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City Clerk's Office

NOTICE OF INTENT TO CIRCULATE PETITION

Notice is hereby given by the persons whose names appear hereon of their intention to circulate an initiative petition within the City of Alameda for the purpose of changing the zoning of the Alameda Beltline Railroad Yard property from M1-PD industrial and R-2 residential to Open Space. Said designation shall also be the basis for updating the guiding and implementing policies in the Land Use and Open Space Elements of the General Plan.

The Alameda Beltline Railroad Yard extends from Sherman Street to Constitution Way. This property is quiet, pristine, and secluded. It is a wonderful treasure that must be saved from dense development.

Open space is a limited and valuable resource which must be conserved whenever possible. Alameda has very little open space and parks with only 2.4 acres of parks per thousand people. This is nearly the lowest ratio in the Bay Area. We particularly need more parks and open space in the West-Central part of Alameda.

Jean S. Sweeney, Kathy McIntire, and Tom Pavletic

Initiative Measure to Be Submitted Directly to the Voters

The City Attorney of the City of Alameda has prepared the following title and summary of the chief purpose and points of the proposed measure.

TITLE: Measure to Amend the General Plan and Zoning classification of certain lands bound by Marina Village Business Park, Constitution Way and Sherman Street.

SUMMARY: This measure would amend the Alameda City General Plan such that the land use designation of the lands contained within Alameda County Assessor parcels numbered 74-906-31-3, 74-906-31-4, 74-906-33, 74-906-34, 74-906-35, 74-906-37, 74-906-32-1, 74-906-32-5, 74-906-32-11, 74-906-32-12, 74-906-20-2 and 74-906-26 in the Land Use element of the City of Alameda General Plan would be changed from Medium-Density Residential, General Industry and Parks & Public Open Space to Parks and Public Open Space. In addition, the measure would amend Sections 2.4.k, 3.2.f, 6.1.h and 4.1.n as well as tables 2-4, 2-5, 2-6 and 6-2 of the General Plan consistent with the intent to redesignate said property Parks and Public Open Space. The measure would also amend the Zoning Map provided by the Alameda City Zoning Ordinance such that the zoning classification of lands within said parcels would be changed from M-1(PD) (Intermediate Industrial with Planned Development Combining District), and R-2 (Two Family Residential) to O (Open Space District-Alameda Municipal Code Section 30-4.19).

To the City Clerk of the City of Alameda, California:

We the undersigned, registered, qualified voters of California, residents of the City of Alameda, County of Alameda, hereby propose the following initiative measure to amend the City of Alameda Zoning Ordinance and General Plan, and petition the City Clerk to submit the same to the voters of the city of Alameda for their adoption or rejection at the next succeeding general election or special election. The proposed initiative measure reads as follows:

**ALAMEDA BELTLINE RAILROAD YARD OPEN SPACE
INITIATIVE**

The People of Alameda do Hereby Ordain as Follows:

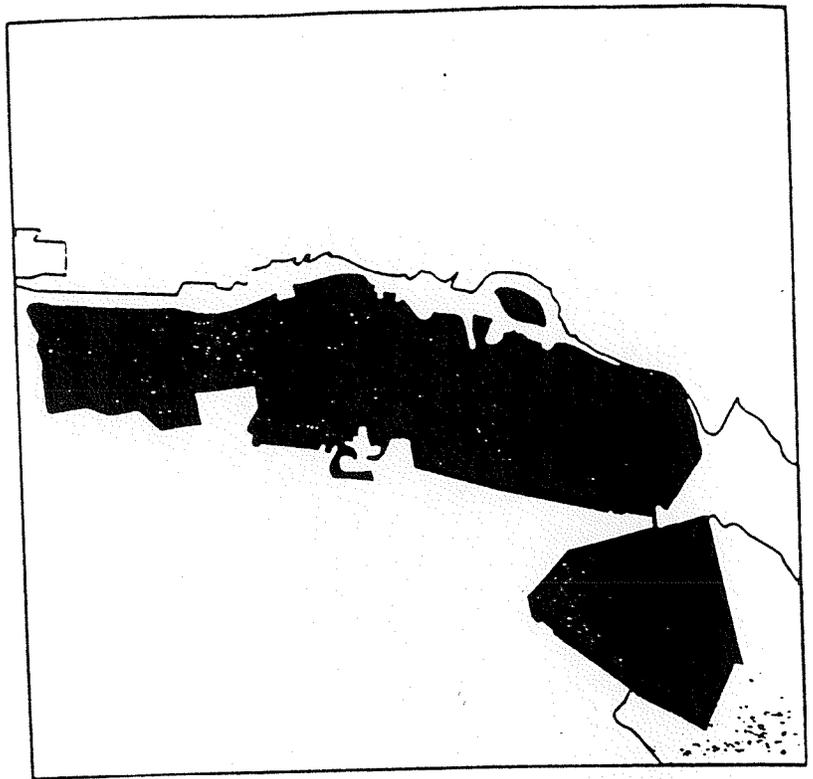
SECTION 1. PURPOSE

- A. To provide land particularly suited for open space in a city that is under served by areas that can be used for park and recreation purposes and to preserve a habitat for unique plant and animal life that live on the land so designated.
- B. To carry out the provisions of Sections 3, 5 and 6 of the City General plan, as those sections pertain to the planning for, and designation of, open space in the city: and more particularly, Section 3.2.f and Section 6.1.h, as amended, which provide for a greenway situated in the area of the Alameda Beltline Railroad Yard rights of way, and to amend Table 6-2 of the General Plan to designate that this greenway shall cover approximately 22 contiguous acres.
- C. To 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 as suggested at Section 6.1.c of the Alameda General Plan.
- D. To implement Section 4 of the City General Plan, in particular Sections 4.4 and 4.5., which encourage pedestrian and bike ways.
- E. To amend the Alameda City General Plan and General Plan Diagram such that the land use designation of the lands contained within Alameda County Assessor parcels numbered 74-906-31-3, 74-906-31-4, 74-906-33, 74-906-34, 74-906-35, 74-906-37, 74-906-32-1, 74-906-32-5, 74-906-32-11, 74-906-32-12, 74-906-20-2 and 74-906-26 in the Land Use element of the City of Alameda General Plan would be changed from Medium-Density Residential, General Industry and Parks & Public Open Space, to Parks & Public Open Space. In particular:
 - 1. To amend Sections 2.4.k as well as Table 2-3, Table 2-4 notes, Table 2-5 as regards the housing designations, to provide for a greenway.
 - 2. To amend Sections 3.2.f, 6.1.h, Table 2-6 and Table 6-2 to provide that this greenway shall cover approximately 22 acres.
 - 3. To amend Section 4.1.n because Atlantic Avenue has already been extended.
- F. To amend the Alameda City Zoning Ordinance and Zoning Map such that the zoning designation of land within said parcels would be changed from M-1, Intermediate Industrial (Manufacturing) District (Alameda Municipal Code 30-4.11), PD, Planned Development Combining District (Alameda Municipal Code 30-4.13) and R-2, Two-Family Residence District (Alameda Municipal Code 30-4.2) to O, Open Space District (Alameda Municipal Code 30-4.19).

SECTION 2. CITY OF ALAMEDA GENERAL PLAN WITH PROPOSED AMENDMENTS AND MAP

The pages of the Alameda General Plan with the proposed amended pages can each be found as follows:

Table 2-3 at page 15, Table 2-4 at page 16, Table 2-5 at page 17, Table 2-6 at page 18, Table 2-6 at page 19, Section 2.4.k at page 23, Section 3.2.f at page 49, Section 4.1.n at page 63, Table 6-2 and 6-3 at page 96, and Section 6.1.h at page 98. These Sections and Tables are included as part of the initiative petition.



City of Alameda

***General
Plan***

February, 1991



City of Alameda

***General
Plan***

2 Land Use Element

2 LAND USE ELEMENT

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.

2.1 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.

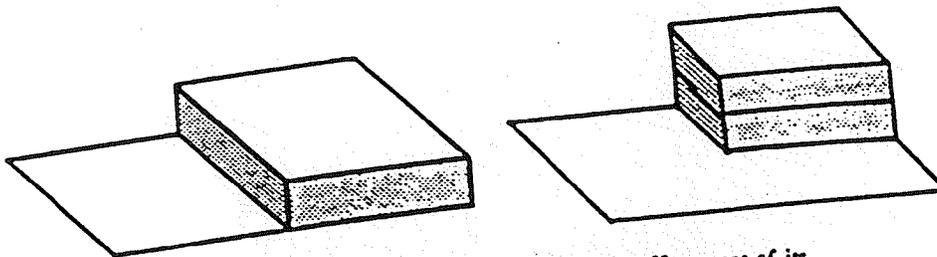
As in all cities, the demand for land that may be used for various purposes is continually changing, and is difficult to influence through planning policies. For example, the General Plan cannot preserve obsolete industry, but it can either express the City's desire to be a home to industry by retaining industrial land or encourage alternative uses by re-designating 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.



.5 FAR is equivalent to 1 story covering 50 percent of its site or 2 stories covering 25 percent of its site.

For most uses, a maximum permitted ratio of gross floor area to site area is specified. The floor area ratio (FAR) is a measure of building bulk that limits both visual prominence and traffic generated.

RESIDENTIAL

Because very little land subdivision is expected, 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. 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: One 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 multi family densities range up to 70 units per net acre on blocks with mixed one, two, and multi family 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.

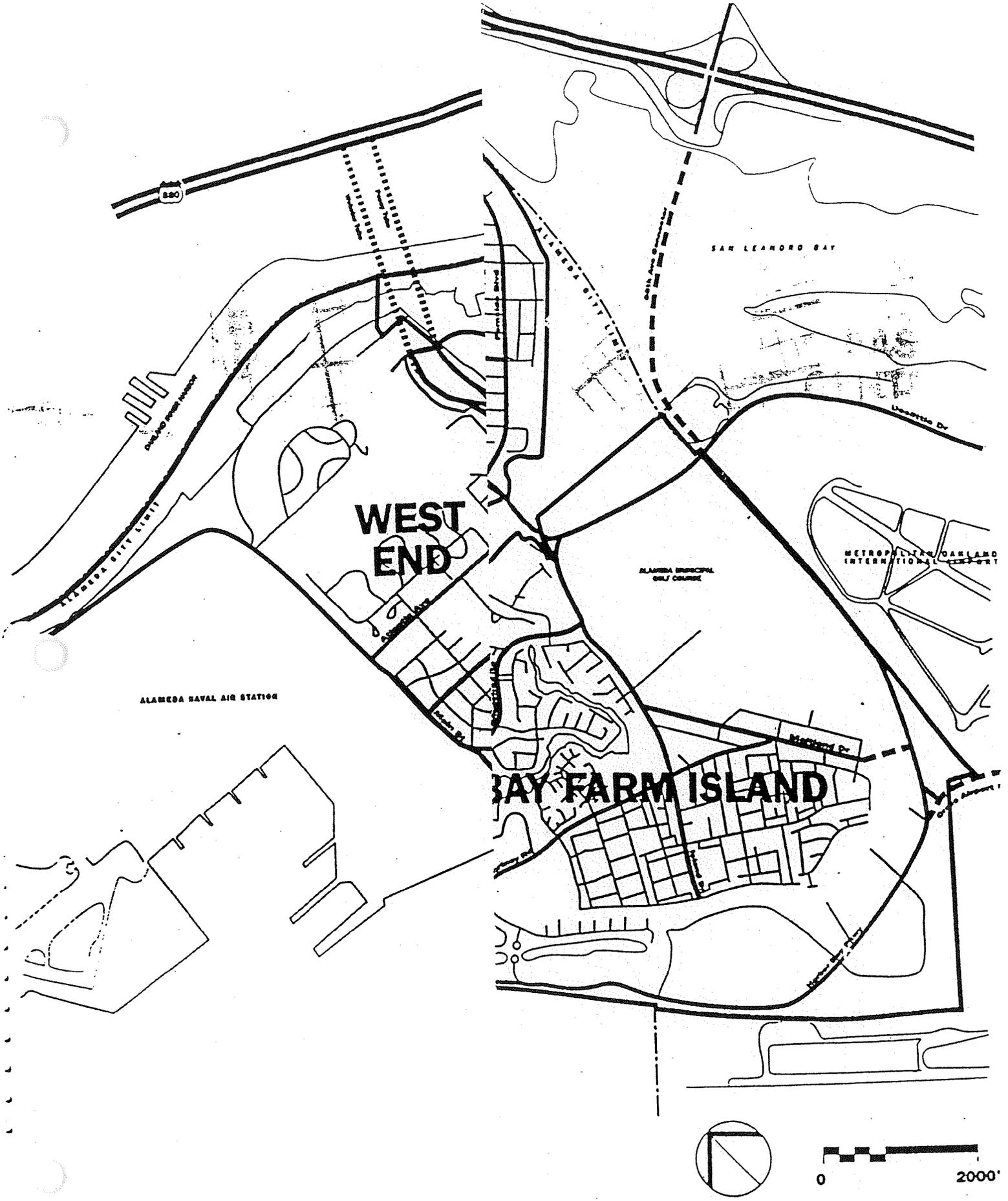
Measure A Exception: The City Council agreed in the Settlement Agreement on the Guyton vs. City of Alameda case that Section 26-2 of the City Charter allows the Alameda Housing Authority to replace, with multi family housing, 325 low cost housing units. Three hundred twenty five represents the number of low cost units lost when the former Buena Vista Apartments were converted to the market rent 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, Fernside, 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.



City of Alameda - **Figure 2-1**
Planning Sectors

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 retail support uses 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

Five 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 Section 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)

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.

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 and private schools are not shown.

FEDERAL FACILITIES

Sites occupied by Federal facilities including Alameda Naval Air Station, Naval Supply Center, 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**

Site	Land Use	Units Or Square Feet
MU1 Island Auto Movie	Residential Office	150 Two Family ^a 15,000 sq. ft.
MU2 Mariner Square	Residential Office	10 Live/Work 5,000 sq. ft.
MU3 Ballena Isle	Hotel Office Commercial Recreation	220 rooms (234,000 sq. ft.) 70,000 sq. ft. 10,000 sq. ft.
MU4 Northern Waterfront (Grand to Willow)	Residential Office Industry	40 Live/Work 8,000 sq. ft. 100,000 sq. ft.
MU5 Northern Waterfront (Willow to Oak)	Residential Office Park	300 Two Family ^a 40,000 sq. ft. 10 acres

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.

