurisdictions.

**Flooding**

Flooding can have devastating effects on property and residents and impact water quality in Alameda. Some of the housing element housing opportunity sites located on the waterfront in Alameda may be affected by storm waves, wind, and sea level rise.

To address these issues, the City participates in the Alameda County Flood Control and Water Conservation District, which helps protect property and residents from flooding through maintaining flood control infrastructure including channels, pump stations, and other facilities.
The City also participates in the Countywide Clean Water Program, which deals primarily with stormwater issues, and coordinates pollution prevention programs, such as wastewater treatment plant upgrades, hazardous waste disposal, drainage infrastructure improvements, and water recycling, as well as educates the public on how to keep businesses and homes from contributing to stormwater pollution.

In addition, the City works proactively with the development community and the Bay Conservation and Development Commission (BCDC) to design for adaptable sea level protection systems. Adaptable sea-level rise and storm mitigation design strategies include provision of waterfront setbacks that allow for future berms and/or seawalls to protect against future sea level rise. In some cases, project developers will import soil to raise the level of the property out of the future floodplain if that the soil is also necessary to provide geotechnical improvements and address potential liquefaction from a seismic event as required by the California Building Code.

**Energy Conservation**

Housing affordability is also influenced by the cost of energy. Energy rates in California and Alameda County have increased over the last 10 years, but residential rates have leveled out since 2009 (California Public Utilities Commission). Rates remain some of the highest in the country. Thus, increasing energy efficiency is essential, and especially necessary for lower-income residents.

The Low Income Home Energy Assistance Program (LIHEAP) offers financial assistance for qualified lower-income households to increase energy efficiency in their homes. It also provides additional conservation measures that include the replacement of inefficient water heaters, refrigerators, lighting, windows, and appliances.

**B. Governmental Constraints**

While local governments have little influence on such market factors as interest rates, local policies and regulations can affect both the amount of residential land available and the affordability of housing.

**Land Use Controls**

The following section describes the various governmental policies, regulations, and procedures that control the development of housing in Alameda.

**General Plan**

Six of the 12 City of Alameda General Plan land use designations allow residential use. Residential use, including affordable housing, is permitted and encouraged by the General Plan in the two residential land use designations (Medium-Density Residential and Low-Density Residential), the three commercial designations (Neighborhood Commercial, Community Commercial, and Office), and the Specified Mixed Use Designation. To preserve economic development and employment opportunities, residential use is not encouraged in the Business Park and General Industry land use diagram designations. To preserve open space and park opportunities and institutional uses, residential use is not encouraged in the Parks and Open
Space, Open Space/Habitat, Public/Institutional/School, and Commercial Recreation designations. The specific regulations governing the number of units, size of units, heights of buildings, and other land use regulations that control the development of housing are included in the Zoning Ordinance.

**Zoning Ordinance**

The City of Alameda Zoning Ordinance (Alameda Municipal Code Chapter 30 – Development Regulations) establishes the specific regulations for the development of housing in Alameda, including minimum lot size, maximum lot coverage, and amount of land area per unit, setbacks, parking standards, and open space requirements.

To implement the General Plan six land use designations that encourage residential development, the Zoning Ordinance and Zoning Map establish six residential (R-1 through R-6), five commercial (C-1, C-2, CC, CM, and AP), and, one mixed-use district (MX) zoning district.

Table A-22 identifies the residential standards for the base zoning for a property. These standards are further modified by overlay zoning districts or citywide development regulations designed to facilitate affordable housing. As shown in Table A-21, all but four of the sites (#2, #3, #8, and #9) of the 11 sites include a Multifamily Overlay zoning district designation. The Multifamily Overlay district allows multifamily housing at 30 units per acre or approximately one unit for every 1,450 square feet of land. The properties are also eligible for density bonuses of up to 35%, which allows for one unit for every 1,000 square feet of land area. Projects with 50% affordable housing may have up to 907 square feet of land. For the other four sites, projects with affordable housing may be have up to 29 units per acre with up to approximately one unit per every 1,450 square feet of land.

<table>
<thead>
<tr>
<th>Zoning District</th>
<th>Minimum Lot Area Per Dwelling Unit</th>
<th>Main Building Coverage</th>
<th>Maximum Height</th>
<th>Required Open Space Per Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>R-1</td>
<td>5,000 sq. ft.</td>
<td>40%</td>
<td>30 feet</td>
<td>N/A</td>
</tr>
<tr>
<td>R-2</td>
<td>2,000 sq. ft.</td>
<td>45%</td>
<td>30 feet</td>
<td>600 sq. ft.</td>
</tr>
<tr>
<td>R-3</td>
<td>2,000 sq. ft.</td>
<td>40%</td>
<td>35 feet</td>
<td>500 sq. ft.</td>
</tr>
<tr>
<td>R-4</td>
<td>2,000 sq. ft.</td>
<td>50%</td>
<td>35 feet</td>
<td>400 sq. ft.</td>
</tr>
<tr>
<td>R-5</td>
<td>2,000 sq. ft.</td>
<td>50%</td>
<td>40 feet</td>
<td>200 sq. ft.</td>
</tr>
<tr>
<td>R-6</td>
<td>2,000 sq. ft.</td>
<td>60%</td>
<td>50 feet</td>
<td>120 sq. ft.</td>
</tr>
<tr>
<td>C-1</td>
<td>2,000 sq. ft.</td>
<td>100%</td>
<td>30 feet</td>
<td>0</td>
</tr>
<tr>
<td>C-2</td>
<td>2,000 sq. ft.</td>
<td>100%</td>
<td>100 feet</td>
<td>0</td>
</tr>
<tr>
<td>CC</td>
<td>2,000 sq. ft.</td>
<td>100%</td>
<td>varies</td>
<td>0</td>
</tr>
<tr>
<td>C-M</td>
<td>2,000 sq. ft.</td>
<td>100%</td>
<td>100 feet</td>
<td>0</td>
</tr>
<tr>
<td>MX</td>
<td>2,000 sq. ft.</td>
<td>varies</td>
<td>varies</td>
<td>varies</td>
</tr>
</tbody>
</table>

Source: City of Alameda Zoning Ordinance, 2014
In addition, the City of Alameda has adopted two special area districts to encourage new residential development within larger mixed-use geographic areas. The North Park Street District encompasses a 16-block area located at the city’s gateway near the Park Street Bridge. The North Park Street District includes two residential districts, one mixed-use workplace district, and a commercial district, both of which allow residential development. At Alameda Point, the zoning district establishes one residential district (Main Street), an adaptive reuse district, a commercial district (town center district), and four manufacturing districts (Enterprise 1 through Enterprise 4). All of the districts with the exception of three of the manufacturing districts allow residential use.

The Planned Development (PD) District is an overlay district which allows customized zoning standards for a property to facilitate innovative residential development responsive to changing housing trends by allowing for development standards unique to each site. PD districts have been utilized to facilitate a majority of post-war residential projects in Alameda. This zoning tool has facilitated much of the new housing production in Alameda primarily because it offers customizable development standards often desired by developers to accommodate affordable housing projects. Most of the sites on the Land Inventory include the PD overlay zoning designation.

To comply with the requirements of Government Code Section 65583, the City of Alameda City Council amended the Alameda Municipal Code in 2012 to include a Multifamily (MF) Zoning overlay district that allows multifamily housing and 30 units per acre (see AMC 30-18). In order to provide adequate sites to comply with Section 65583, the City Council amended the Zoning Map to apply the MF overlay zone to most of the sites on the Land Inventory.

Affordable Housing Regulations

To facilitate and encourage affordable housing and a variety of housing types, including multifamily rental housing, the Alameda zoning ordinance includes two important zoning provisions:

- **Section 30-17 (Density Bonus Ordinance)**—The ordinance provides for density bonuses of 35 percent over and above the 21 units per acre for a maximum density of 29 units per acre for projects with five or more units that provide a specified percentage of affordable housing. The ordinance enables waivers from local development standards to facilitate affordable housing, including waivers to allow multifamily housing.

- **Section 30-16 (Inclusionary Housing Requirements)**—Requires that all residential developments of five or more units provide a specified percentage (at least 15 percent) of affordable housing units. Four percent of the total units must be restricted to occupancy by low-income households; 4 percent of the total units must be restricted to occupancy by very low-income households; and 7 percent must be restricted to occupancy by moderate-income households.

These two ordinances work in tandem to ensure that all projects with five or more units include a minimum number of affordable housing units and that the projects can be designed to provide a large variety of housing types, including multifamily housing. Experience with the two
ordinances over the last five years has proven that private and nonprofit housing development is not unnecessarily constrained. The ordinances were successfully used by the City and housing developers to provide:

- A 182-unit project at the Boatworks site with a variety of multifamily and single-family housing types (approved).
- A 275-unit project at the Alameda Landing site with a variety of multifamily and single-family housing types (under construction).
- A 19-unit 100 percent affordable multifamily residential project on Lincoln Avenue called Jack Capon Villa (complete).

City Charter (Measure A)

In 1973, and then again in 1991, the voters of Alameda approved citizen initiatives to amend the City Charter. Collectively referred to as "Measure A," the initiatives amended the City Charter to include the following three sections:

- **Section 26-1.** There shall be no multiple dwelling units built in the City of Alameda.
- **Section 26-2.** Exception being the Alameda Housing Authority replacement of existing low-cost housing units and the proposed senior citizens low-cost housing complex, pursuant to Article XXV of the Charter of the City of Alameda.
- **Sec. 26-3.** The maximum density for any residential development within the City of Alameda shall be one housing unit per 2,000 square feet of land. This limitation shall not apply to the repair or replacement of existing residential units, whether single family or multiple-unit, which are damaged or destroyed by fire or other disaster; provided that the total number of residential units on any lot may not be increased. This limitation also shall not apply to replacement units under Section 26-2.

The potential constraints imposed by Measure A on housing development, housing diversity, and housing affordability have been mitigated by the adoption of the Multifamily Overlay District, the Density Bonus Ordinance, and the Inclusionary Housing Ordinance. As described above, the City of Alameda has been able to ensure that market rate and nonprofit housing developers have been able to provide a variety of housing types (including multifamily housing) for a variety of household incomes (including housing for very low-, low-, and moderate-income households). The City will continue to annually monitor Measure A to ensure it does not constrain housing development.

Zoning for a Variety of Housing

Housing Element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of various types of housing for all economic segments of the population, including single-family
housing, multifamily housing, manufactured housing, mobile homes, emergency shelters, and transitional housing, among others. Table A-23 summarizes the permitted housing types by zone.

### Table A-23: Housing Types Permitted by Zone

<table>
<thead>
<tr>
<th>Land Use</th>
<th>R-1</th>
<th>R-2</th>
<th>R-3</th>
<th>R-4</th>
<th>R-5</th>
<th>R-6</th>
<th>C-1</th>
<th>C-2</th>
<th>C-C</th>
<th>C-M</th>
<th>M-1</th>
<th>M-2</th>
<th>M-X</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
</tr>
<tr>
<td>Multifamily</td>
<td>NP</td>
<td>P*</td>
<td>P*</td>
<td>P*</td>
<td>P*</td>
<td>P*</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
</tr>
<tr>
<td>Second Units (1)</td>
<td>P</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
</tr>
<tr>
<td>Community Care Facilities (7 or more persons)</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
</tr>
<tr>
<td>Family Day Care, large</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
</tr>
<tr>
<td>Family Day Care, small</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>CUP</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
</tr>
<tr>
<td>Residential Care Facilities (6 or fewer persons)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>CUP</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
</tr>
<tr>
<td>Employee Housing (6 or fewer persons)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
</tr>
<tr>
<td>Emergency Shelters</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
</tr>
<tr>
<td>Transitional Housing</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>CUP</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
</tr>
<tr>
<td>Supportive Housing</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>CUP</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
</tr>
<tr>
<td>Manufactured/Mobile Home</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
</tr>
<tr>
<td>Single-room Occupancy Units*</td>
<td>P*</td>
<td>P*</td>
<td>P*</td>
<td>P*</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>P*</td>
<td>P*</td>
<td>P*</td>
</tr>
</tbody>
</table>

* Permitted in all areas covered by the Multifamily Overlay Zone. Multifamily also permitted with a density bonus.

(1) Secondary Units are permitted in R-1. All other zones that permit single-family units permit a second residential unit.

Designations are P= Permitted by right. CUP= Allowed with a conditional use permit.

### Housing for Persons with Disabilities

In compliance with SB 520, a complete evaluation of the City’s zoning laws, practices, and policies was done as a part of the Housing Element update process. No constraints to housing development for persons with disabilities were found at that time.

#### Reasonable Accommodation Procedure:

Pursuant to Section 30-5-7, structures for disabled access may encroach into any required front, side, or rear yard as necessary to provide safe and adequate access. Ramps and other structures that are less than 30 inches in height are exempt from Building Permit requirements. Retrofitting of commercial parking with ADA parking facilities is exempt from City review.

In April 2014, the City Council adopted a comprehensive Reasonable Accommodation procedure based upon the model ordinance prepared by the state.

#### Separation Requirements:

The City’s Zoning Ordinance does not impose any separation requirements between residential care facilities. Residential care facilities shall be located in accordance with all applicable developmental and locational guidelines under the General Plan and shall be located in those areas which offer appropriate services for the residents of these facilities.
facilities, including necessary medical, transportation, shopping, recreational, and nutritional programs.

**Site Planning Requirements:** The site planning requirements for residential care facilities are no different than for other residential uses in the same zone.

**Definition of Family:** The City defined “family” as: “One or more persons living together in a dwelling unit, with common access to, and common use of all living, kitchen, and eating areas within the dwelling unit.”

**Emergency Shelters**

Pursuant to Senate Bill (SB) 2, transitional and supportive housing types are required to be treated as residential uses and subject only to those restrictions that apply to other residential uses of the same type in the same zone. In order to comply with SB 2, in 2012, the City added transitional housing and supportive housing as permitted uses within residential zones.

The City’s existing homeless transitional housing, one emergency shelter, and a food bank are all located in industrial zones (M-1 and M-2). In 2012, the City amended the Municipal Code to permit emergency shelters by right in the M-1 and M-2 districts. There are approximately 367 acres of land within these two zones that could accommodate such uses. This acreage is made up of over 180 parcels that range in size from 43 acres square feet to 4,000 square feet. These vacant sites and underutilized parking lots are close to both services and transit. The sites surrounding these available parcels have mainly light industrial/manufacturing activities (i.e., sail manufacturer, pencil manufacturer) that are often adjacent to established residential neighborhoods.

**Manufactured and Factory-Built Housing**

State law limits the extent to which cities and counties can regulate the installation of manufactured homes, including mobile homes. Government Code Section 65852.3 requires that cities allow installation of certified manufactured homes on foundation systems on lots zoned for conventional single-family residences. This section and Government Code Section 65852.4 generally require that manufactured homes be subject to the same land use regulations as conventional homes. Government Code Section 65852.7 deems mobile home parks to be a permitted use in all areas planned and zoned for residential use. The City of Alameda permits manufactured and factory-built housing in all residential zoning districts. Because of the high cost of land, manufactured housing is not commonly placed on private property, except perhaps as caretaker residences within industrial districts. According to the 2000 Census, there were 19 manufactured residences in Alameda. There are no mobile home parks. Pursuant to state law, any site that can be developed for site-built residential development is also available for the development of factory-built (manufactured) housing or for mobile homes. There are no specific restrictions upon the development of manufactured housing or mobile home parks within the Alameda Municipal Code or General Plan.
**Secondary Dwelling Units**

The City complies with Assembly Bill (AB) 1866 by permitting secondary dwelling in the One-Family Residence (R-1) district units by right. The City’s Secondary Unit Ordinance provides for approval of secondary units through a building permit that includes review by planning staff for conformance with the requirements of the Zoning Ordinance. The ordinance also provides administrative relief through the use permit process when proposed secondary units do not comply with the standard requirements.