^aUp to 325 low cost housing units may be built in Alameda as multi family housing as replacement housing for the low cost units lost when the Buena Vista Apartments were converted to 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 2-2
ASSUMED DEVELOPMENT INCREMENT:
NONRESIDENTIAL PROJECTS, 1990-2010**

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

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

**TABLE 2-3
ASSUMED DEVELOPMENT INCREMENT
RESIDENTIAL PROJECTS, 1990-2010**

Site	Acres	Density	Type	Units
Alameda Annex (#1) (U. S. Navy)	59	MDR	Two Family	785 ^a
Independence Plaza (#2)	5	MDR	Multi Family	186
Atlantic/Buena Vista (#3-#6)	9	MDR	Two Family	205
Marina Village (#9)	7	MDR	Two Family	156
Beltline Yard (Near Webster Street)	4	MDR	Two Family	84
Main Island Infill	-	MDR	One Family, Two Family	520
Village 5/HBI (#7) (Bay Farm Island)	104	LDR	One Family, Two Family	630
Clarke Lane (#8) (Bay Farm Island)	3	MDR	One Family, Two Family	25
Grand Harbor (Live aboard)	-			38
Specified Mixed Use Sites (See Table 2-1.)	-	MDR	Two Family Live/Work	500
Total				3,129

Notes: ^a520 dwelling units are expected through 1995.

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

Up to 325 low cost housing units may be built in Alameda as multi family housing as replacement housing for the low cost units lost when the Buena Vista Apartments were converted to 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.

Source: Housing Element, adopted 1990; Blayney Dyett Greenberg, 1990.

**TABLE 2-3
ASSUMED DEVELOPMENT INCREMENT
RESIDENTIAL PROJECTS, 1990-201**

Site	Acres	Density	Type	Units
Alameda Annex (#1) (U. S. Navy)	59	MDR	Two Family	785 ^a
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Marina Village (#9)	7	MDR	Two Family	156
Beltline Yard (Near Webster Street)	4	MDR	Two Family	84
Main Island Infill	-	MDR	One Family, Two Family	520
Village 5/HBI (#7) (Bay Farm Island)	104	LDR	One Family, Two Family	630
Clarke Lane (#8) (Bay Farm Island)	3	MDR	One Family, Two Family	25
Grand Harbor (Live Aboard)	-	-	-	38
Specified Mixed Use Sites	-	MDR	Two Family Live/Work	500
Total				3,129 3,045

Notes. ^a520 dwelling units are expected through 1995

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

Up to 325 low cost housing units may be built in Alameda as multi family housing as replacement housing for the low cost units lost when the Buena Vista Apartments were converted to 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.
Source: Housing element, adopted 1990, Blayne Dyett Greenberg, 1990.

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

Site	Land Use	Square Footage (Gross leasable area)
Park Street	Commercial	100,000
Webster Street	Commercial	100,000
Neighborhood Business Districts	Commercial	25,000
Subtotal	Commercial/Retail	225,000
Offices near Civic Center	Office	25,000
Encinal Terminals	Seaport	200,000
Total		450,000

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:

- o All calculations are in 1988-1989 constant dollars.
- o 1988-1989 taxable sales: \$228,735,000 (excludes building materials, automotive, service stations).
- o 1990 jobs: 38,720 at \$800 per year sales in Alameda.
- o 1988-1989 sales to household residents: Total sales less sales to jobholders, plus \$1,000 nontaxable sales per capita = \$ 3,860 per household resident.
- o 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 2-4
ASSUMED DEVELOPMENT INCREMENT
COMMERCIAL, OFFICE, INDUSTRIAL DISTRICTS, 1990-2010**

Site	Land Use	Square Footage (Gross leasable area)
Park Street	Commercial	100,000
Webster Street	Commercial	100,000
Neighborhood Business Districts	Commercial	25,000
Subtotal	Commercial/Retail	225,000
Offices near Civic Center	Office	25,000
Encinal Terminals	Seaport	200,000
Total		450,000

Notes: Does not include Projects from Table 2-3

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.
- 1988-89 taxable sales: \$228,735,000 (excludes building materials, automotive, service stations.)
- 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 3,045 additional households x 2.26 persons x \$3,860	= \$27,296,000
	= \$26,563,000
18,600 additional jobs x \$800	= \$14,880,000
Total:	\$42,176,000
	\$41,443,000

**TABLE 2-5
SUMMARY OF ASSUMED DEVELOPMENT INCREMENT TABLES
1990-2010**

Site/District	Housing Units	Non-Residential Square Footage
Specified Mixed Use Sites (Table 2-1)	500	482,000
Non-Residential Projects (Table 2-2)	0	4,974,000
Residential Projects (Table 2-3)	2,629 ^a	0
Commercial, Office, Industrial Districts (Table 2-4)	0	450,000
Total	3,129	5,906,000

^a2,629 represents assumed development increment from residential projects exclusive of the 500 Specified Mixed Use Sites identified above. The total in Table 2-3 (3,129) represents 2,629 plus 500.

**TABLE 2-5
SUMMARY OF ASSUMED DEVELOPMENT INCREMENT TABLES
1990-2010**

Site/District	Housing Units	Non-Residential Square Footage
Specified Mixed Use Sites (Table 2-1)	500	482,000
Non-Residential Projects (Table 2-2)	0	4,974,000
Residential Projects (Table 2-3)	2,629 -2,545	0
Commercial, Office, Industrial District (Table 2-3)	0	450,000
Total	3,129 3,045	5,906,000

^a2,629 ^a2545 represents assumed development increment from residential projects exclusive of the 500 Specified Mixed Use Sites identified above. The total in Table 2-3 (3,129)(3,045) represents ~~2,629~~ 2,545 plus 500.

**TABLE 2-6
LAND USE BY PLANNING SECTOR
1989-1990 AND BUILDOUT (2010)**

Planning Sector and Land Use	Housing Units/Gross Square Feet	
	1989-1990	Buildout
West End		
One Family Housing	1,405 units	2,455 units
Two Family Housing	4,180 units	4,180 units
Total Housing	5,585 units	6,635 units
Commercial	10,000 sq.ft.	328,000 sq.ft.
Business Park	0	132,000 sq.ft.
Webster Street		
One Family Housing	5 units	10 units
Two Family Housing	0	0
Total Housing	5 units	10 units
Commercial	349,000 sq.ft.	449,000 sq.ft.
West Central		
One Family Housing	1,833 units	2,023 units
Two Family Housing	2,809 units	2,809 units
Total Housing	4,642 units	4,832 units
Commercial	102,000 sq.ft.	140,000 sq.ft.
East Central		
One Family Housing	1,533 units	1,748 units
Two Family Housing	3,555 units	3,555 units
Total Housing	5,088 units	5,303 units
Commercial	38,000 sq.ft.	50,000 sq.ft.
Park Street		
One Family Housing	6 units	11 units
Two Family Housing	229 units	229 units
Total Housing	235 units	240 units
Commercial	945,000 sq.ft.	1,045,000 sq.ft.
East End		
One Family Housing	3,805 units	3,845 units
Two Family Housing	1,852 units	1,852 units
Total Housing	5,657 units	5,697 units
Commercial	54,000 sq.ft.	54,000 sq.ft.

Continued

**TABLE 2-6
LAND USE BY PLANNING SECTOR
1989-90 AND BUILDOUT (2010)**

Planning Sector And Land use		Housing Units/Gross Square Feet	
		1989-1990	Buildout
	West End		
	One Family Housing	1,406 units	2,455 units
	Two Family Housing	4,180 units	4,180 units
	Total Housing	5,585 units	6,635 units
	Commercial	10,000 sq. ft.	328,000 sq. ft.
	Business Park	0	123,000 sq. ft.
Webster	Street		
	One Family Housing	5 units	10 units
	Two Family Housing	0	0
	Total Housing	5 units	10 units
	Commercial	349,000 sq. ft.	449,000 sq. ft.
West	Central		
	One Family Housing	1,833 units	2,023 units
	Two Family Housing	2,809 units	2,809 units
	Total Housing	4,642 units	4,832 units
	Commercial	102,000 sq. ft.	140,000 sq. ft.
East	Central		
	One Family Housing	1,533 units	1,748 units
	Two Family Housing	3,555 units	3,555 units
	Total Housing	5,088 units	5,303 units
	Commercial	38,000 sq. ft.	50,000 sq. ft.
Park	Street		
	One Family Housing	6 units	11 units
	Two Family Housing	229 units	229 units
	Total Housing	235 units	240 units
	Commercial	945,000 sq. ft.	1,045,000 sq. ft.
East	End		
	One Family Housing	3,805 units	3,805 units
	Two Family Housing	1,852 units	1,852 units
	Total Housing	5,657 units	5,697 units
	Commercial	54,000 sq. ft.	54,000 sq. ft.

Table 2-6, Continued

Planning Sector and Land Use	Housing Units/Gross Square Feet	
	1989-1990	Buildout
South Shore		
One Family Housing	1,395 units	1,400 units
Two Family Housing	2,658 units	2,658 units
Total Housing	4,053 units	4,058 units
Commercial	550,000 sq.ft.	550,000 sq.ft.
Estuary		
One Family Housing	342 units	1,120 units
Two Family Housing	369 units	555 units
Total Housing	711 units	1,675 units
Commercial	125,000 sq.ft.	137,000 sq.ft.
Business Park	876,000 sq.ft.	1,558,000 sq.ft.
Bay Farm Island		
One Family Housing	4,539 units	5,194 units
Two Family Housing	52 units	52 units
Total Housing	4,591 units	5,246 units
Commercial	64,000 sq.ft.	64,000 sq.ft.
Business Park	1,135,000 sq.ft.	5,220,000 sq.ft.
Total		
One Family Housing	14,863 units	17,481 units ^a
Two Family Housing	15,704 units	16,215 units ^a
Total Housing	30,567 units	33,696 units
Commercial	2,237,000 sq.ft.	2,817,000 sq.ft.
Business Park	2,011,000 sq.ft.	6,910,000 sq.ft.

Notes: 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.

^aUp to 325 low cost housing units may be built in Alameda as multi family housing as replacement housing for the low cost units lost when the Buena Vista Apartments were converted to 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 2-6, Continued
Planning Sector
And Land use

Housing Units/Gross Square Feet
1989-1990 **Buildout**

South Shore	One Family Housing	1,395 units	1,400 units
	Two Family Housing	2,658 units	2,658 units
	Total Housing	4,053 units	4,058 units
	Commercial	550,000 sq. ft.	550,000 sq. ft.
Estuary	One Family Housing	342 units	1,120 units
	Two Family Housing	369 units	555 units 471 units
	Total Housing	711 units	1,675 units 1,591 units
	Commercial	125,000 sq. ft.	137,000 sq. ft.
	Business Park	876,000 sq. ft.	1,558,000 sq. ft.
Bay	Farm Island		
	One Family Housing	4,539 units	5,194 units
	Two Family Housing	52 units	52 units
	Total Housing	4,591 units	5,246 units
	Commercial	64,000 units	64,000 units
	Business Park	1,135,000 sq. ft.	5,220,000 sq. ft.
Total	One Family Housing	14,863 units	17,481 units ^a
	Two Family Housing	15,704 units	16,215 units ^a 16,131 units
	Total Housing	30,567 units	33,696 units 33,612 units
	Commercial	2,237,000 sq. ft.	2,817,000 sq. ft.
	Business Park	2,011,000 sq. ft.	6,910,000 sq. ft.

Notes: 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.

^aUp to 325 low cost housing units may be built in Alameda as multi family housing as replacement housing for the low cost units lost when the Buena Vista Apartments were converted to 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.

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 same 52.6 percent of residents will hold jobs at buildout, the ratio will jump to 1.34 (57,300 jobs; 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, the jobs buildout would drop, yielding a jobs-to-employed-residents ratio approaching 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 1990 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 and two family dwellings, in accord with the provisions of Measure A. Up to 325 low cost units may be built in Alameda as multi family housing as replacement housing for the low cost units lost when the Buena Vista Apartments were converted to 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 one 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).



Age, size, and style variety creates interesting neighborhoods.

- 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.

Implementing Policies: Residential Areas

- 2.4.i 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.j 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.



Lagoon at Otis Drive

- 2.4.k 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

2.4j

Include a specific minimum number of residential units in appropriate Specified Mixed Use Area.

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



Lagoon at Otis Drive

2.4.k

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.l Preserve historic districts and buildings of architectural significance.
- See policies 3.3.a and 3.3.b in City Design Element, policy 5.6.a in Open Space and Conservation Element, and the 1980 Historic Preservation Element.*
- 2.4.m 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.n 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.o Amend the Zoning Ordinance and zoning map to be consistent with Measure A, as necessary.

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.

TYPES OF RETAIL DISTRICTS

Regional Shopping Center: South Shore Center (500,000 square feet gross floor area; fully developed) has J.C. Penney and Mervyn's as well as two supermarkets. The General Plan reflects the assumption that South Shore Center will continue to be the only regional shopping center in Alameda.

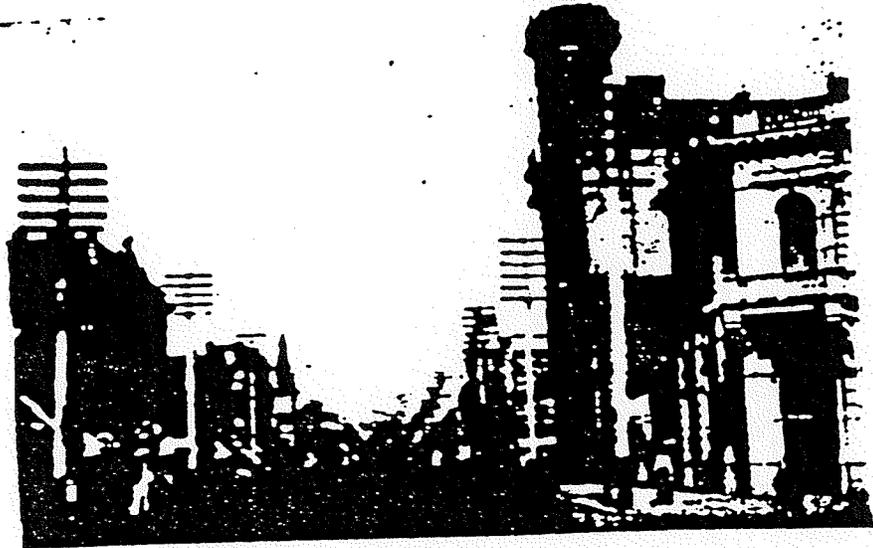
"Main Street" Business Districts: Park Street (356,000 gross square feet of shopping-center-type floor area) and Webster Street (205,000 square feet) have restaurants and specialty stores, but lack the clusters of apparel stores that draw customers to larger shopping centers.