**Employee Housing**

The Employee Housing Act, Section 17021.5, requires that employee housing be permitted by-right, without a conditional use permit in single-family zones for less than six persons. The City’s zoning code has until now permitted dwelling units providing group employee housing of six or fewer, as family-occupied units. The definition of family is “one or more persons living together in a dwelling unit, with common access to, and common use of all living, kitchen, and eating areas within the dwelling unit.”

In order to clarify that employee housing specifically is permitted by-right in residential zones, the Program 2.9 has been added to the Housing Element.

**Open Space Requirements**

The City’s Zoning Ordinance requires the provision of usable open space on all residential sites, other than detached single-family homes. In order to ensure a minimum amount of usable open space, the Zoning Ordinance requires each residential site to provide open space areas in addition to driveways and parking spaces, required front yards, and other yard areas. Required open space areas may include private balconies, porches, decks, patios, roof decks, and courts. Private open space must be provided for each unit. In addition to private open space, the Zoning Ordinance requires minimum amounts of common open space within various residential zoning districts. The common open space requirements range from 30 square feet in the R-6 zoning district to 150 square feet in the R-2 zoning district.

**Parking Requirements**

In existing developed neighborhoods on residentially developed parcels, the zoning ordinance requires two parking spaces for each new unit constructed on the property. Pursuant to the zoning ordinance parking regulations section 30.7.13, the Planning Board may reduce or waive the requirement if less parking is needed, for example for small units, affordable units, units for households with disabilities, or other factors. Per Section 30-7.19 the Planning Board allows senior housing projects and affordable housing projects to recommend an appropriate number of parking spaces for the particular project. The number of required parking spaces provided on the site is then approved with the Design Review application. For new market rate multifamily housing projects west of Main Street (at Alameda Point), the Zoning Ordinance does not include any minimum parking requirements, but instead establishes a maximum parking requirement of 1.5 spaces per unit. The maximum requirement is designed to reduce housing costs and disincentivize automobile trips. To further reduce parking costs, the Zoning Ordinance requires that
the parking costs be “unbundled” from the housing unit costs. Unbundling the costs allows a tenant or owner to lower housing costs by choosing not to own and park a car. Similar requirements are being applied to multifamily housing projects and other sites within the MX, MF, or PD zoning designation elsewhere in the City. Table A-24 provides the specific parking requirements for a variety of residential uses.

### Table A-24: Parking Standards

<table>
<thead>
<tr>
<th>Type of Residential</th>
<th>Parking Requirement*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multifamily (at Alameda Point)</td>
<td>1.5 spaces per unit (maximum)</td>
</tr>
<tr>
<td>Multifamily (in MX, MF, or PD zoning district)</td>
<td>1 to 2 spaces per unit, depending on location and unit type and size.</td>
</tr>
<tr>
<td>Single Family Dwelling units with 3,000 sq. ft. or less, of conditioned space</td>
<td>2 spaces per unit (tandem allowed)</td>
</tr>
<tr>
<td>Single Family Dwelling units with over 3,000 sq. ft. of conditioned space</td>
<td>3 spaces per unit (3-car tandem allowed)</td>
</tr>
<tr>
<td>Dwelling units located above ground-floor commercial or retail uses within the Community Commercial district</td>
<td>1 spaces per unit</td>
</tr>
<tr>
<td>Senior housing</td>
<td>3/4 space per unit;</td>
</tr>
<tr>
<td>Rooming house/bed and breakfast</td>
<td>1 space per guest room plus 1 space for resident family</td>
</tr>
<tr>
<td>Hotel/motel</td>
<td>1 1/4 spaces per guest room plus space for resident manager</td>
</tr>
<tr>
<td>Residential care facility</td>
<td>1 space per 3 beds plus 1 space for resident manager</td>
</tr>
</tbody>
</table>

- All minimum requirements may be reduced or waived by the Planning Board without a variance, per Section 30-7.13.

Source: City of Alameda, 2014

### Opportunities for Parking Reduction

In 2011, the City amended the City of Alameda parking regulations to provide reduced parking requirements for transit-oriented and mixed-use projects and waivers for residential projects. The parking ordinance also provides the opportunity for affordable housing projects to reduce or waive parking requirements. A reduction in parking standards would be granted upon finding that a reduced number of spaces will be adequate to meet parking demand generated by a project through the completion of a parking demand analysis. The parking demand analysis may include shared parking, proximity to public transit, transit pass subsidies, availability of public transit van/carpool parking and drop-offs, and alternate peak use of parking spaces. The provisions for reductions in the required parking are applicable to SROs, emergency residential shelters, residential care/service facilities and convalescent hospitals, as well as senior housing uses. Additionally, the PD process provides the opportunity to determine parking space requirements according to the proposed development.

Developments that provide housing for residents with less dependence on personal vehicles may be allowed to reduce such off-street parking requirements. Projects may include, but are not
limited to, senior housing and housing deemed affordable to those with low to moderate incomes. For example, the Cardinal Point II Senior Assisted Living Facility with 53 units for dementia patients was approved by the City in 2013 with no on-site parking. Generally, the City will continue to reduce and/or waive parking requirements upon determining that a project implements transportation demand management measures described above, and that the reduction in parking will not adversely affect other projects or the surrounding public parking supply.

The City of Alameda continues to encourage residential and mixed-use project applicants to take advantage of the minimum parking or waived parking opportunities. However, over the last few years, it has become apparent that construction and permanent financing requirements severely limit the ability of applicants to reduce the number of off-street parking spaces for their project. For these reasons, most project applicants choose to provide more parking than necessary. Overall, the City’s parking requirements do not pose a significant constraint on housing development.

**Development Processing and Permit Procedures**

Government policies and ordinances regulating development affect the availability and cost of new housing. Land use controls have the greatest direct impact, but development approval procedures, permit fees, building code requirements, and the permit processing time can affect housing costs as well. This section addresses the relationship of development fees, processes, and standards to the production of housing.

**Permit and Processing Procedures**

The City continues to enhance its permitting and code enforcement systems to improve internal efficiency and better serve the development community. For nearly 25 years, the City has operated a permit center to serve as the central clearinghouse for all development permit application processing.

Between 2010 and 2013, the City of Alameda completed a comprehensive set of amendments to streamline and provide more certainty for the development review process in Alameda. These amendments include but are not limited to the following:

1. Development Plan and Design Review: All major housing opportunity sites in Alameda (including those not listed in Table A-1) are subject to the same processing and permit procedures. This process is identified in the Zoning Ordinance as “Development Plan” and “Design Review”. The Development Plan and Design Review process requires that the applicant submit: 1) a site plan showing the location of the building, the landscaping, and any other proposed site improvements (e.g. curb cuts, parking areas, etc. if proposed.), and 2) architectural elevations showing the design of the proposed building(s). If the applicant wishes to subdivide the property, then a parcel map or tentative parcel map is also required. The City of Alameda Planning Board is responsible for approving the Development Plan and Design Review application, and it is typically done simultaneously, unless the applicant chooses to delay the submittal of the architectural design. For larger projects, the applicants may choose to proceed in two steps: site plan approval first, then architectural design second.
2. Citywide Design Guidelines: In 2013, the City of Alameda City Council approved Citywide Design Guidelines. These guidelines provide illustrations and photographs and text explaining and documenting the city’s design expectations. The intent and purpose of these guidelines is to create certainty in the process. If an applicant designs their project consistent with the City Design Guidelines, the applicant can be assured that the City will approve the design.

Pursuant to the Alameda Municipal Code, the Planning Board will approve the design review application if:

1. The proposed design is consistent with the General Plan, Zoning Ordinance, and the City of Alameda Design Guidelines.
2. The proposed design is appropriate for the site, is compatible with adjacent or neighboring buildings or surroundings, and promotes harmonious transitions in scale and character in areas between different designated land uses; and
3. The proposed design of the structure(s) and exterior materials and landscaping are visually compatible with the surrounding development, and design elements have been incorporated to ensure the compatibility of the structure with the character and uses of the adjacent development.

Table A-25 shows the typical permit timelines for the different types of permits and Table A-26 shows the typical time frame for a single-family and a multifamily project.