Community Shopping Centers: Fernside Shopping Center (90,000 square feet), Marina Village (115,000 square feet), and Harbor Bay Landing (60,000 square feet) each have a supermarket and a superdrug as anchors.

Neighborhood Business Districts: The 17 compact corner business districts, 10 of them at former Red Train stations, are important components of the city's traditional ambience. Most have a small grocery, a laundromat, one or two other stores or a bar, and little or no off-street parking.



Webster Street, Croll's Tavern



Park Street, circa 1890

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.

The proposed Business and Waterfront Improvement Project would provide public actions and financing to accomplish this in the Park and Webster Street downtown and Lincoln Avenue neighborhood shopping districts.

- 2.5.b Revitalize Alameda's historic downtown shopping districts on Park Street and Webster Street while maintaining their small-city scale.

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 Do not permit offices to occupy 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.

- 2.5.d Encourage continuing improvements to the South Shore Center and other shopping centers.

South Shore 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.e Maintain full-service community shopping centers serving all sectors of the City.

With three community shopping centers anchored by supermarkets (Fernside, Marina Village, Harbor Bay Landing) and two supermarkets at South Shore Center, Alamedans enjoy convenient access, variety, and competitive food prices.

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

Grocery stores, laundrettes/cleaners, and small restaurants can rely mainly on customers who walk from their homes.

- 2.5.g Encourage retention and addition of housing in the Park Street, Webster Street, and Neighborhood Business Districts.

Current (1990) zoning regulations allow dwellings as a conditional use in both the C-1 (Neighborhood) and C-2 (Central) business districts, but prohibit new structures devoted solely to residential use. 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 proposed Business and Waterfront Improvement Project would provide public actions and financing to accomplish this in the Park and Webster Street downtown and Lincoln Avenue neighborhood shopping districts.

Implementing Policies: Retail Business and Services

- 2.5.h Prepare a Specific Plan for the Webster Street Business District.

The Webster Street Business District could benefit from a Specific Plan that acknowledges its fragile retail character.

- 2.5.i Amend the Zoning Ordinance to limit building heights in the Park Street and Webster Street business districts to three stories above grade, measuring 35 to 40 feet, depending on roof configuration. Parking structures are to be limited by height only.

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. 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.j Reduce the extent of Neighborhood Business Districts by re-designating residential parcels zoned for commercial use to residential use wherever detailed study of each district demonstrates that an acceptable residential environment can be maintained or created.

The General Plan Diagram indicates the proposed extent of each business district. Detailed study and public hearings on Zoning Map amendments are likely to result in similar but not identical changes. Re-drawing is simple where commercial development is tightly bunched, but in several districts decisions must be made about the best future for housing surrounded by commercial uses.

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

A 1989 Parking Needs Assessment Study by the Public Works Department found an overall need for 100-200 spaces in each of the Main Street business districts. In the intensively developed blocks of Park Street between Lincoln and Central, the deficit was 347 spaces, twice the current supply. Even if the 2.8 acres needed for this amount of surface parking were available, large surface lots would detract from Main Street character. See section 3.4 for related policies. The proposed Business and Waterfront Improvement Project would facilitate the provision of multi-level parking.

- 2.5.m Improve public transit service to shopping 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 can be used for transit improvements. Other incentives and subsidies may be available to support shopper shuttles, dial-a-ride, and intra-island shuttles.

- 2.5.n 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.

- 2.5.o Amend the C-1 and C-2 District regulations to permit residential uses by right as long as these uses are (a) located in structures also containing nonresidential uses, (b) are not located on the ground floor, and (c) meet all other zoning requirements, such as off-street parking.

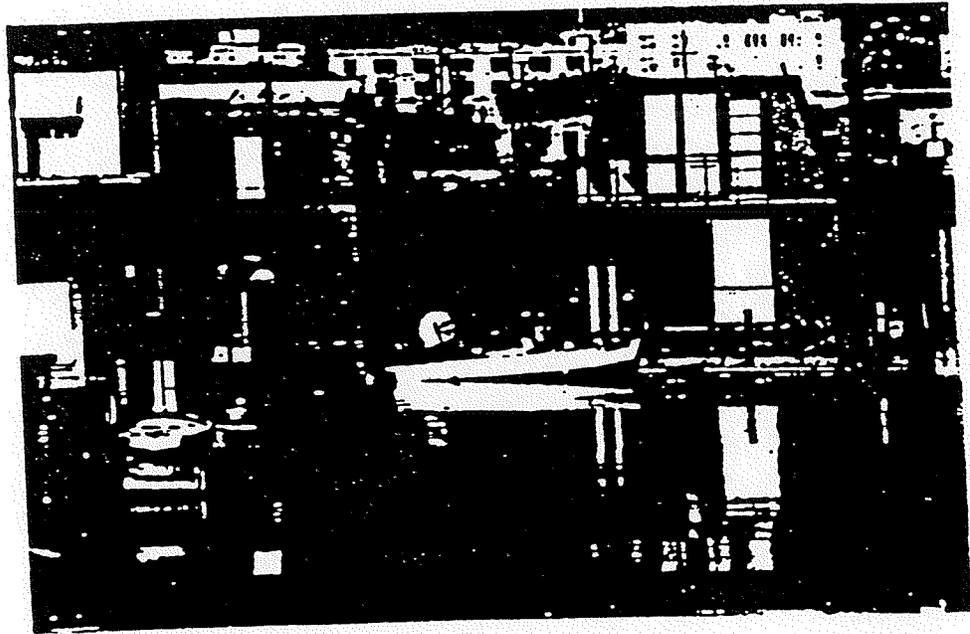
2.6 SPECIFIED MIXED USE AREAS

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.

Five 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.

MUS 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 an Estuary Park. Half of the north frontage of Clement is occupied by the Naval Reserve Training Center, which will remain. 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.



Waterfront near Mariner Square

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 150 to 200 two family residential units (15 to 20 units per net acre) and permit up to 30,000 square feet of office space.

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 5,000 square feet.

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 250 to 350 two family 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 this site.

- 2.6.f **Willow Street to Oak Street (Northern Waterfront):** Create a continuous 300-foot-wide "marina green" park along the Estuary.

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:** Limit offices to 20 percent of nonresidential floor area with a majority of the space to be devoted to marine-related uses.

- 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 over-building that would occupy 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.

- 2.6.j Willow Street to Oak Street (Northern Waterfront): Seek BCDC cooperation and Coastal Conservancy funding for the Estuary Park and make an early commitment to construction.

The park would serve the city sector with the greatest current shortage of parkland. Construction would be convincing evidence that the City is committed to implementation of the General Plan. The proposed Business and Waterfront Improvement Project would provide public actions and financing to facilitate the provision of this park.

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.

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 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 Districts to render 2nd and 3rd floor office or residential uses accessible to the disabled. Extend the same assistance to owners of un-reinforced 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.

2.8 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, including 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. High-rise 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 Shipyard 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.



Marina Village Shopping Center

Encinal Terminals Area: Alameda Belt Line Railroad and Encinal Terminals depend on and are depended upon by five industries that have been in Alameda for many years and have indicated their intention to stay (Weyerhaeuser, Del Monte, Pennzoil, Alameda Liquid Bulk, and Georgia-Pacific). To shield such sites from pressures for commercial-residential conversion, the Seaport Plan prepared by the Bay Conservation and Development Commission (BCDC) and the Metropolitan Transportation Commission (MTC) has designated Encinal Terminals as a Port Priority Use Area.

Alameda Gateway: The City owns about half of this 35-acre site of the former Todd Shipyard 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.



Harbor Bay Business Park

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 at Encinal Terminals and Alameda Gateway 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. The major threat to their continued operation is the real estate market's expectation that an alternative use would pay more for the land, coupled with the belief that Alameda would amend its General Plan if necessary to permit more intensive use. This Plan supports their long-term presence.

2.8.d Continue working to eliminate residential-industrial conflicts based on the assumption that the boundaries between the uses on the General Plan Diagram will endure 20 years or longer.

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.

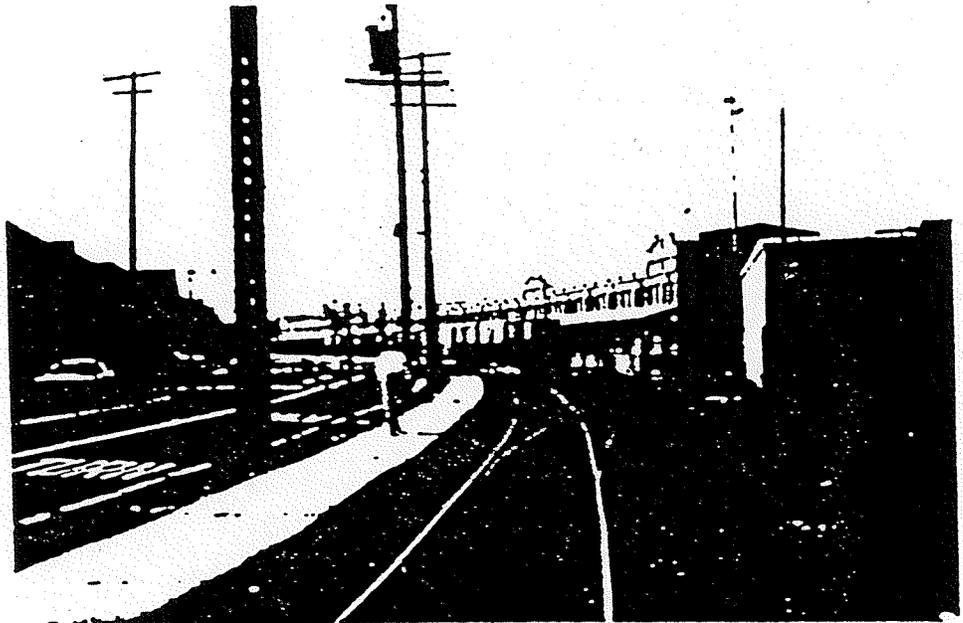
Specified Mixed Use Area development programs in Policies 2.6.b, 2.6.d and 2.6.i provide safeguards against displacement of water-related industries by offices or other commercial development.

Implementing Policies: Business Parks and Industrial Areas

2.8.f 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.



Alameda Beltline along Buena Vista Avenue

2.8.g

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.

2.9 FEDERAL GOVERNMENT FACILITIES

Federal government jobs held by military personnel and civilians total nearly half of all jobs in Alameda. Five sites are in use: Alameda Naval Air Station, Naval Supply Center Oakland (Alameda Annex and Alameda Facility), 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.

During 1990 there has been much speculation about the future of Federal facilities because of the possibility of a substantial cut in the Department of Defense budget. As of August 1990, no Federal decisions have been made that would justify including in the General Plan proposals for alternative uses of Federal sites. Consequently, this General Plan assumes all Federal facilities will remain active in Alameda at their 1990 levels. If all or a portion of a major facility were to be declared surplus, closure would not occur until several years following the announcement. Alameda would use this time to prepare detailed evaluations of alternative uses of the sites and facilities, to solicit the views of Alamedans, and to amend the General Plan.

There is also the possibility that closure of military facilities elsewhere would result in more intensive activity at Alameda NAS.

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

- 2.9.a Support the continued operation of Alameda Naval Air Station at its 1990 level.
- 2.9.b Maintain close communication with the United States Coast Guard regarding future planning and development of facilities on Coast-Guard Island.

Implementing Policy: Federal Government Facilities

- 2.9.c Establish a liaison committee that will maintain close communication with the Alameda Naval Station and will facilitate coordination between planning and development at the NAS and in adjoining areas.

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.

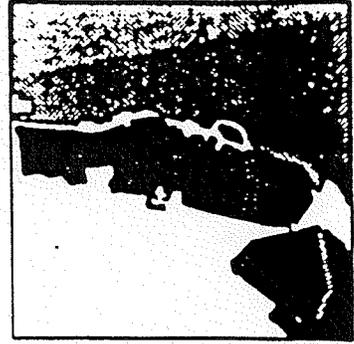
- 2.10.c Stop the trend toward private use of public property.

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 of Alameda

***General
Plan***

3 City Design Element

3 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.



Aeolian Yacht Club from pathway

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 to 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.

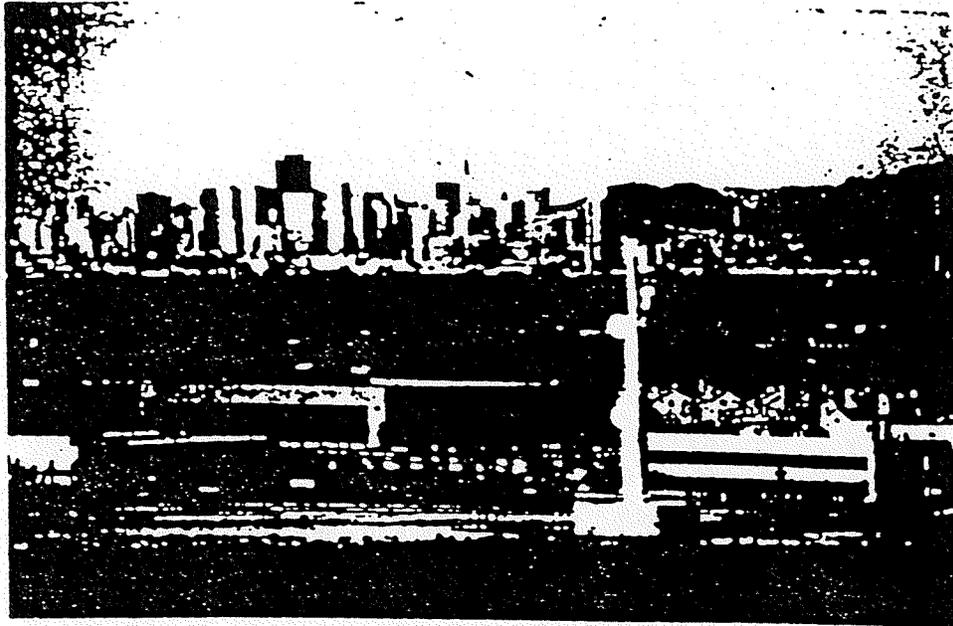
The nearby Teleport Tower at Harbor Bay Business Park will be the landmark, but City identity will need to be established.