### Table A-25: Timelines for Permit Procedures

<table>
<thead>
<tr>
<th>Type of Approval or Permit</th>
<th>Typical Processing Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ministerial Review</td>
<td>One to 5 days</td>
</tr>
<tr>
<td>Conditional Use Permit</td>
<td>20 to 30 days</td>
</tr>
<tr>
<td>Zone Change</td>
<td>20 to 45 days</td>
</tr>
<tr>
<td>General Plan Amendment</td>
<td>20 to 45 days</td>
</tr>
<tr>
<td>Site Plan Review</td>
<td>20 to 30 days</td>
</tr>
<tr>
<td>Architectural/Design Review</td>
<td>20 to 30 days</td>
</tr>
<tr>
<td>Tract Maps</td>
<td>20 to 45 days</td>
</tr>
<tr>
<td>Parcel Maps</td>
<td>20 to 30 days</td>
</tr>
<tr>
<td>Initial Environmental Study</td>
<td>20 to 30 days</td>
</tr>
<tr>
<td>Environmental Impact Report</td>
<td>45 to 270 days</td>
</tr>
</tbody>
</table>

Source: City of Alameda, 2014
Table A-26: Typical Processing Procedures by Project Type

<table>
<thead>
<tr>
<th>List Typical Approval Requirements</th>
<th>Single-family Unit</th>
<th>Multifamily</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Plan &amp; Design Review (concurrently) (20-30 days)</td>
<td>Site Plan &amp; Design Review (concurrently) (20-30 days)</td>
<td></td>
</tr>
<tr>
<td>Community Dev. Dept. Review (15 days)</td>
<td>Community Dev. Dept. Review (15 days)</td>
<td></td>
</tr>
</tbody>
</table>

Est. Total Processing Time

| | Single-family Unit | Multifamily |
| | 4-5 weeks | 4-5 weeks |

Source: City of Alameda, 2014

Zoning Amendments, General Plan Amendments, and/or Tentative Maps

In some cases, an application may require a zoning amendment, General Plan amendment, and/or Tentative Map to allow residential use on a property that is zoned for manufacturing or industrial use or to subdivide property.

General Plan amendments, zoning amendments, and Tentative Maps must be reviewed by the Planning Board and approved by the City Council. The Planning Board and the City Council hearings each require separate, minimum 10-day (maximum 20-day) notice.

If a General Plan amendment, zoning amendment, and/or Tentative Map is required, the Design Review permit is processed simultaneously with the General Plan and zoning amendments.

If a General Plan or zoning amendment is needed for a large-scale project, then either a Negative Declaration or Environmental Impact Report may be necessary depending on the environmental issues on the site.

Development Review Team

The City of Alameda maintains a Development Review Team (DRT). The DRT is a team of city staff from each of the major development review departments, which include Community Development, Public Works, Fire, Police, and Alameda Municipal Power. The DRT meets every two weeks to identify potential solutions to code or development problems that may be associated with development projects. The DRT serves an important function by alerting applicants of potential problems and potential solutions to those problems that may be implemented to expedite and streamline the Planning entitlement and Building Permit process.

Building Division Review

Upon receiving Design Review approval, the project is ready for Building Division submittal and review. This review is for compliance with applicable plumbing, electrical, mechanical, building, and other City code requirements. During the review process, whether that is design review, building or other review, City staff may ask for clarifications and/or corrections to the submitted plans. For large residential subdivisions, the construction permit plan check usually involves the
review on the model homes for each discrete floor plan. This review process is typically completed in less than six weeks. During the plan check review, all plan check comments are posted electronically on the City’s e-permit portal, and may be accessed online at any time to facilitate the approval process. After the plan check for model homes have been completed, the construction permits for the individual homes are issued after a simple review of the plot plan.

**Fees, Exactions, and On/Off Site Improvements**

**On-Site Improvement Standards**

All of the Housing Element opportunity sites are currently accessible by existing public streets. On larger sites, the housing developers may choose to include internal streets in their development plans. The City of Alameda requires on-site improvements such as curbs, gutters, and sidewalks, similar to those required by most other jurisdictions in the Bay Area. Per the City of Alameda subdivision ordinance, the applicants may choose to propose new public streets to be maintained by the City of Alameda or new private streets with public access easements to be maintained by the project. In cases where the applicant proposes public streets to be maintained by the City, the streets must meet the specific size standards articulated in the Subdivisions Ordinance. The Ordinance allows for a minimum width of two lanes with sidewalks for a total width of 36 feet. Several developers have proposed privately maintained streets and alleys as narrow as 20 feet. These proposals have been approved by the City of Alameda provided that adequate access is provided for fire safety. Based upon recent proposals submitted by the development community for a variety of housing sites throughout Alameda, it is apparent that the on-site improvements required for housing development is not a constraint on housing development.

The City may also require the installation of physical improvements off-site to mitigate the adverse environmental impacts of housing development within the jurisdiction. These off-site improvements can include traffic control measures or capacity enhancements, the development of park facilities, water or sewer capacity enhancements, or other enhancements to impacted infrastructure.

**Building and Housing Codes**

The City of Alameda has adopted and administers the California Building Standards Code. The City has modified some sections of the Uniform Administrative Code, California Building Code, California Electrical Code, California Plumbing Code, and the California Mechanical Code. Modifications include changes to the appeals process, permit expiration dates, permit fees, and other minor changes. None of the modifications to the Uniform Code constitutes a constraint on the development of affordable housing.

Enforcement of the adopted codes focuses primarily on review of new construction proposals to ensure that they comply with minimum health and safety standards. But like many jurisdictions, Alameda’s resources to mount proactive code enforcement are limited. Violation correction typically results in code compliance without adverse effects upon the availability or affordability of the housing units involved. Enforcement of the City’s voluntary amnesty program (a process for legalizing undocumented dwelling units) actually results in a net increase of legal dwelling units available in the city.
Permit Fees

Fees are collected by the City to help cover the costs of permit processing, inspections, environmental review, and the provision of services such as sewers and storm drainage. These fees typically are assessed on a per unit basis in residential developments. Fees charged for building permits are based on a fee study completed in 2013. The total amount collected in fees covers all associated processing and inspection costs.

Table A-27 provides a breakdown of the fees required for construction of a typical detached single-family home and a typical multifamily unit in a 10-unit multifamily building.

<table>
<thead>
<tr>
<th>Table A-27: City of Alameda Permit Fees</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>New Single-Family Detached (2,500 sq. ft.)</strong></td>
</tr>
<tr>
<td>Building Permit Fee</td>
</tr>
<tr>
<td>Building Standards Fee</td>
</tr>
<tr>
<td>Plan Check Fee</td>
</tr>
<tr>
<td>Permit Filing Fees</td>
</tr>
<tr>
<td>Community Planning Fee</td>
</tr>
<tr>
<td>CPO - Other</td>
</tr>
<tr>
<td>Sewer Connection Fee</td>
</tr>
<tr>
<td>CDF Fee</td>
</tr>
<tr>
<td>Records Management</td>
</tr>
<tr>
<td>Design Review Fee</td>
</tr>
<tr>
<td>School Fee ($3.99/sq. ft.)</td>
</tr>
<tr>
<td>SMIP Fee</td>
</tr>
<tr>
<td>Police and Fire Fees</td>
</tr>
<tr>
<td>Improvement Tax</td>
</tr>
<tr>
<td>Dwelling Unit Tax</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

Source: City of Alameda, Community Development Department, 2014

The City of Alameda has adopted two impact fees: the Affordable Housing Unit/Fee (AHUF) and the Citywide Development Impact Fee (CDF), both pursuant to Government Code (AB 1600).

The AHUF was adopted as a result of a 1989 study by the City of Alameda, which established a connection between employment from new or expanding nonresidential use and the need for housing affordable to low- and moderate-income people. The AHUF imposes requirements on new construction, expansion, and change of use of nonresidential properties. The requirements can be satisfied either by the provision of housing units affordable to low- and moderate-income
households or by the payment of an in-lieu fee. This fee has been adjusted for inflation, creating revenue for building new affordable housing.