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.



Harbor Bay Business Park's Teleport Tower and downtown San Francisco

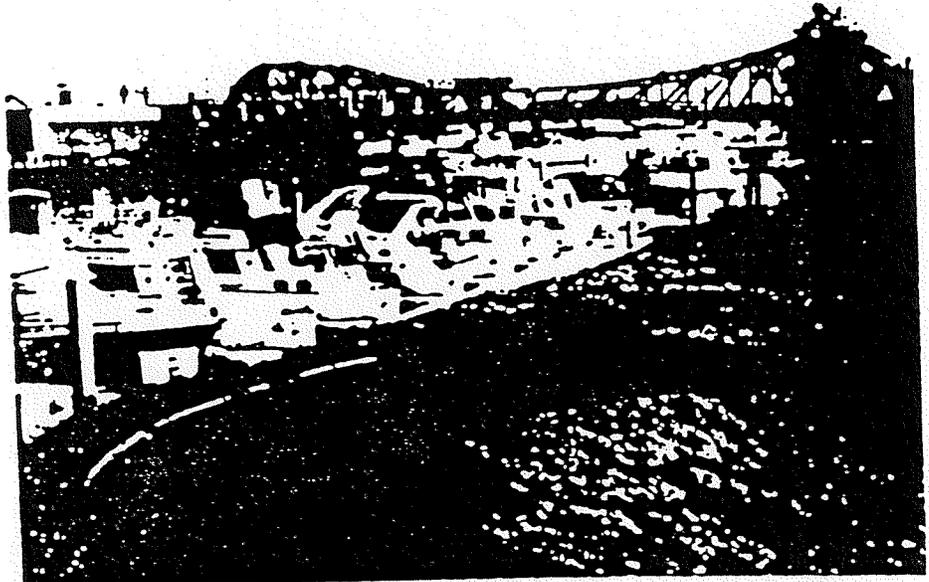
- 3.2.b Urge implementation of proposals of the Alameda Naval Air Station Master Plan that would improve the appearance of this western boundary of Alameda.

Proposals for gate improvements and landscaping along the perimeter have not been funded.

- 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.



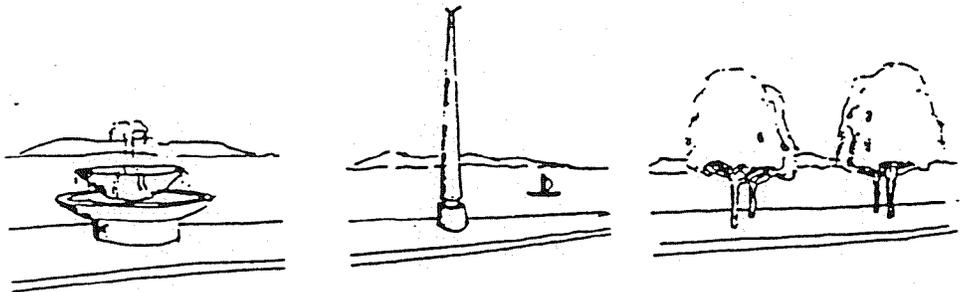
Park Street Landing project includes public access as required by the Bay Conservation and Development Commission.

Implementing Policies: Edges, Vistas, Focal Points

3.2.d

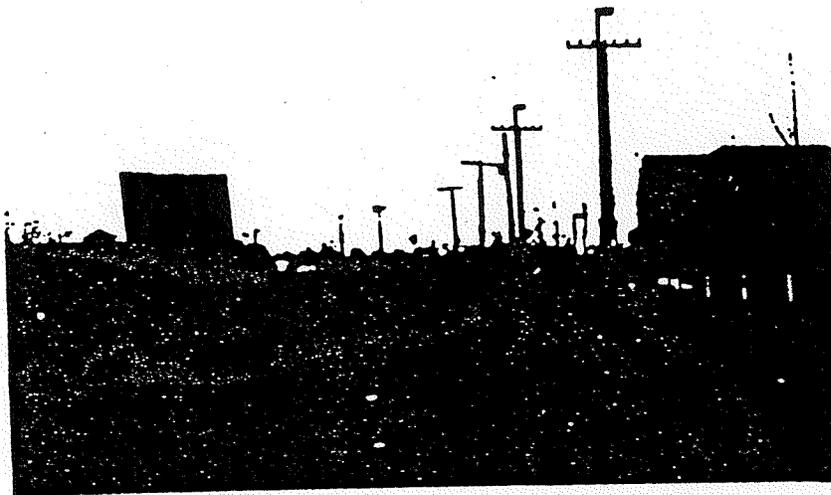
Maintain views and access to the water along streets and other public rights-of-way that extend to the bulkhead line. Construct benches, ramps, rails, and seating appropriate for viewing and access, and provide walls or other screening where needed to protect adjoining property.

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 southeast corner of Webster and Atlantic is an example of such a location.



Potential greenway

- 3.2.f Work to establish greenways on unused railroad right-of-way adjoining Main Street and Atlantic Avenue, extending east through the railroad yard to Sherman Street.

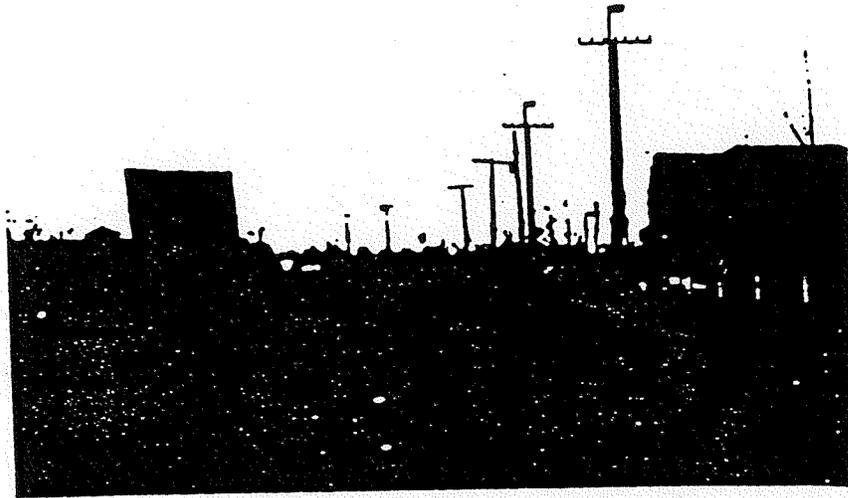
In addition to providing bike and pedestrianways, a 100-foot-wide greenway could have landmark trees in the sector of the City that is most in need of a greater presence of nature.

- 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 to the shoreline in all cases 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.

3.2.e Encourage landmark structures at prominent locations

The Housing Authority site at the southeast corner of Webster and Atlantic is an example of such a location.



Potential greenway

3.2.f Work to establish greenways on unused railroad right-of-way adjoining Main Street and Atlantic Avenue, extending east through the railroad yard to Sherman Street.

In addition to providing bike and pedestrian ways, a 100-foot-wide 22 acre 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 to the shoreline in all cases 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, signs 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.

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.



1200 Block, Pacific Avenue

- 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 environmental 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 to 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.

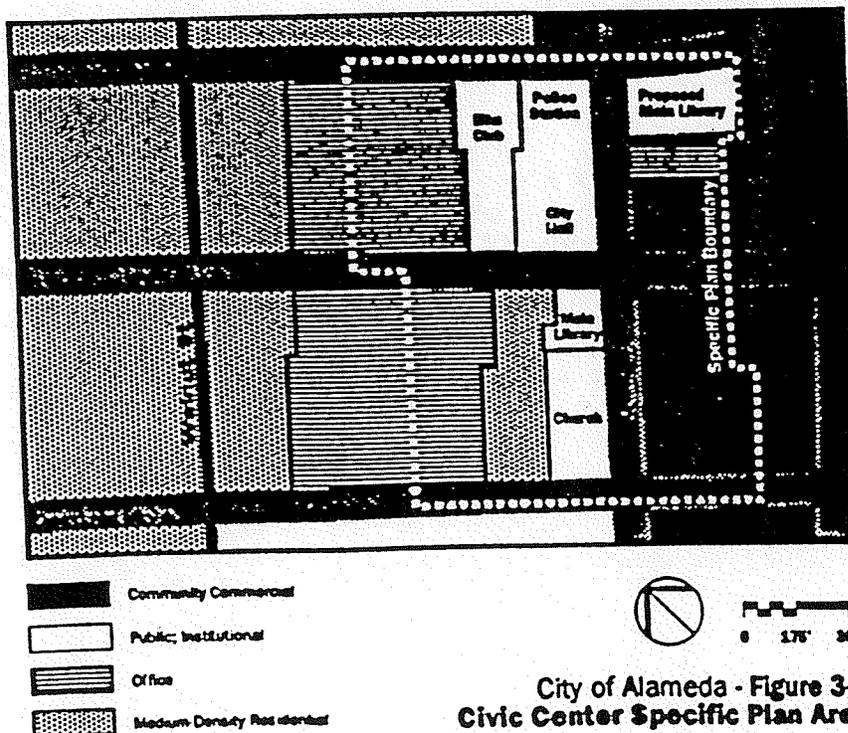
3.3.j Encourage owners of poorly remodeled but potentially attractive older buildings to restore the exterior of these buildings to their original appearance. Provide lists of altered buildings which present special design opportunities and make the lists widely available. Develop financial and design assistance programs to promote such restoration.

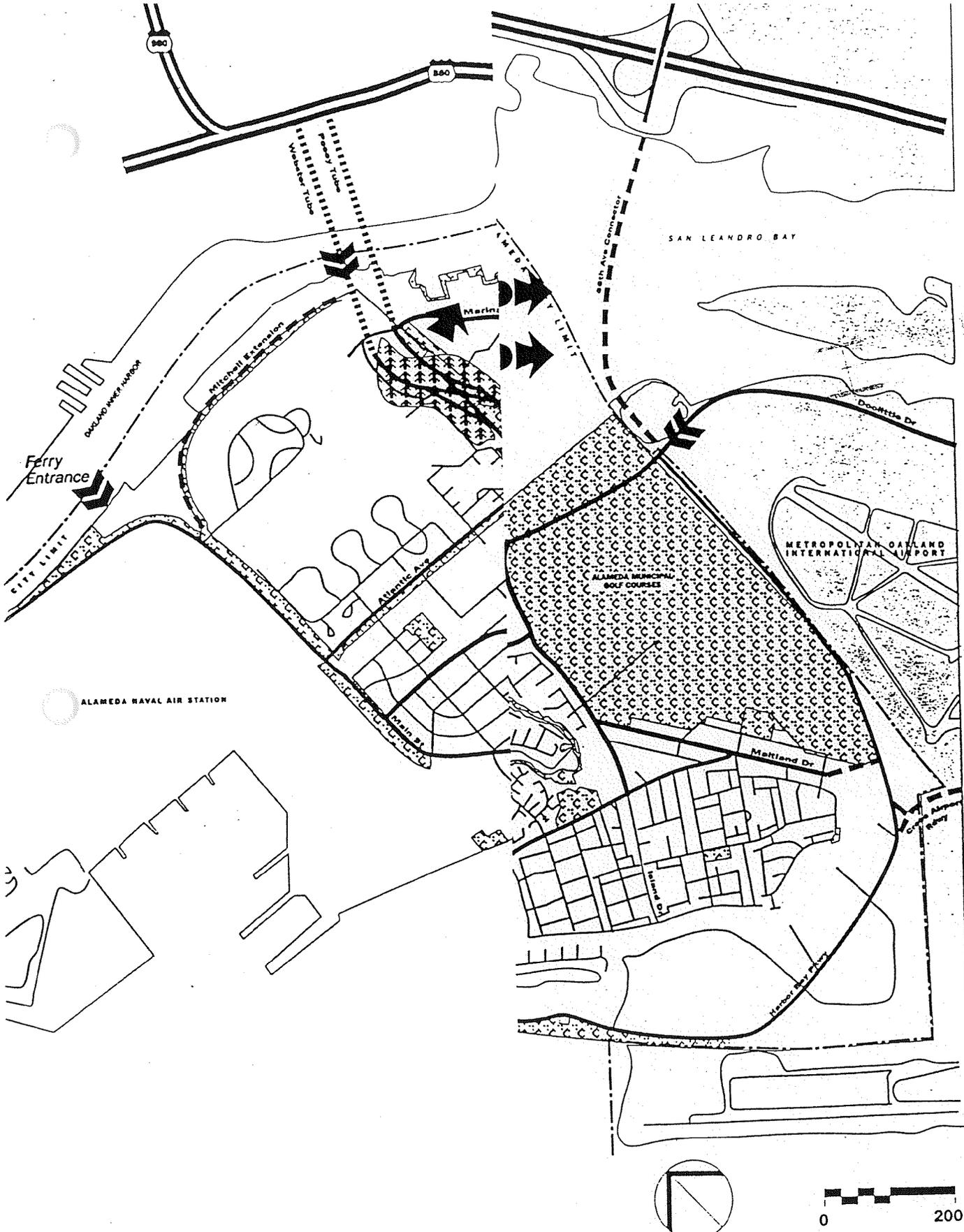
3.3.k

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.)





of Alameda - **Figure 3-1**
City Design Framework

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 the Neo-classical style and the Elks Club in the Colonial Revival style, could contribute to the design theme of the Civic Center.

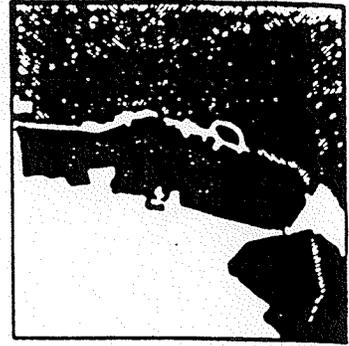
Implementing Policies: Civic Center

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 pedestrianway 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.



City of Alameda

*General
Plan*

4 Transportation Element

4 TRANSPORTATION ELEMENT

Although Alameda has about nine jobs for every 10 workers, 71 percent of employed residents worked outside the City in 1980. Twenty percent of out-commuters used transit, but only 6 percent of employed residents who worked in Alameda took the bus. By 2010 the number of Alameda jobs is projected to exceed the number of employed residents, and the share of out-commuters may be slightly reduced. Morning and evening peak hours will continue to strain the capacity of the five existing connections to the East Bay mainland and the Bay Farm Island bridge. About three-quarters of the 18,600 projected new jobs will be in Harbor Bay Business Park.

TRANSPORTATION ISSUES

Because virtually every street in Alameda is a residential street, traffic is a major issue. After considering possible ways to avoid congestion by increasing the capacity of routes across the Main Island, participants at a General Plan workshop, the Planning Board, and the City Council rejected this solution. Alternatives to the single-occupant automobile, limiting street capacity, and new routes between I-880 Freeway and Bay Farm Island were seen as desirable alternatives. Current (1990) conceptual studies for a second Bay crossing being conducted by the Metropolitan Transportation Commission could threaten Alameda's freeway-free character, as did similar proposals 20 years ago.

4.1 STREET SYSTEM

Excepting South Shore and a portion of Fernside, the Main Island street system is a 19th-century grid featuring wide east-west boulevards that carried street car tracks and two north-south commercial streets -- Webster Street and Park Street -- that are the principal connections to the mainland. Recent construction of Constitution Way diverts traffic from Webster Street to Eighth Street. Traffic is dispersed because drivers have a choice of routes to most destinations. Bay Farm Island, most of which was planned in the 1970s, is dominated by landscaped arterial streets; access to homes is from collector streets and cul-de-sacs. (See Figure 4-1, Street and Transit System.)

MEASURING CONGESTION

Table 4-1 defines traffic Levels of Service (LOS). LOS C is a desirable goal, but most cities in metropolitan areas experience LOS D or worse at some intersections during peak commute hours.

**TABLE 4-1
SERVICE LEVEL DEFINITIONS
FOR SIGNALIZED INTERSECTIONS**

Level Of Service	Description
A	Describes operations with very low delay, i.e., less than 5 seconds per vehicle. This occurs when signal timing is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all.
B	Describes operations with delay in the range of 5.1 to 15.0 seconds per vehicle. This generally occurs with good signal timing and/or short cycle lengths.* More vehicles stop than for LOS A, causing higher levels of average delay.
C	Describes operations with delay in the range of 15.1 to 25.0 seconds per vehicle. These higher delays may result from fair signal timing and/or longer cycle lengths. Some vehicles may wait for more than one cycle of the signal. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Describes operations with delay in the range of 25.1 to 40.0 seconds per vehicle. At level "D", the influence of congestion becomes more noticeable. Long delays may result from some combination of unfavorable progression, long cycle lengths, or high volume/capacity ratios. Many vehicles stop, and many will wait through more than one cycle of the signal. The City of Alameda would prefer that all intersections operate at Level of Service D or better.
E	Describes operations with delay in the range of 40.1 to 60.0 seconds per vehicle. These high delay values generally indicate poor signal timing, long cycle lengths, and high volume/capacity ratios. Many more vehicles will wait through more than one cycle of the signal.
F	Describes operations with delay in excess of 60.0 seconds per vehicle. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. Poor signal timing and long cycle lengths may also be major contributing causes to such delay levels.

*"Cycle length" indicates the amount of time between the beginning of one green light and the beginning of the next green light.

Sources: Transportation Research Board, *Highway Capacity Manual*, 1985.

PROJECTING FUTURE TRAFFIC

The average daily traffic (ADT) illustrated for street segments in Figure 4-1 and the Levels of Service (LOS) for intersections listed in Table 4-2 describe conditions that would exist at buildout (assumed to occur in 2010) if 1990 travel habits remain unchanged. Buildout service levels of D or below indicate the importance of increasing transit use and implementing a Transportation Systems Management (TSM) program.

Projections were prepared by adding trips that would be generated by anticipated development in Table 2-6 (Land Use Element) to traffic volumes measured during 1988-89, and accounting for diversion resulting from construction of the 66th Avenue Connector and the Cross-Airport Roadway. Recent traffic studies prepared for the City were also used. (See bibliography accompanying the General Plan EIR.)

Guiding Policies: Street System

- 4.1.a Designate a system of major streets and minor streets as a basis for managing traffic to minimize intrusion in residential neighborhoods.

The street system shown on the General Plan Diagram and in Figure 4-1 indicates major streets and minor streets. Unless the functions of streets are determined by General Plan policy, there is no justification for traffic control measures that shift traffic from one street to another.

- 4.1.b Encourage traffic within, to, and through Alameda to use the system of major streets by providing traffic control measures to ensure smooth flow.

Examples include provision of left-turn lanes, limiting left turns, and signal timing.

- 4.1.c Do not increase through-traffic capacity on the Main Island.

Capacity increases would disrupt neighborhoods, would attract more traffic, and would dissuade pedestrians and bicyclists.

**TABLE 4-2
INTERSECTION SERVICE LEVEL EVALUATION
EXISTING CONDITIONS AND BUILDOUT**

Intersection	P.M. Peak Hour	
	1988-89 Service Level	Buildout Service Level With Mitigation
Main & Atlantic Avenue	C	D ¹
Third & Atlantic Avenue	B	C
Poggi & Atlantic Avenue	B	C
Webster Street & Atlantic Avenue	B ²	D ^{1,3}
Constitution Way & Atlantic Avenue	A	A
Park & Clement (1)	D	C
Fernside & High Street	C	A-B
Webster & Buena Vista	A-B	B
Constitution Way & Buena Vista	A-B	C
Sherman & Buena Vista	C	C
Grand & Buena Vista	C	A
Oak & Buena Vista	A	A
Park & Buena Vista (2)	D	D
Tilden & Buena Vista	A	A
Main & Pacific (3)	B	D
Third & Pacific	A	A
Webster & Lincoln	A-B	A
Constitution Way & Lincoln	A	C
Sherman & Lincoln	A	C
Grand & Lincoln	A	C
Oak & Lincoln	A	B
Park & Lincoln	C	D
Grand & Santa Clara	B	C
Oak & Santa Clara	B	C
Park & Santa Clara	C	D
Broadway & Santa Clara	C	C
High & Santa Clara	A	A
Ballena Bay & Central	A	C
Webster & Central (4)	B-C	D
8th & Central (5)	C	E/F
Sherman & Central	A	A
Grand & Central (6)	C	D-E
Oak & Central	A	A

Continued

Table 4-2, Continued

Intersection	P.M. Peak Hour	
	1988-89 Service Level	Buildout Service Level With Mitigation
Park & Central	C	C
Broadway & Central	A	A
Grand & Encinal	A	C
Oak & Encinal	A	A
Park & Encinal	B	B
Broadway & Encinal	A	A
Westline & Otis (7)	C	D
Grand & Otis	B	B
Park & Otis (8)	E	D
Broadway & Otis	B	B
High & Otis	D	C
Broadway & Bayview	A	A
Fernside & Otis	D	D
Doolittle & Island Dr	B ⁴	E
Harbor Bay Pkwy & Doolittle (9)	A	E-F
Island & Bridgeway	A	B
Harbor Bay Pkwy & Maitland (9)	A	F
Island & Mecartney	A	A
Harbor Bay Pkwy & Cross-Airport Rdwy (9)	N/A	F

- Notes:
- ¹A.M. non-Navy peak exceeds P.M. peak.
 - ²Intersection at Level D in A.M. Peak Hour
 - ³Due to accident record, non-optimum signal phasing is required and LOS will decline.
 - ⁴Observations in the A.M. Peak Hour suggest an LOS range of E to F for this intersection.

Parenthetical numbers listed after intersections are cross-referenced to projects required to achieve buildout service levels, as shown in Table 4-3.

Projections are based on previous traffic studies for the eastern and western ends of the City (Abrams Associates, 1988; Fehr and Peers, 1987); growth at intersections not included in above reports at .5 percent per year; and additional development as proposed by the General Plan. Manual estimates of traffic diversion to the 66th Avenue crossing were prepared. Level of Service calculations follow Highway Research Board, Circular 212, planning method.

**TABLE 4-3
PROJECTS REQUIRED TO
ACHIEVE BUILDOUT SERVICE LEVELS**

1. Provide either an eastbound left-turn lane on Clement or left-turn lanes in each direction on Park.
 2. Provide either an eastbound left-turn lane on Buena Vista or left-turn lanes in each direction on Park.
 3. Additional southbound left-turn lane on Main at Pacific may be required.
 4. Re-stripe to provide one eastbound left- and one eastbound through-lane on Central at Webster.
 5. Eighth and Central intersection will be at the physical limit of its capacity. Converting Eighth Street to one-way northbound could improve LOS, but would not completely mitigate.
 6. Restriping to provide left-turn lanes on Central at Grand would allow this intersection to operate at LOS D.
 7. Restriping to make use of all available pavement would allow the intersection of Otis and Westline to operate at LOS D.
 8. To achieve Service Level D operations at Park and Otis would require an additional southbound lane on Park Street. The physical constraints of this location may not permit any increase in capacity.
 9. Computations of Service Level are based on the very generalized estimates of traffic volumes on the 66th Avenue-connector and on the Cross-Airport Roadway.
 - a. Geometrics for Harbor Bay Parkway at Doolittle Drive reflect constraints due to wetlands.
 - b. Non-optimum signal timing at Harbor Bay Parkway at Maitland Drive is assumed due to deliberate efforts to discourage through-traffic on Maitland Drive.
-

- 4.1.d Oppose construction of any auto-oriented bridge, tunnel, or tube crossing of San Francisco Bay (southern crossing) that would connect with Alameda or would be above water level within Alameda.

One of seven alternative Bay crossings recommended for further study by a report prepared for the Metropolitan Transportation Commission (MTC) would cause unacceptable disruption to Alameda.

- 4.1.e Minimize vehicle trips to and from Harbor Bay Business Park that must cross the Main Island by providing alternative connections to I-880 Freeway and by applying Transportation Systems Management (TSM) techniques.

Traffic projections indicate that both measures will be necessary if buildout is to be reached without causing severe congestion.

- 4.1.f Support construction of a Cross-Airport Roadway if net benefit to Alameda can be demonstrated. The Roadway should begin at a junction with Harbor Bay Parkway south of Maitland Drive and end at I-880 Freeway in the vicinity of 98th Avenue.

The General Plan Diagram shows an approximate alignment. The City is committed by development agreement with Harbor Bay Isle to support construction if net benefit is demonstrated. Net benefit is not defined, but one component would be reduced environmental impact by traffic in Alameda neighborhoods as compared with a "no project" alternative. The traffic analysis prepared for the General Plan indicates that the project would improve traffic service levels on the Main Island. The Cross-Airport Roadway is eligible for partial funding from Alameda County's half-cent transportation sales tax (Measure B).

- 4.1.g Support construction of a crossing under San Leandro Bay connecting Harbor Bay Parkway and the 66th Avenue interchange with I-880 Freeway.

This would provide the most direct access for Harbor Bay Business Park workers and would minimize impacts of the Business Park on Alameda's streets. An inter-agency study (1986) estimated the cost at \$120 million for a tube. The General Plan traffic analysis indicates that it may be possible to construct an at-grade intersection at Harbor Bay Parkway and Doolittle Drive that would operate acceptable, but an interchange may be necessary to avoid

filling wetlands. More detailed traffic forecasts and cost estimates should be prepared prior to further commitment to this project.

- 4.1.h Plan for a new street connection between Main Street and Mariner Square Loop through the Naval Supply Center in the vicinity of B Avenue.

This route is needed to relieve projected congestion on Atlantic Avenue and to improve access to Alameda Gateway.

Implementing Policies: Street System

- 4.1.i Develop a program to restrict through-traffic on minor streets where it becomes a problem for residents.

Techniques for restricting through-traffic include stop signs, speed limitations and physical alterations such as road narrowing and speed bumps.

- 4.1.j Improve traffic flow on Park Street by prohibiting left turns or providing turn lanes at selected intersections. Conduct a traffic flow study to determine the most appropriate measures.

Loss of some curb parking would be more than compensated by greater convenience for shoppers.

- 4.1.k Study the potential for improving traffic flow by one-way or offset operation of a Webster Street-Eighth Street couplet, preferential signal timing (whether a couplet or not), or by widening Webster Street 4 feet to achieve acceptable minimum widths.

- 4.1.l Design the Cross-Airport Roadway to avoid attracting traffic through the residential neighborhood along Maitland Drive.

An offset intersection or continuous median or other traffic control measures on Harbor Bay Parkway may be needed to prevent 4,000-5,000 cars per day from using Maitland Drive to reach the Cross-Airport Roadway.

- 4.1.m Implement projects listed in Table 4-3 to achieve buildout service levels listed in Table 4-2.

- 4.1.n Evaluate the need for Atlantic Avenue extension to ensure that if the Beltline service were to be terminated, the right-of-way would not be re-used for a purpose other than extension of Atlantic Avenue.

4.2 TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

TSM is a term used to describe programs that reduce the use of single-occupant vehicles during peak travel hours by encouraging or requiring use of alternative travel modes or travel times.

Guiding Policy: Transportation Systems Management

- 4.2.a Recognizing that buildout of the City will result in unacceptable congestion unless 1990 travel habits are altered, Alameda is committed to de-emphasizing use of the single-occupant vehicle (SOV) during peak periods.

Projections of traffic in Table 4-2 show that several intersections would operate at Level of Service E or F if current driving habits were to prevail at buildout in accord with the General Plan.

Implementing Policy: Transportation Systems Management

- 4.2.b Diligently administer the Transportation Systems Management Ordinance adopted in 1990.

Starting from a presumption that all employees are single-occupant vehicle (SOV) users, the ordinance requires a 10 percent reduction in the first year, increasing in steps to 30 percent in the fifth year. The ordinance requires that incentives be offered to employees. If, after 10 years, the objectives are not met, a fee is to be collected for parking at employment centers and redistributed to employees who use non-SOV travel modes.

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4.3 TRANSIT

Alameda was developed as a transit-dependent city and had excellent rail and ferry service until the eve of World War II. Currently AC Transit operates nine lines and nearly everyone on the Main Island is within a quarter-mile of a bus stop. The City's relatively high residential density makes better service and a larger share of transit trips feasible.

Guiding Policies: Transit

- 4.3.a Support AC Transit's current (1990) route restructuring plan for local and express bus service.

Additional express and limited service will aid longer trips; articulated buses, small buses, and vans will scale service to demand and street width.