Table A-28: City of Alameda Affordable Housing Unit Fee

<table>
<thead>
<tr>
<th>Category</th>
<th>Rate</th>
<th>Application Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Commercial/Non-Industrial</td>
<td>Exempt</td>
<td>Publicly owned building used for a public purpose; dwelling unit (per AMC 30-51.1); residential care facility for no more than six persons; family day care facility for no more than 12 children; bed and breakfast (no more than 10 bedrooms for rent); home occupation in residences w/home occupation permit; certain accessory uses to the above (e.g., property management office in a residential complex).</td>
</tr>
<tr>
<td>Office</td>
<td>$4.21 per square foot or 20 units per 100,000 square feet</td>
<td>Office, including medical, professional, semi-professional, administrative, corporate, research and development, social service, nonprofit, organization/association, church office.</td>
</tr>
<tr>
<td>Retail</td>
<td>$2.14 per square foot or nine units per 100,000 square feet</td>
<td>Establishment for the display and/or sale of merchandise or services (e.g., showroom, shop, customer service area, restaurant, salon, bank, travel office, dry cleaner, repair shop, service station, theater, banquet hall, for-rent conference facility, commercial marina, commercial parking garage, school museum, place of worship, funeral home); residential care facility (care for elderly, health-care center, nursing home) for more than six persons; any child care center; any family day care home for more than 12.</td>
</tr>
<tr>
<td>Warehouse</td>
<td>$0.73 per square foot or four units per 100,000 square feet</td>
<td>Warehouse, storage space.</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>$0.73 per square foot or four units per 100,000 square feet</td>
<td>Factory, fabrication/production area.</td>
</tr>
<tr>
<td>Hotel/Motel</td>
<td>$1,081 per room/suite or five units per 100,000 square feet</td>
<td>Any facility paying the transient occupancy tax (except bed and breakfast homes of 10 or fewer bedrooms for rent).</td>
</tr>
</tbody>
</table>

Source: City of Alameda, Community Development Department, 2014.

The Citywide Development Fee provides funds for the provision of public infrastructure, parks, and public safety facilities to support new development. Table A-29 illustrates the citywide Development Fee structure.

Table A-29: Alameda Citywide Development Fees by District and Land Uses*

<table>
<thead>
<tr>
<th>Land Use/Category</th>
<th>City District</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>West End</td>
</tr>
<tr>
<td>CDF Fees Per Unit</td>
<td></td>
</tr>
<tr>
<td>Single Family Low Density</td>
<td>$4,641</td>
</tr>
<tr>
<td>Single Family Medium Density</td>
<td>$4,057</td>
</tr>
<tr>
<td>Duplex</td>
<td>$3,917</td>
</tr>
<tr>
<td>Multifamily</td>
<td>$4,641</td>
</tr>
<tr>
<td>CDF Fees Per SF of Bldg. Space</td>
<td></td>
</tr>
<tr>
<td>General Industrial</td>
<td>$3.99</td>
</tr>
</tbody>
</table>
On July 1, 2014, the City Council approved a first reading of an ordinance to:

- Eliminate the Dwelling Unit Tax and the Police and Fire Fees identified in Table A-27,
- Replace the CDF fee identified in Table A-27 and described in Table A-29 with a new Development Impact Fee (DIF). The CDF fee had not been updated in over 10 years.

The new DIF fee, if enacted, will increase impact fees for single family homes $16,601 and multifamily units to $13,140. As shown in the State mandated Nexus Study that accompanied the recommended ordinance amendments, the change in fees is necessary to insure that new development pays its fair share to public facilities, infrastructure and parks to support new residential development.

In conclusion, the City of Alameda’s zoning regulations, development procedures and standards, and fees do not unduly constrain housing maintenance, improvement, or development, nor have they been shown to adversely affect housing affordability. The City considers these regulations to be reasonable measures for accomplishing important public policy purposes and has adopted appropriate measures to mitigate their effects on housing supply.
GLOSSARY

A. List of Abbreviations/Acronyms

ABAG – Association of Bay Area Governments
ACCESS – Alameda Continuum of Community Emergency and Social Services
ADC – Alameda Development Corporation
AHUF – Affordable Housing Unit/Fee
AMC - Alameda Municipal Code
APC – Alameda Point Collaborative
APIP – Alameda Point Improvement Project
ARM – Adjustable Rate Mortgage
ARRA – Alameda Redevelopment and Reuse Authority
AUSD – Alameda Unified School District
BCDC – Bay Conservation and Development Commission
BDD – Business Development Division
BEQ – Bachelor Enlisted Quarters
BOQ – Bachelor Officers Quarters
BWIP – Business and Waterfront Improvement Project
CAL-DAP – California Disaster Assistance
CASA – Community Assisted/Shared Appreciation Program
CC – Community Commercial
CDBG – Community Development Block Grant
CEQA – California Environmental Quality Act
CHFA HELP – California Housing Finance Agency Housing Enabled by Local Partnerships Program
CHRP-O – California Housing Rehabilitation Program
CIC – Community Improvement Commission
CIP – Community Improvement Plan
CMA – Alameda County Congestion Management Agency
CMP – Congestion Management Program
CPHD – Community Programs and Housing Division
CPO – Chief Petty Officer
CRL – Community Redevelopment Law
DPA – Down Payment Assistance Program
DSD – Development Services Department
DTSC – State Department of Toxic Substance Control
ECHO – Eden Council for Hope and Community
EDAB – Economic Development Alliance
EDC – Economic Development Commission
EDSP – Economic Development Strategic Plan
EMC – Evans/McDonough Company
EPA – Environmental Protection Agency
FISC – Fleet Industrial Supply Center
FMR – Fair Market Rents
FTE – Full Time Equivalent
ACCESS. Alameda Continuum of Community Emergency and Social Services – Provides services to help Alameda families manage their household budgets and remain affordably housed. Services include short-term assistance in paying utility bills, rent, emergency food and baby supplies. The program also provides counseling, access to childcare vouchers, and referrals to other social services.

Ad Hoc Homeownership Committee. Committee formed to consider and recommend policies supporting the City’s goal of achieving 60 percent home ownership. The Ad Hoc Homeownership Committee was composed of interested citizens including representatives from the Housing Commission, the Economic Development Commission, Planning Board, Social Services Human Relations Board, and the Alameda Association of Realtors. The Committee met on a regular basis and had an ambitious schedule of public meetings including more than ten Committee meetings, innumerable subcommittee meetings and seven public presentations (see Chapter 1 in the Public Participation Document).
Affordable Housing Unit/Fee Ordinance. City ordinance, enacted December 1989 (Resolution 11899, title XX of AMC), requiring developers of new non-residential space (including new construction, expansion, and conversion of use) to provide affordable housing units or pay an in-lieu fee to the Affordable Housing Fund. The affordable housing requirement may be satisfied either by providing affordable housing (to low/moderate income people, either tenant- or owner-occupied) for a period of 59 years or by paying a fee. A study finding that new employment creation and expanded non-residential use is directly connected to a need for housing affordable to low and moderate income people is the foundation for the ordinance. Exceptions may be made only if the business can provide evidence of the absence of any reasonable relationship between the housing impacts of the non-residential use and the payment of fees/housing provision. The Development Services Department Director is the City Manager’s designee for administering the program and recommending for/against waivers as requested. The Guyton settlement requires that the ordinance remain in effect until the 1995 ABAG fair share housing levels for the City of Alameda have been met.

AHA. Alameda Housing Authority - A separate corporate body from the City of Alameda, governed by Housing Commission and Board of Commissioners (the latter of which has the same members as the City Council).

Alameda County Congestion Management Agency (CMA). CMA, through its Congestion Management Program (CMP), requires all cities in the County to maintain traffic at specific Levels of Service (LOS). CMA is responsible for monitoring levels of service on the CMP system and requires local jurisdictions to prepare deficiency plans in the event that LOS standards are exceeded.

Alameda County Lead Poisoning Prevention Program. The City of Alameda is a member of the Alameda County Lead Poisoning Prevention Program. This Joint Powers Agency is partially funded by a $10/per unit assessment on residential units constructed before 1978. The program provides information and technical assistance to prevent lead poisoning and reduce residential lead hazards such as lead-based paint, soil and dust. People of all income levels are eligible for free lead paint test kits, environmental testing, abatement planning, and referrals for blood lead screening.

Alameda County Mortgage Credit Certificate Program (MCC). MCC is a federal program that helps first-time homebuyers qualify for mortgage loans. MCCs give homebuyers a “dollar for dollar” tax credit against federal income taxes equal to up to 15 percent of annual mortgage interest. By effectively reducing monthly mortgage payments, MCCs give homebuyers greater ability to qualify for and support a mortgage loan. Program participants are subject to limits on maximum household income and maximum home purchase price. If the home buyers’ tax liability is lower than their available MCC tax credit, they may carry forward the unused tax credit for three additional years. The MCC program has been cut back significantly statewide, and in 1998 fund availability for the City of Alameda was less than 50 percent of 1997 levels.

Alameda Development Corporation (ADC). The Alameda Development Corporation (ADC) is a nonprofit housing development corporation formed to help implement Alameda housing policies, to partner with other developers, to work with the City in seeking out development
opportunities and leveraging dedicated housing funds. In March of 2000, the ADC announced their first project. The ADC has purchased a 19,000 square foot parcel currently occupied by a car wash at 626 Buena Vista, and is developing nine residential units affordable to low and moderate income households.

**Alameda Point Collaborative.** The Collaborative is a consortium of housing and social service organizations, which have facilities and/or services at Alameda Point. Formerly called the Alameda County Homeless Base Conversion Collaborative, it entered into an agreement with ARRA for a range of opportunities which include: housing units; land and buildings to be used for supportive services, employment training and economic development, including a 70,000 square foot community center; and a 90-slot child care center and a 15 percent first source hiring agreement. All properties have been conveyed to collaborative members through no-cost, fifty-nine year leases.

**Alameda Point Collaborative Housing.** In February of 2000, the Alameda Redevelopment and Reuse Authority (ARRA) entered into an agreement with the Alameda Point Collaborative that provides long-term leases for 200 units of transitional and permanent housing for formerly homeless families. This commitment for the homeless at Alameda Point represents the largest single commitment of resources to meet the growing needs of the homeless in Alameda County’s history. A Memorandum of Understanding between the Collaborative and City provides $1.8 million for rehabilitation of 58 of these units, $3.6 million for associated infrastructure costs, and a commitment to build an additional 39 affordable family units on a 2.5 acre site within the proposed East Housing development. Responsible agency: Alameda Point Collaborative/Alameda Development Services Department.

**Alameda Point Housing Development.** Much of new housing development in Alameda will occur in Alameda Point residential neighborhoods. A master developer, Alameda Point Community Partners (a partnership of Shea Homes, Centex Homes, IRG, and Morgan Stanley) has been selected and housing development is a high priority. When build-out is complete, it is estimated that Alameda Point will feature in excess of several thousand new and rehabilitated housing units. A quarter of all new units will be affordable to very low, low and moderate income households. Responsible Agency: Alameda Development Services Department.

**Amnesty Program.** The City’s Amnesty Program enables property owners to legalize units that were developed without required city buildings permits if the property owner brings the units up to current health and safety codes.

**APIP.** Alameda Point Improvement Project, containing the former Alameda Naval Air Station (NAS), which occupies approximately one quarter of city’s land area and is Alameda's third redevelopment area.

**ARRA.** Alameda Reuse and Redevelopment Authority, authorized by federal base reuse legislation, is responsible for the transfer and redevelopment of the former NAS base from the Navy to the City (APIP area).

**Assisted Living Projects.** Assisted living units provide older persons accommodations with limited assistance, which allows them to live independently. Two new projects, Aegis and the
Elders Inn, provide a total of 155 units for seniors and disabled persons who often live on limited or fixed incomes.

**Association of Bay Area Governments (ABAG).** The Association of Bay Area Governments (ABAG) is one of more than 560 regional planning agencies across the nation addressing regional issues such as land use, housing, environmental quality, and economic development. The cities and counties of the San Francisco Bay Area sponsor ABAG. It was established in 1961 to plan for the future and promote cooperation on assorted issues.¹

**AUSD.** Alameda Unified School District has an agreement with the City’s Community Improvement Commission (CIC) which allocates redevelopment funds to the district. This “pass-through agreement” allocates 40 percent of the 20 percent set-aside funds, (property taxes in redevelopment areas reserved for housing) to AUSD for affordable housing. The AUSD may combine its development efforts with the CIC or the City or may wait until sufficient funds have been accumulated to finance a cost-effective project.

**“Bridgeport” or “Buena Vista” Apartments.** The sale of this privately built and owned Section 8 rental housing complex to another private owner precipitated the Guyton-Henderson lawsuit against the City of Alameda. The settlement of the case, know as the Guyton Agreement, specifies how dedicated housing funds are spent and provides certain exceptions to Measure A. This exception is for up to 325 affordable housing units considered “lost” by the plaintiffs when the former Buena Vista Apartments were converted to the market rent Bridgeport Apartments (now Harbor Isle apartments). Under the Guyton Agreement, those residents of the Buena Vista Apartments present in September 1987 are offered first priority in occupying newly constructed affordable units financed with redevelopment funds.

**460 Buena Vista.** The Housing Authority acquired this building in July 1998 and performed significant rehabilitation and seismic work. Of the 26 units, 15 are restricted for affordable rents. Financing for acquisition and rehabilitation was provided through the HOME program, a US Bank loan, and Housing Authority Funds.

**BWIP.** Business and Waterfront Improvement Project is one of the city's three redevelopment areas. It was established mid-1991 and its term expires in 2031. BWIP covers selected areas of the city including most of the estuary waterfront from Tilden Way to NAS, the Park Street and Webster Street business districts, two neighborhood business districts along Lincoln Avenue, the Civic Center, and the primary entrances to the City. Fifteen percent of tax increment from BWIP must be set aside for affordable housing, as per state law. The funds are specifically for low and moderate income households (50 to 120 percent median).

**CASA.** Community Assisted/Shared Appreciation Homebuyers’ Program is a deferred loan program for home ownership and is administered under contract by Northbay Ecumenical Homes. Preference is given to Alameda residents or people employed in Alameda. A subsidized mortgage is provided on the condition that the homeowner must share appreciation in the home's value with the lenders. Open to all first-time homeowners or anyone who has not owned a home.

¹ Information retrieved 8/13/01 from ABAG Website: http://www.abag.ca.gov/about_abag/.
in the past three years. The borrower gets a mortgage and then obtains smaller second and third mortgages ("silent loans") from the City of Alameda and its CASA partner.

**CDBG.** Community Development Block Grant program, administered by the Development Services Department of the City of Alameda. The CDBG program is a block grant funded by the federal government and assists low and moderate income residents and to relieve conditions of blight. Entitlements to cities with more than 50,000 population are based on a formula, which considers age of housing, population growth and extent of poverty. Eligible activities include public works and facilities, public services, housing rehabilitation, economic development activities, planning and administration. Per the Guyton settlement, 15.3 percent of CDBG funds must be allocated each year for the Substantial Rehabilitation Program.

**CHFA HELP program.** California Housing Finance Agency Housing Enabled by Local Partnerships Program. The HELP program provides for loans for up to $2,000,000 for 10 years at a 3 percent simple interest rate.²

**CIC.** The Community Improvement Commission is the governing body of Alameda’s redevelopment program. It was created in 1982 by the City of Alameda to take advantage of California's redevelopment legislation and opportunities.

**City of Alameda February 2001 Housing Survey.** The City of Alameda commissioned a telephone survey (“housing survey”) by the survey firm of Evans/McDonough. (The complete survey and results are contained inChapter 4 in the Public Participation Document.) Trained professional interviewers interviewed 400 residents over the age of 18. The sample was drawn from a random digit dial database of known local telephone exchanges. The margin of error for the overall survey is ±4.9 percentage points.

**Community Improvement Plan (CIP).** The “Community Improvement Plan” (CIP) for the Alameda Point Improvement Project in the City of Alameda. The CIP is the policy and program guide for the Community Improvement Commission (CIC) regarding powers, duties, and obligations. It further guides the implementation of redevelopment, rehabilitation, and revitalization of specific areas within the Project Area.