- 4.3.b Encourage AC Transit to maintain a dialogue with Alameda to ensure continued high levels of coverage and transit frequency.

- 4.3.c Support AC Transit's preliminary concept of a light rail line connecting downtown Oakland, BART stations and Oakland Airport with the route passing through Alameda.

A proposed route would be along Webster Street, Central Avenue, Encinal Avenue, Park Street, Otis Drive, Island Drive, Mecartney Road, Harbor Bay Parkway, and the Cross-Airport Roadway.

- 4.3.d Develop transit-oriented streets where feasible.

A transit-oriented street favors buses over automobile traffic by means including signal priority, discouragement of through-traffic, red zones prohibiting parking at bus stops, and curb modification to bring the bus stop to the transit lane rather than requiring buses to move in to the curb. Candidate transit streets include Santa Clara Avenue from Third Street to High Street, Central Avenue from Encinal Avenue to High Street, and Webster Street from Atlantic Avenue to Central Avenue.

- 4.3.e Encourage AC Transit to consider Transit Centers to facilitate transfers at the following locations: South Shore Center, vicinity of Blanding and Broadway, along Webster Street, and at the Alameda Gateway and Harbor Bay Isle ferry terminals.

- 4.3.f Support ferry service as an effective means of reducing demand for greater road capacity, offering commute alternatives, and minimizing pollution.

Ferries making seven round trips from Alameda Gateway to Jack London Square and San Francisco carried 350 to 450 persons (one-way trips) per weekday and 540 on weekends in mid 1990. Ferry service between Harbor Bay Business Park and San Francisco is scheduled to start in July 1991.

- 4.3.g Work with the Metropolitan Transportation Commission to secure and maintain needed subsidies for ferry service from Federal and State highway or transit funds.

- 4.3.h Work toward integrating a Citywide demand responsive shuttle service, which incorporates para-transit, BART, AC Transit, Dial-A-Ride, and shopper needs.

- 4.3.i Seek both technologies and service providers capable of expanding transit use in Alameda.

Technologies may range from light rail to subsidized taxis or vans. Providers could be the City, AC Transit, or for-profit operators stimulated by new demand or subsidies.

4.4 PEDESTRIAN ROUTES

Varied architecture, moderate block sizes, sidewalks, and street trees make Alameda a pleasant place for walkers.

Guiding Policies: Pedestrian Routes

- 4.4.a Ensure that automobile circulation improvements do not degrade the pedestrian environment.

Excessive lane widths, large medians, added turn lanes, wide driveways, and parking lots that do not include designated pedestrian paths create tension for walkers. Addition of medians, curb extensions to the edge of the travel lane at intersections, and similar amenities such as landscaping would improve pedestrian safety and enjoyment, and decrease the amount of time pedestrians must look out for cars.

- 4.4.b Provide space for pedestrian, wheelchair, and bicycle crossing on both sides, if feasible, as part of any modification to bridges providing access to and within the City.
- 4.4.c Identify potential conflicts between bicyclists and pedestrians and develop projects to minimize such conflicts (e.g. BFI Bridge and Shoreline paths).



Shoreline Park on Bay Farm Island has a two-mile path for walkers and joggers.

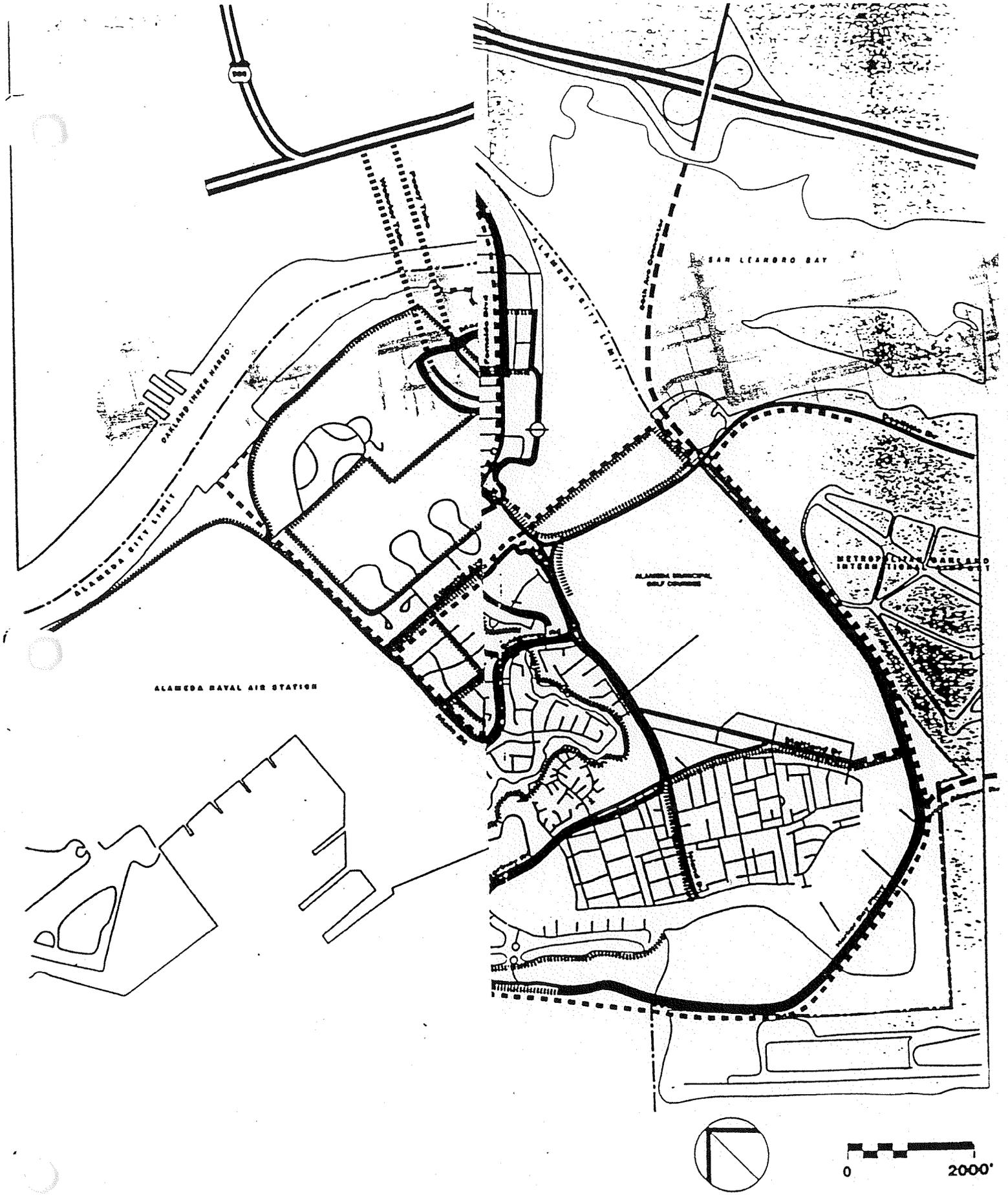
4.5 BIKEWAYS

Flat terrain, wide streets, and car parking shortages provide ideal conditions to encourage more bike use. (See Figure 4-2, Bikeways/Bay Trail.)

Guiding Policies: Bikeways

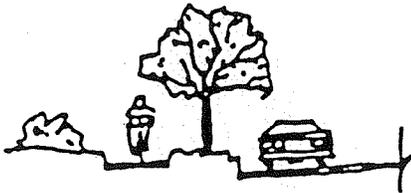
- 4.5.a Provide a system of bike paths, bike lanes, and bike routes that will encourage both commute and recreational cycling.

Figure 4-2, Bikeways/Bay Trail, proposes a bikeways system. See next page for three classes of bikeways.

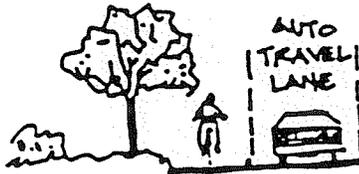


City of Alameda - **Figure 4-2**
Bikeways/Bay Trail

Bicycle Paths are defined as separate, off-street paths or trails (Class I).



Bicycle Lanes are separated from automobile traffic by a lane marking on the street. Caltrans Design Standards specify a 4-foot minimum paved roadway with a 4-inch stripe separating bicycles and motorized vehicles (Class II).



Bicycle Routes are on-street bikeways designated by sign only (Class III).



- 4.5.b Maintain communication between bike riders and City staff responsible for bikeways design and budgeting to ensure effective use of available funds.
- 4.5.c Encourage transit systems to provide bike transport for commuter and recreational cyclists.
- 4.5.d Consider providing public amenities for bicycle riders such as staging areas with bicycle lockers at transit connections.

Implementing Policies: Bikeways

- 4.5.e Require places of employment to provide ample, safe storage for bikes.
- 4.5.f Prepare a bikeways implementation program that includes priorities and a schedule.
- 4.5.g Publish and distribute a map showing existing and proposed bikeways in Alameda.
- 4.5.h Establish a formal bike committee to update and prioritize projects.
- 4.5.i Provide a separate bicycle facility parallel to the Bay Farm Island Bridge.

4.6 MOVEMENT OF GOODS

A central location in the metropolitan area and excellent, competitive transportation systems have enabled Alameda to retain industrial firms that are significant contributors to economic stability and social diversity.

Guiding Policies: Movement of Goods

- 4.6.a Support the MTC/BCDC Seaport Plan proposals to retain Port Priority Use capability at Encinal Terminals and Alameda Gateway.

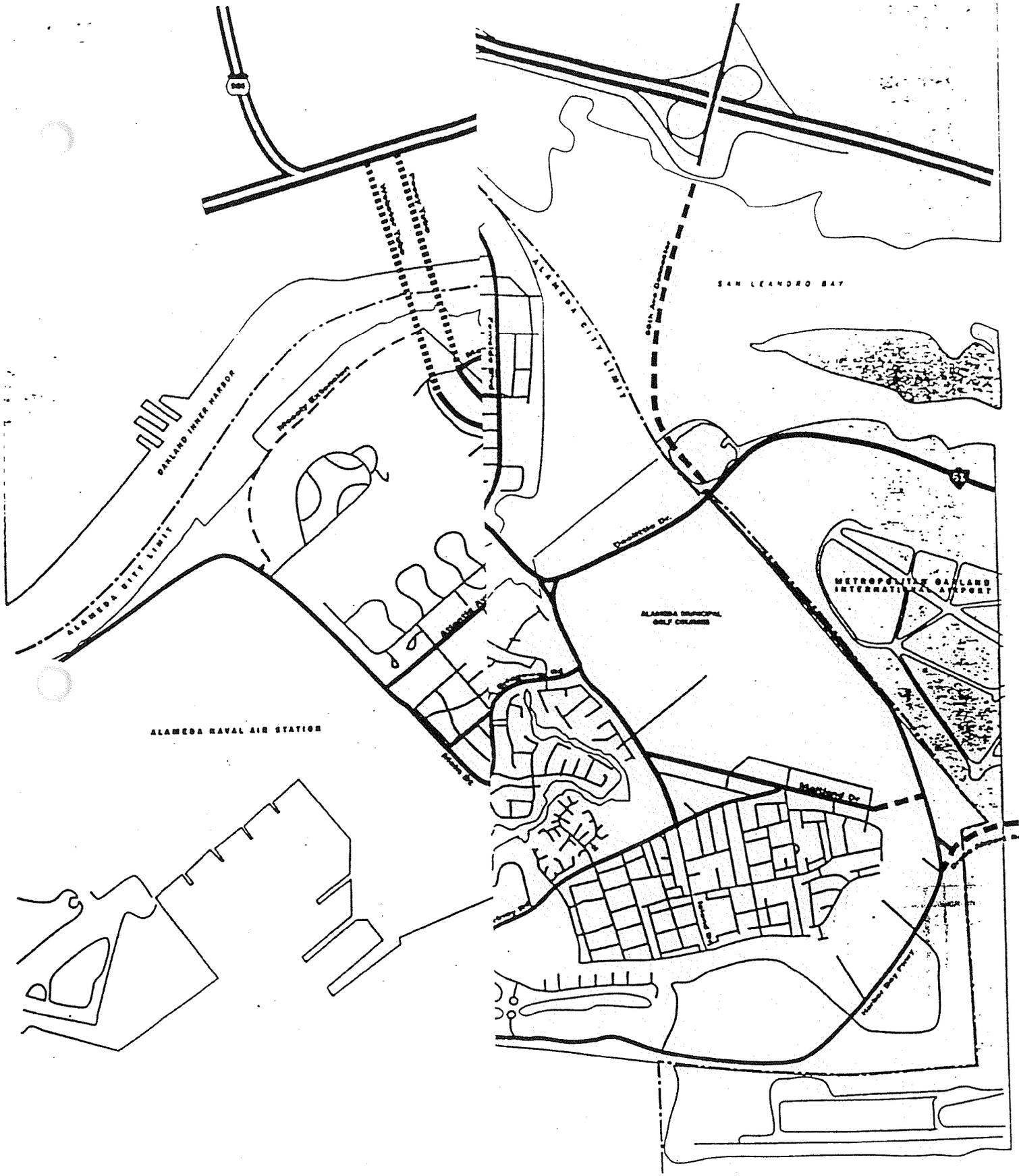
Port access is essential to existing Alameda industries. If these port sites were lost, creation of additional ports when needed would cause unnecessary environmental damage to San Francisco Bay.

- 4.6.b Support continued rail service by the Alameda Belt Line.

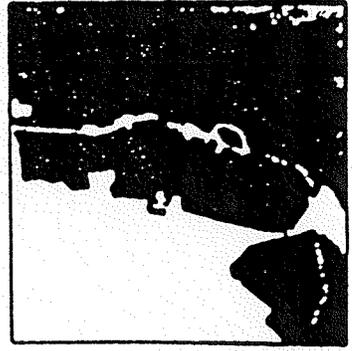
The Belt Line is an independent railroad owned jointly by the Southern Pacific and Union Pacific railroads. It serves six firms in Alameda: Del Monte, Weyerhaeuser, Alameda Liquid Bulk, Pennzoil, Encinal Terminals and Georgia Pacific.

- 4.6.c Maintain a system of truck routes that enables efficient deliveries with minimum disturbance of residential neighborhoods.

See Figure 4-3. Truck Routes.



City of Alameda - Figure 4-3
Truck Routes



City of Alameda

***General
Plan***

5 Open Space and Conservation Element

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.

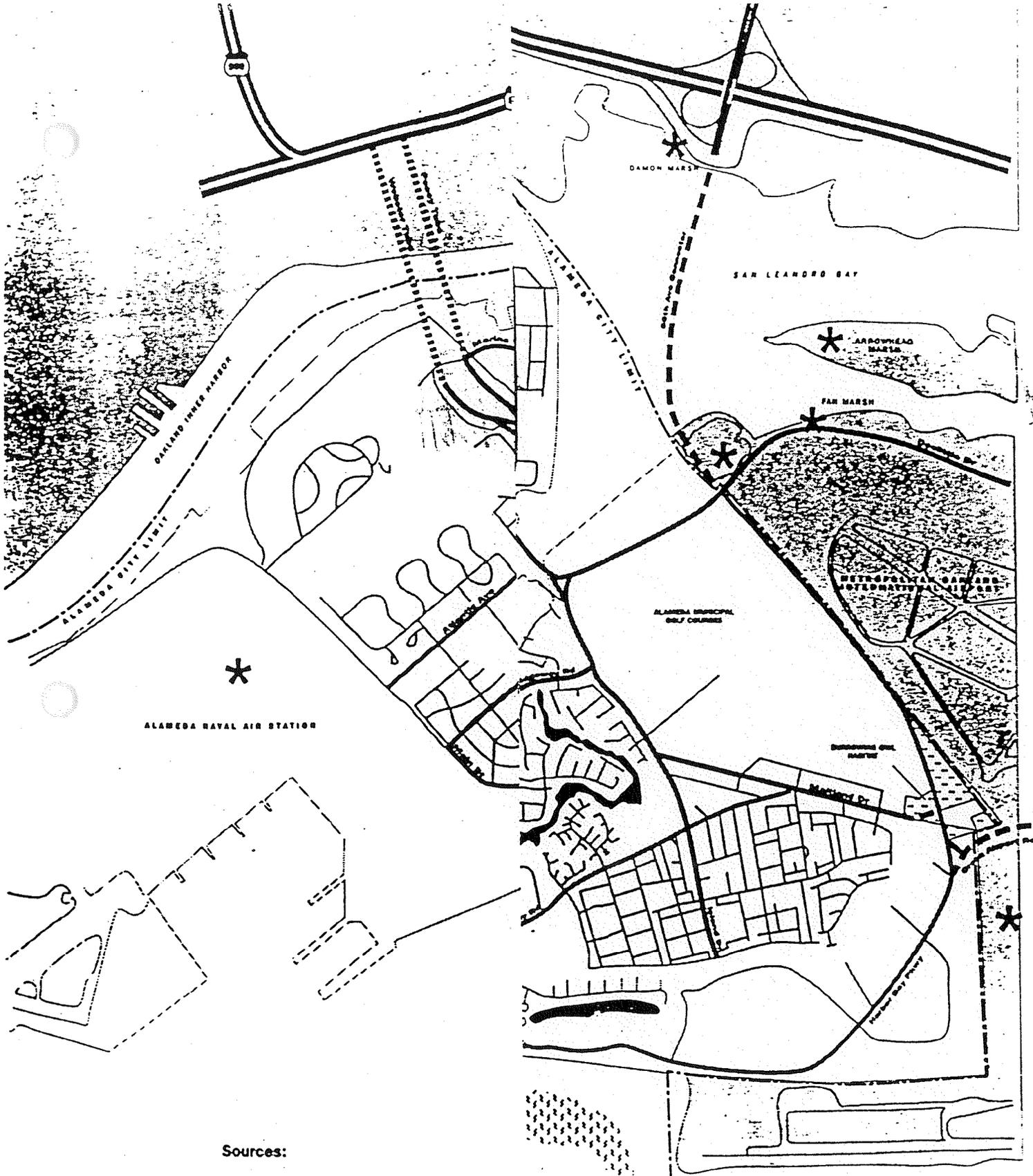
WATER-RELATED HABITAT

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



Sources:

Dr. Chris Kitting, Biologist, CSU Hayward,

Sandy Wyllie Echeverria and Patrick J. Ru
(Zostera marina L.) in San Francisco/San
 Fisheries Service, Southwest Region, Oct

LSA, *Biological Report: Harbor Bay Ferry*
 of Alameda, January 1990. Includes Fig
 Approach Route (eelgrass bed locations)
 Figure 8. Transect Locations, Pacific Aeri
 Vicinity, June 1989.

City of Alameda - **Figure 5-1**
Environmental Resources

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 and 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 the NAS 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 was signed in 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.

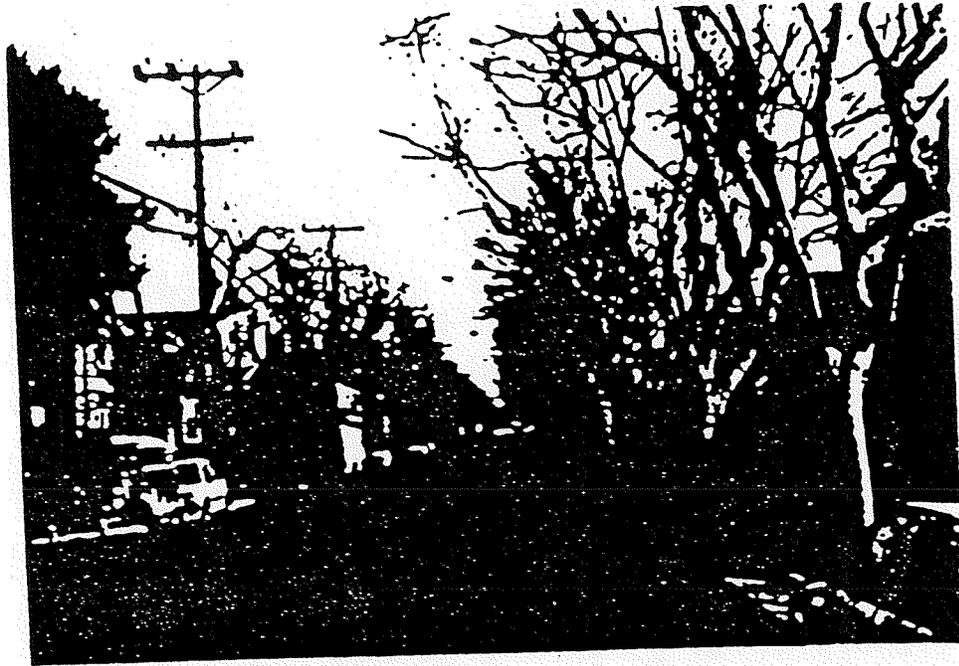
A Reclamation Master Plan, under preparation in 1991, will govern EBMUD's wastewater reclamation program until the year 2000. The Reclamation Master Plan may call for new development within the service area -- including Alameda -- to design irrigation systems to use reclaimed wastewater, where available 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.



Large trees give Central Avenue stately character.

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 flavimanus*)

American Shad
(*Alosa sapidissima*)

Speckled Sanddab
(*Citharichthys stigmaeus*)

Shiner Surfperch
(*Cymatogaster aggregata*)

White Croaker
(*Genyonemus lineatus*)

Staghorn Sculpin
(*Leptocottus armatus*)

Bat Ray
(*Myliobatus californicus*)

Starry Flounder
(*Platichthys stellatus*)

Striped Bass
(*Roccus saxatilis*)

Leopard Shark
(*Triakis semifasciata*)

Dungeness Crab
(*Cancer magister*)

Oriental Shrimp
(*Palaemon macrodactylus*)

White Sturgeon
(*Acipenser transmontanus*)

Jacksmelt
(*Atherinopsis californiensis*)

Pacific Herring
(*Clupea harengus*)

Northern Anchovy
(*Engraulis mordax*)

Bay Goby
(*Lepidogobius lepidus*)

Brown Smoothhound
(*Mustelus henlei*)

English Sole
(*Parophrys vetulus*)

Northern Midshipman
(*Porichthys notatus*)

Longfin Smelt
(*Spirinchus thaleichthys*)

Bay Shrimp
(*Crangon* sp.)

Mud Crab
(*Hemigrapsus oregonensis*)

Spider Crab
(*Pyromaia tuberculata*)

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 the Naval Air Station 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 which is 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-oriented and land-oriented bird species. According to them, shore-inhabiting birds which have been observed around Alameda include:

Snowy Plover
(*Charadrius alexandrinus nivosus*)

California Brown Pelican
(*Pelicanus occidentalis*)

Harlequin Duck
(*Histrionicus histrionicus*)

Northern Harrier
(*Circus cyaneus*)

California Gull
(*Larus californicus*)

Elegant Tern
(*Sterna elegans*)

Common Loon
(*Gavia immer*)

Double-breasted Cormorant
(*Phalacrocorax auritus*)

Barrow's Goldeneye
(*Bucephala islandica*)

California Black Rail
(*Laterallus jamaicensis*)

Salt Marsh Yellowthroat
(*Geothlypis trichas sinuosa*)

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 a 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 may still be present. However, trapping efforts in 1985 were unsuccessful. 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 street trees, with the London Plane Tree (*Platanus acerifolia*) constituting 16 percent of the total Alameda urban forest. The Ginkgo (*Ginkgo 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 will not be 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 Urge the NAS to promptly clean up toxic materials found on-site.

The Naval Air Station has begun a program to identify the options for the clean-up of the 20 toxic sites under its jurisdiction.

- 5.1.g Support BCDC in their efforts to implement a regional dredging plan.

A recent Assembly Bill would have allowed preparation of a San Francisco Bay Regional Dredging Plan, to address regional needs and outline a strategy for reducing water quality problems caused by contaminants in dredged material, evaluate disposal options, and implement pollutant testing procedures. Although the Bill did not pass, BCDC plans to pursue the objectives of the proposed legislation, and may support reintroduction of the bill, introduction of new legislation, or another solution. An accepted management plan would likely become part of BCDC's Bay Plan and the RWQCB's Basin Plan.

- 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. The largest consumer of water on the Main Island is the NAS, which was able to cut its consumption by 44 percent between 1986 and 1989, from nearly 100 million gallons to 56 million gallons.

- 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.

5.2 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 AND SAFETY

The proximity of the Naval Air Station and 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 5-1
AIR POLLUTION AT THE BAAQMD'S
OAKLAND AND SAN LEANDRO STATIONS 1987 AND 1988;
and AMBIENT AIR QUALITY STANDARDS**

	O ₃ Days			CO	
	MA	NTL	CA	MA	Days NTL
1987 (Oakland)	9	0	0	4.9	0
1987 (San Leandro)	9	0	0	--	--
1988 (Oakland)	10	0	1	6.0	0
1988 (San Leandro)	8	0	0	--	--
Averaging Time	1 hour			8 hours	
California Ambient Air Quality Standards	9			9	
Federal Ambient Air Quality Standards	12			9	

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).

O₃ (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 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 Naval Air Station 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 NAS Alameda. The 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. 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 archaeological and architectural. Historic archaeological 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 archaeological 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.



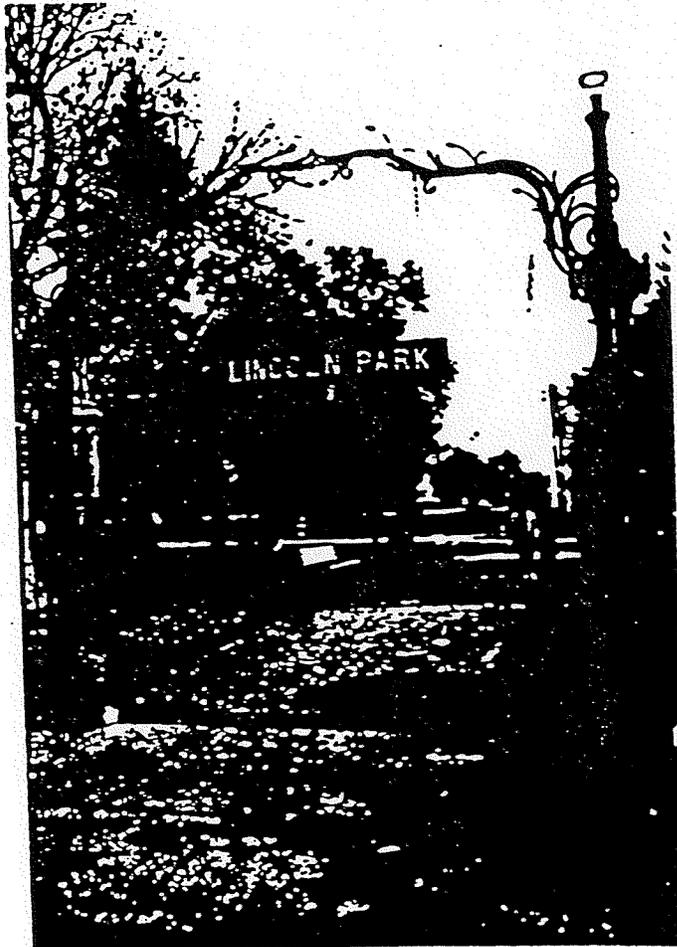
City of Alameda

***General
Plan***

***6 Parks and Recreation,
Shoreline Access, Schools
and Cultural Facilities Element***

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.



Four community parks provide large, green spaces in a densely-built city.

6.1 PARKS AND RECREATION

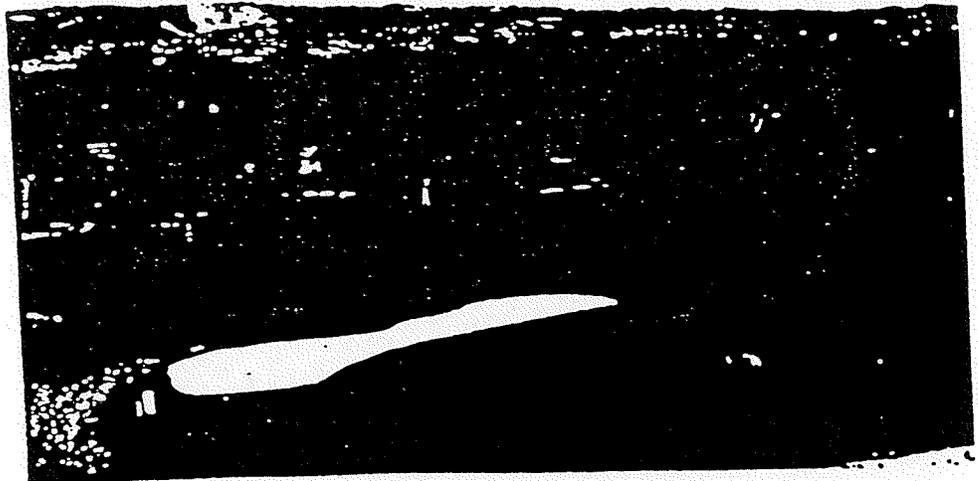
Five categories of park and recreational open space exist in Alameda:

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.