**Community Land Trust Model of Home Ownership.** See properties at 1129-31 Regent and 2201 Santa Clara. The land trust homeownership model creates affordable air space condominiums, which are sold to low and moderate income buyers. Land and buildings are owned by a nonprofit entity and leased to owner with deed restrictions to maintain affordability through resale of units.

**Condominium Conversion.** Conversion of existing housing to condominium ownership is regulated by Alameda Municipal Code. No conversion of rental housing is allowed when the ratio of owner-occupied units exceeds 60 percent of the total units available. Existing tenants not in arrears must be given a 60-day non-transferable right of first refusal for the purchase of his/her

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² Information retrieved 8/13/01 from ABAG Website: http://www.abag.ca.gov/planning/interregional/pdf/housing_incentives.pdf
rental unit. Developers subdividing properties for the purpose of creating condominiums must prepare a relocation assistance program to be approved by the planning board.

**Congestion Management Program (CMP).** See “Alameda County Congestion Management Agency” in this glossary.

**Conservation of At-Risk Units.** At risk units describe affordable rental housing with public subsidies at risk of being converted to market rents. The most notable example of this was the conversion of 615 unit Bridgeport Apartments (now Harbor Island) from HUD financed moderate income tenancy to market rate in 1987. More recently, the Alameda Housing Authority in 2000 provided a long-term deferred loan of $240,000 to the new purchaser of Playa Del Alameda to preserve for 55 years affordable rents in this 40-family unit Section 8 project.

**Dignity Commons.** This 28 unit project received rehabilitation financing as part of an agreement between the Alameda Reuse and Redevelopment Authority and the Alameda Point Collaborative. It is part of the group of projects of 200 transitional and permanent housing units at Alameda Point for formerly homeless families.

**Down Payment Assistance Program.** The program assists home buyers who qualify for conventional mortgage but don't have the cash for the down payment and closing costs. The City sponsors low interest loans for these costs. Open to all first-time homeowners or anyone who has not owned a home in the past three years and qualifies as a very low, low, and moderate income household. Up to $10,000 is available at a 5 percent simple interest rate, with payments deferred for five years.

**Downtown Vision.** This is the name of a citizen based planning program initiated in 1999 which emphasizes strategically selected priority projects and programs that will provide the most impact for future improvements to Downtown (Park Street) Alameda.

**Economic Development Strategic Plan (EDSP).** The plan defines the direction of Alameda’s economic development using goals that maximize economic opportunity with consideration of the qualities of Alameda. Plan will be long term (10+ years), and will identify milestones for measuring success and provide for periodic review.

**Fair Housing Act.** The federal law which prohibits discrimination on the basis of race, color, religion, sex, national origin, handicap, or familial status (i.e., presence of minor children). It covers the sale, rental, financing, and advertising of almost all housing in the nation. The Community Programs and Housing Division, in conjunction with Alameda County HOME Consortium, is responsible for conducting, updating and noting progress in addressing an “Analysis of Impediments to Fair Housing” as part of HUD’s Consolidated Plan process. As a HUD recipient, the City is required to take actions to “affirmatively further fair housing.”

**First-Time Homebuyer Workshops.** The City of Alameda sponsors homebuyer workshops for first-time homebuyers. The workshops are presented by the Homebuyer Assistance Center, a nonprofit homeownership assistance organization in Oakland, under contract with the City of Alameda. Topics covered in these workshops include an overview of the home buying process,
credit and budgeting, qualifying for a loan, the City’s DPA and CASA programs, loan application and preapproval process, selecting a home, the role of the real estate agent, home maintenance, and foreclosure prevention.

**FISC.** The area known as the Navy’s Fleet Industrial Supply Center (FISC) will be redeveloped along with the former Navy residential area known as “East Housing” by the Catellus Development Corporation. The project will include approximately 600 single-family homes, including 147 designated affordable units; a 1.3 million square foot business park; a 5-acre neighborhood park; a school; and 11 acres of open space along the waterfront. This development will be the first large-scale mixed-use project developed in the city since the Marina Village project was approved in 1984.

**General Plan.** The General Plan is a state mandated planning document, which addresses present and future land use, transportation, housing, historic preservation, open space and other important community components.

**General Plan Amendment (GPA) for Alameda Point.** Alameda Point, the former Naval Air Station Alameda, will be turned over to the City and redeveloped. The City is currently working on a GPA to change the General Plan designation of Alameda Point from Federal Facilities to other land use designations, including mixed-use and residential. The specific mixed-use designations will include residential uses.

**Guyton Settlement.** The lawsuit between Clayton Guyton and Modessa Henderson and the City of Alameda was settled in April 1990. Subsequently there were two motions for enforcement and a spring 1993 court order. The settlement agreement encourages the City to increase its affordable housing stock to meet ABAG fair share objectives for April 1995. It also memorializes an exception for Measure A which allows to City to replace 325 affordable housing units.

**Habitat for Humanity.** Habitat for Humanity International is a nonprofit, ecumenical Christian housing ministry. Through volunteer labor and donations of money and materials, Habitat builds and rehabilitates simple, decent houses with the help of the homeowner (partner) families. Habitat houses are sold to partner families at no profit, financed with affordable, no-interest loans. The Habitat has constructed two affordable units in Alameda.³

**HOME.** HOME Investment Partnership Act, Title II of the National Affordable Housing Act of 1992. The program provides federal funds for rehabilitating existing rental housing and to acquire, rehabilitate, finance and construct units low income families.

**Home Ownership Goal.** The City Council adopted a policy in July 1996, to increase home ownership to 60 percent from 44 percent (identified in the 1990 US Census).

**Housing Authority.** In addition to owning and managing family and elderly housing the Alameda Housing Authority also administers the Housing Choice (Section 8) Rental Voucher Program and provides funding to create and preserve affordable units in the City of Alameda.

³ Retrieved 8/13/01 from Habitat for Humanity’s Homepage at http://www.habitat.org/how/factsheet.html
recent years the Housing Authority has provided the funding to purchase land for two projects. Projects were developed using the Land Trust Model, which ensures affordability in perpetuity. The projects, located at 1129 Regent St. and 2201 Santa Clara Ave., resulted in six new homeownership units.

**Housing Commission.** The Housing Commission is a City commission charged with advising the Housing Authority Board of Commissioners (who are also the City Council) on the availability, development, and maintenance of assisted housing for which the Authority is responsible. The Commission consists of 7 members nominated by the mayor, at least 2 of whom must be AHA tenants (including one senior citizen over 62).

**Inclusionary Housing Compliance Plan.** The City adopted an inclusionary compliance plan in 1993, which requires residential developers in redevelopment areas to assume the CIC obligation. It requires that at least 15 percent of all new or rehabilitated units in redevelopment areas be available at affordable cost to persons of very low or moderate income (at least 6 percent to very low income households, and 9 percent to low or moderate income households) and remain affordable for the duration of the land use controls established in the redevelopment plan for that area (2023 for WECIP, 2031 for BWIP, and 2041 for APIP).

**Lead-Based Paint Hazard Reduction Grants.** These grants are designed to reduce lead hazards in housing units occupied by or available to low and moderate income families with young children. The program funding is made available through a HUD grant awarded to the City through its membership in the Alameda County Lead Poisoning Prevention Program.

**“Liveaboard” housing.** This term describes boat berths in which people reside on their boats. Ten percent of boats at commercial marinas are permitted to be used as residential housing and in redevelopment areas have an inclusionary requirement.

**Low and Moderate Income Housing Fund.** This fund is created from 20 percent set-aside tax increment revenues in redevelopment areas and is available to finance low and moderate income housing developments.

**LPPP.** Lead Poisoning Prevention Program - A Joint Powers Agency, partially funded by $10 per unit assessments on residential units constructed before 1974. The Program also receives federal and state funding to provide education, testing and abatement of lead-based paint. The Community Programs and Housing Division administers pass-through HUD grants for remediating lead hazards in existing housing in conjunction with its residential rehab programs.

**Measure “A”.** Prohibits construction of more than two contiguous units (multiple-dwelling unit). The Measure A initiative was passed by the City of Alameda electorate in March 1973 (Article 26 of Alameda Municipal Code); because it is a charter amendment passed through the electoral process, no variances are allowed without a vote of the electorate. A later measure (passed in 1987/88) sets maximum density limits through requiring a minimum lot area of 2000 square feet per housing unit. Measure A does not prohibit boarding houses or motels, because the “unit” definition in Alameda requires a kitchen. The reconstruction of destroyed structures (e.g., by fire) is exempted from these restrictions. The Guyton Agreement also provides an
exemption, which allows AHA to build 325 “replacement units” equivalent to the number of units lost at the former Buena Vista Apartments.

**Median Home Value.** The median (mid way in the observation count) is one of three measures of an “average”. The other two are “mode” (the most common observation) and “mean” (the sum of numerical observations divided by the count). Median home value in Alameda as of May 2001 is $394,444 (California Association of Realtors).

**Midway Shelter.** Midway is the only emergency homeless shelter in Alameda. Operated by the organization Building Futures with Women and Children and owned by the Alameda Homeless Network, Midway provides temporary emergency shelter and meals to women and children. The 24 beds are assigned on a first-come, first-served basis. Support groups, children’s programs, job and housing placement, and other case management services are a core part of the program.

**Minor Home Repair Program.** Provides grants for up to $1,000 and zero-interest loans for up to $5,000 to low and moderate income homeowners for health and safety items, such as roof, plumbing and heating repairs, and replacement of broken windows or doors.

**Mortgage Credit Certificate.** See Alameda County MCC.

**Mortgage qualifications.** Typically mortgage lenders look at credit worthiness, debt/income ratio, and employment history in determining if applicants qualify for a loan.

**NAS Alameda Community Reuse Plan.** As part of the base reuse process, an extensive community participation process was conducted to develop a plan for the reuse and redevelopment of the former Naval base. The plan was adopted by the ARRA in January 1996, and calls for housing for all income levels and the seamless integration of the Alameda Point neighborhoods with existing neighborhoods.

**Northern Waterfront Specific Plan (NWSP).** Bounded by the Alameda Beltline property at Constitution Way, Minturn Street at Eagle Avenue, and the Oakland-Alameda Estuary, the Northern Waterfront encompasses an area of Alameda that was historically a working waterfront containing light and heavy industrial uses. As recent development in the area has demonstrated, waterfront uses are no longer the strongest economic use of the land. The NWSP, which is currently underway, will look at a full range of land uses that may be appropriate for the changing Northern Waterfront. Additional land for residential uses may be identified as part of the NWSP process.

**Partners in Neighborhood Pride.** Partners in Neighborhood Pride is a City-sponsored collaboration with owners and managers of rental housing to promote safe, healthy, and attractive apartment neighborhoods. A reference guide details resources for owners to cut costs, decrease vandalism, and increase resident satisfaction.

**Playa Del Alameda.** The Housing Authority provided a $240,000 long-term deferred loan to the new purchaser of this project to preserve for 55 years affordable rents in a 40-family unit Section 8 project.
Redevelopment (Affordable Housing). 20 percent of the tax increment generated in redevelopment areas must be set aside for affordable housing, as required by California Redevelopment Law. In addition, at least 30 percent of all housing units developed by any Agency must be affordable to low and moderate income people, and at least 15 percent of all new or rehabilitated units developed privately must be affordable to persons of low or moderate income, including at least 6 percent for very low income households.

Rent Review Advisory Committee (RRAC). Since 1979, the Rent Review Advisory Committee has heard complaints of rent increases and made recommendations to tenants, owners and the City Council regarding rental housing in Alameda. The committee is appointed by the City Council and serves an advisory role. Since its inception, the committee has successfully mediated more than 225 cases of rent increases, obtaining commitments from property owners to rescind, roll back or otherwise restructure disputed rental increases. In recent years the RRAC has had an increase in the number of complaints of large rent increases and multiple rent increases within a year. CDBG funds support the RRAC.

Rental Rehabilitation Program. A loan program for property owners of low and moderate income rental units. Owners can qualify for loans of up to $24,000 per unit at 2 percent interest rates.

Section 8. Now called Housing Choice Vouchers, these are monthly rent supplements for private or public apartments for very low to low income households, using Federal assistance. This program is administered in the by the Alameda Housing Authority.

Self-Help in Rehabilitation. Promotes self-help techniques to reduce rehabilitation costs. This program may also soon include City provision of technical assistance concerning permit-processing, preparation of financing applications, and owner management of the rehabilitation work.

Senior Housing Project. There has not been a new senior housing project built in Alameda in a decade. It is possible that the former Navy Bachelor Officer’s Quarters at Alameda Point may be the next project. It presently has a very low income housing covenant of 30 units purchased with $310,000 of Business & Waterfront Improvement Project (BWIP) funds. It is proposed that the entire building be rehabilitated into 210 SRO and rental units for seniors, as part of the Alameda Point initial redevelopment effort.

Sentinel Fair Housing. The City of Alameda is committed to affirmatively furthering fair housing. Sentinel Fair Housing is contracted by the City to counsel tenants and landlords on their rights and responsibilities, mediate property owner/tenant disputes, and investigate complaints of housing discrimination.

Spirit of Hope. This 45 unit project is a component of an agreement between the Alameda Reuse and Redevelopment Authority and the Alameda Point Collaborative that provides 200 transitional and permanent housing units for formerly homeless families. UA Housing received funding from the City for rehabilitation of 30 units in this project.
State and Federal Rehabilitation Financing Programs. The City currently administers funds from the Rental Rehabilitation grant, California Disaster Assistance (CAL-DAP), California Housing Rehabilitation (CHRP-O) funds, and the HUD Lead Control Grant Administration.

Subdivision Regulations. Applies to division of any real property (including contiguous lots with same owner, unless excepted by CA Subdivision Map Act) or condominium project into two or more parcels. The City Planning Board is the advisory agency for subdivisions. Preliminary Plan includes: approximate design and dimension of streets and lots, proposed public areas as relevant, and relationship of the foregoing to adjoining developments, topographic and water features, homeowners organizations, covenants and restrictions, home size and cost ranges, variations in setbacks/plans/elevations, utilities, water areas (or condominium conversion if that is first required). Requirements for Tentative Map and Parcel maps are extensive, but parcel maps may be waived by the City Council if the land complies with state law and the municipal code regarding area, improvement & design, drainage, improved public roads, sanitary facilities, water supply, and environmental protection, and no public improvement will be necessary or desirable due to the proposed subdivision. The Planning Board shall review subdivision proposals "as to their excellence of design and improvement, suitability of existing and proposed land use relationship, conformity with zoning and other standards and regulations, and conformity with the various elements of the General Plan. The Planning Board may require that the subdivider reserve, or may suggest the desirability of his dedicating suitable areas for schools, parks, and playgrounds and other public sites which will be required for the use and service of the persons who will occupy the subdivision under the plan of proposed property uses."

Substantial Rehabilitation Program. This program provides financial and technical assistance (funded by CDBG) to property owners to create or reclaim housing units in vacant or underutilized spaces within the footprint of existing structures. In exchange for below market-rate loans, owners must rent the units to very low income tenants for 15 years. A Preliminary Design Services grant helps owners resolve planning, historic preservation and design/engineering issues before proceeding with the project.

Teachers/Classified Employee Homeownership Program. Like most cities in the central Bay Area, affordable housing for public education workers is a critical community concern. The proposed program will utilize Alameda dedicated housing funds in conjunction with the AUSD pass-through portions of 20 percent set-aside fund, funds to develop housing for employees of the Alameda Unified School District.

Unit (Housing in Alameda). A residential unit in Alameda includes a kitchen as opposed to an SRO room, residential care room, and hotel room which are not units because they have no kitchen.

Weatherization Cash Grant Program. For customers with electric heat, AP&T pays 80 percent of the cost of Weatherization and the customer pays 20 percent.
**WECIP.** West End Capital Improvement Project is located generally along the Oakland/Alameda estuary between Webster and Sherman. It was established in 1983 to use tax increment to repay debts for public infrastructure improvement for Marina Village. An agreement with the Housing Authority provides 65 inclusionary units including 29 very low income units. The development agreement with Marina Village developers requires that 95 percent of non-housing revenues be allocated to reimburse property owners for special property tax assessments related to public improvements in the Marina Village development until 2002.