Alameda Municipal Golf Courses are among the most popular in the Bay Area.

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. Figure 6-1 shows parks and recreation facilities.

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) and not counting group quarters population, a majority of which is housed in Alameda Naval Air Station bachelor quarters, 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**

Type/Name	Acres	Planning Sector	Status(s)
Neighborhood Parks			
Buena Vista	3.6	West Central	D
Franklin	3.0	West Central	D
Godfrey	5.4	Bay Farm Island	D
Jackson	2.3	East End	D
Longfellow	1.1	West End	D
McKinley	1.2	East Central	D
Neptune	3.5	West Central	U
Parrott Mini-Park(b)	0.2	West Central	D
Rittler	4.8	South Shore	D
Tillman	3.5	Bay Farm Island	D
Woodstock	4.2	West End	D
Subtotal	32.7		
Community Parks			
Leydecker	6.3	Bay Farm Island	D
Lincoln	7.8	East End	D
Krusi	7.9	East End	D
Washington	15.0	West Central	D
Subtotal	37.0		
Community Open Space			
Boat Launches (c)	3.5	West End, Estuary	D
Bridgeview	1.5	East End	U
Harrington Soccer Field (d)	2.0	Bay Farm Island	U
Model Airplane Field	1.3	Bay Farm Island	D
Portola Triangle	2.3	South Shore	D
Shoreline	22.0	Bay Farm Island	D/U
Subtotal	32.6		
Regional Park/Recreation Facility			
Crown Memorial Beach	80.0	South Shore	D
Municipal Golf Course	350.0	Bay Farm Island	D
Subtotal	430.0		
TOTAL	532.3		

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 AND OPEN SPACE
1990-2010**

Name	Acres	Planning Subarea	Type
Mt. Trashmore	20.0	Bay Farm Island	Community Park
Estuary Park	10.0	East Central	Community Park
Ballena Isle	6.5	West End	Community Park
Greenways (Railroad right-of-way)	15.0	West End	Greenway
Park Street Pocket	0.5	Park Street	Community Open Space
Total	52.0		

**TABLE 6-3
PARK ACREAGE PER 1,000 HOUSEHOLD RESIDENTS:
1990 and BUILDOUT**

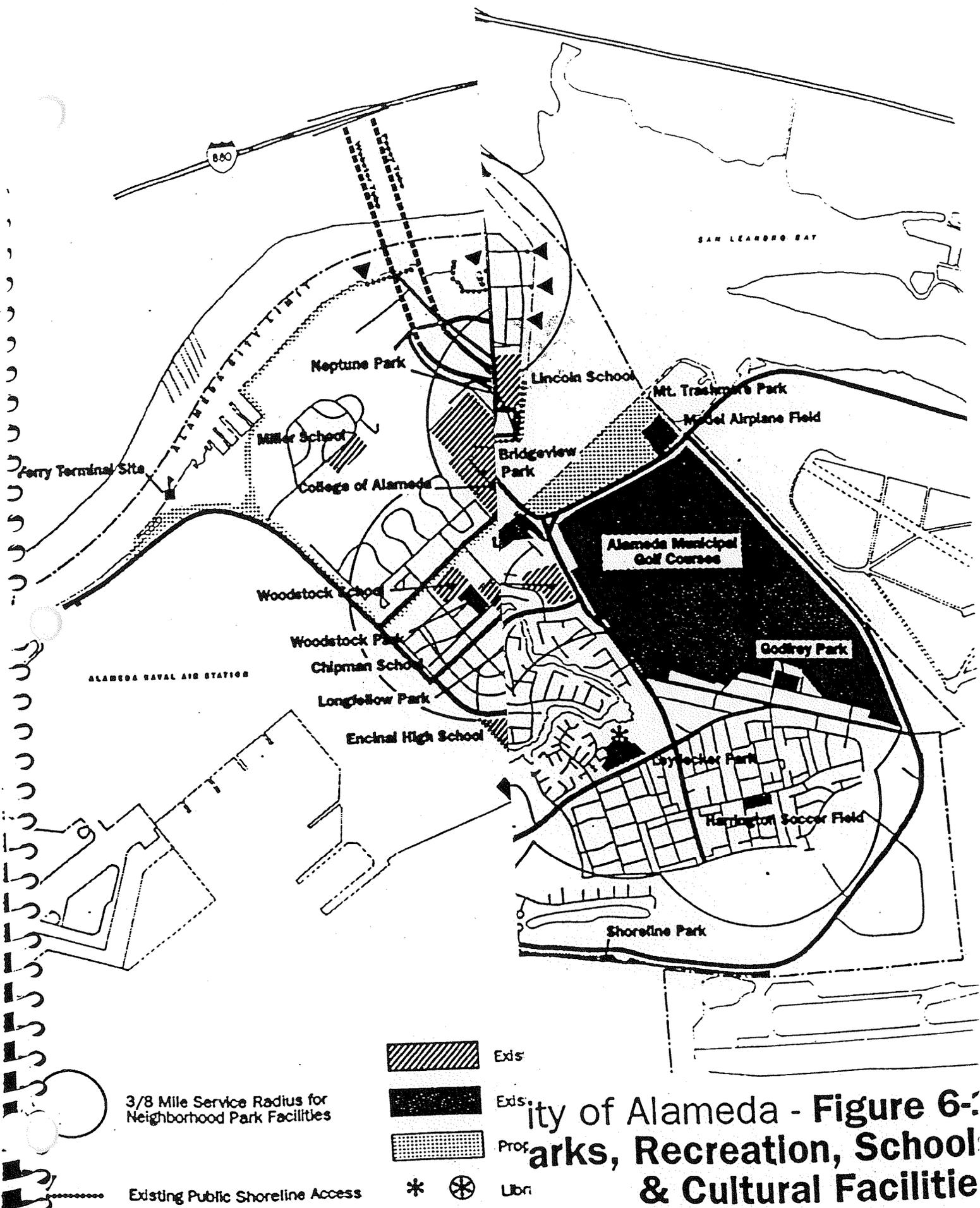
	Year 1990	Increment (Proposed)	Year 2010
Neighborhood Parks	32.7	0.0	32.7
Community Parks	37.0	36.5	73.5
School Open Space	70.0	0.0	70.0
(Table 6-5)			
Total	139.7	52.0	176.2
Household Population	69,200		76,400
Acres/1,000 Household Residents	2.0		2.3

**TABLE 6-2
PROPOSED PARKS AND OPEN SPACE
1990-2010**

Name	Acres	Planning Subareas	Type
Mt. Trashmore	20.0	Bay Farm Island	Community Park
Estuary Park	10.0	East Central	Community Park
Ballena Isle	6.5	West End	Community Park
Greenways (Railroad Right-of-way)	15.0	West End	Greenway
Beltline Rail Yard	22.0	West End	Community Open Space/Park
Park Street Pocket	0.5	Park Street	Community Open Space
Total	52.0 74		

**TABLE 6-3
PARK ACREAGE PER 1,000 HOUSEHOLD RESIDENTS:
1990 and BUILDOUT**

	Year 1990	Increment (Proposed)	Year 2010
Neighborhood Parks	32.7	0.0	32.7
Community Parks	37.0	36.5 58.5	73.5 95.5
School Open Space (Table 6-5)	70.0	0.0	70.0
Total	139.7	52.0 64.5	176.2 198.2
Household Population	69,200		76,400
Acres/1000 Household Residents	2.0		2.3 2.6



City of Alameda - Figure 6-: Parks, Recreation, School & Cultural Facilitie

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 Acquire and develop an Estuary Park of 10 or more acres.

The General Plan Diagram indicates a park along 1,400 feet of Estuary frontage west of Oak Street in Specified Mixed Use Area 5. This park will require a major funding commitment by the City, but will probably do more than any other single project to ensure Alameda's long-term quality. It could have the character of San Francisco's Marina Green and would attract all age groups to enjoy large and small boats on the Estuary, views of the Oakland skyline and hills, and active sports. The new park would serve a sector of the City that is short of park space, and would guarantee the high quality of housing proposed for the area.

- 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.



Basketball in Lincoln Park

- 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 booms 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 greenway on former railroad right-of-way east of Main Street north of Atlantic Avenue, and on the south side of Atlantic Avenue extending east to Sherman Street.

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.



Basketball in Lincoln Park

- 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 booms 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 greenway on former railroad right-of-way east of Main Street North of Atlantic Avenue, and on the South side of Atlantic Avenue extending east to Sherman Street.

Long an eyesore, the 100-foot-wide strip west of Webster Street contains an underground utility right-of-way that prevents building construction between Webster and Sherman. The greenway would occupy a portion of 22 acres 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.

A 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 ten-foot-wide bike facility would be provided along 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 clustering 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.

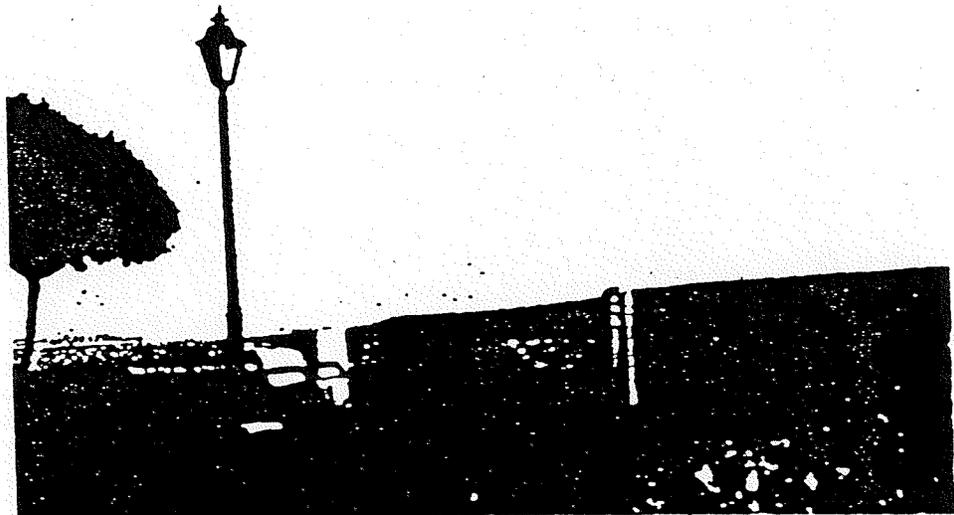
Implementing Policies: Shoreline Access and Development

- 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.



Pathway overlooking San Leandro Bay

- 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 6-4
ALAMEDA UNIFIED SCHOOL DISTRICT:
EXISTING AND PROJECTED ENROLLMENT 1990-1997**

School/Grade	Enrollment (Jan. 1990)	Permanent Capacity (Jan. 1990)	Projected Enrollment (1997)	Percent Change (1990-1997)
Earhart/K-5	645	550	484	
Edison/K-5	367	420	356	
Haight/K-5	540	532	500	
Longfellow/K-5	538	504	500	
Lum/K-5	482	504	500	
Miller/K-5	467	532	500	
Otis/K-5	431	504	356	
Paden/K-5	0	500	500	
New Bay Farm Island/K-5 ¹	0	550	484	
Washington/K-5	454	500	500	
Woodstock/K-5	583	560	500	
Subtotal	4,507	5,656	5,180	15%
Chipman/6-8	575	650	845	
Lincoln/6-8	622	650	840	
Wood/6-8	625	800	750	
Subtotal	1,822	2,100	2,435	34%
Alameda High School	1,232	1,700	1,700	
Encinal High School	1,045	1,550	1,700	
Island High School	137	200	200	
Subtotal	2,414	3,450	3,600	49%
TOTAL	8,743	11,206	11,215	28%

Note: ¹Also known as Village 4 School.
Source: Alameda Unified School District, July 1990.

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 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:
- o Making open space and recreation facilities available for community use;
 - o Offering and providing space for child care; and
 - o 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**

School/Grade	Total Campus Size (acres)	Open Space (acres)	Description of School Open Space Facilities	Adjacent City Park (acres)
Alameda Unified School District				
Earhart/K-5	8.7	5.0	Playfields	
Edison/K-5	3.2	1.4	Paved schoolyard, landscaping	
Haight/K-5	3.8	0.9	Paved schoolyard, playfield	
Longfellow/K-5	2.8	1.0	Paved schoolyard	Longfellow 1.1
Lum/K-5	4.2	1.7	Paved schoolyard, landscaping	Rittler 4.8
Miller/K-5	5.0	2.9	Paved schoolyard	
Otis/K-5	3.6	2.8	Paved schoolyard	Krusi 7.9
Paden/K-5 ^a	4.2	3.7	Paved schoolyard	
New Bay Farm Island	8.0	4.0	Paved schoolyard, landscaping	Tillman 3.5
Washington/K-5	2.6	1.4	Paved schoolyard	
Woodstock/K-5	5.3	2.5	Paved schoolyard	Woodstock 4.2
Franklin ^b	1.2	0.4	Paved schoolyard	
Subtotal	52.7	27.7		
Chipman/6-8	4.0	3.2	Paved schoolyard	Woodstock 4.2
Lincoln/6-8	12.0	2.7	Paved schoolyard, playfield	
Wood/6-8	10.1	4.5	Schoolyard, track, playfields	Rittler 4.8
Subtotal	26.1	10.4		
Alameda High	6.6	1.8	Schoolyard, landscaping	
Thompson Field	0	2.3	Playfields	McKinley 1.2
Encinal High	23.3	9.0	Extensive athletic facilities	
Island High	0.8	0.6	Paved schoolyard	
Subtotal	30.7	13.7		
Peralta Community College District				
College of Alameda	62.0	19.2		
Total	171.4	71.0		

Notes: ^aPaden School, used as an adult school, will be reopened as an elementary school.
^bFranklin School is leased to Carden Redwood School (private) until 1992-93.

6.4 CULTURAL FACILITIES

ALAMEDA FREE LIBRARY

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

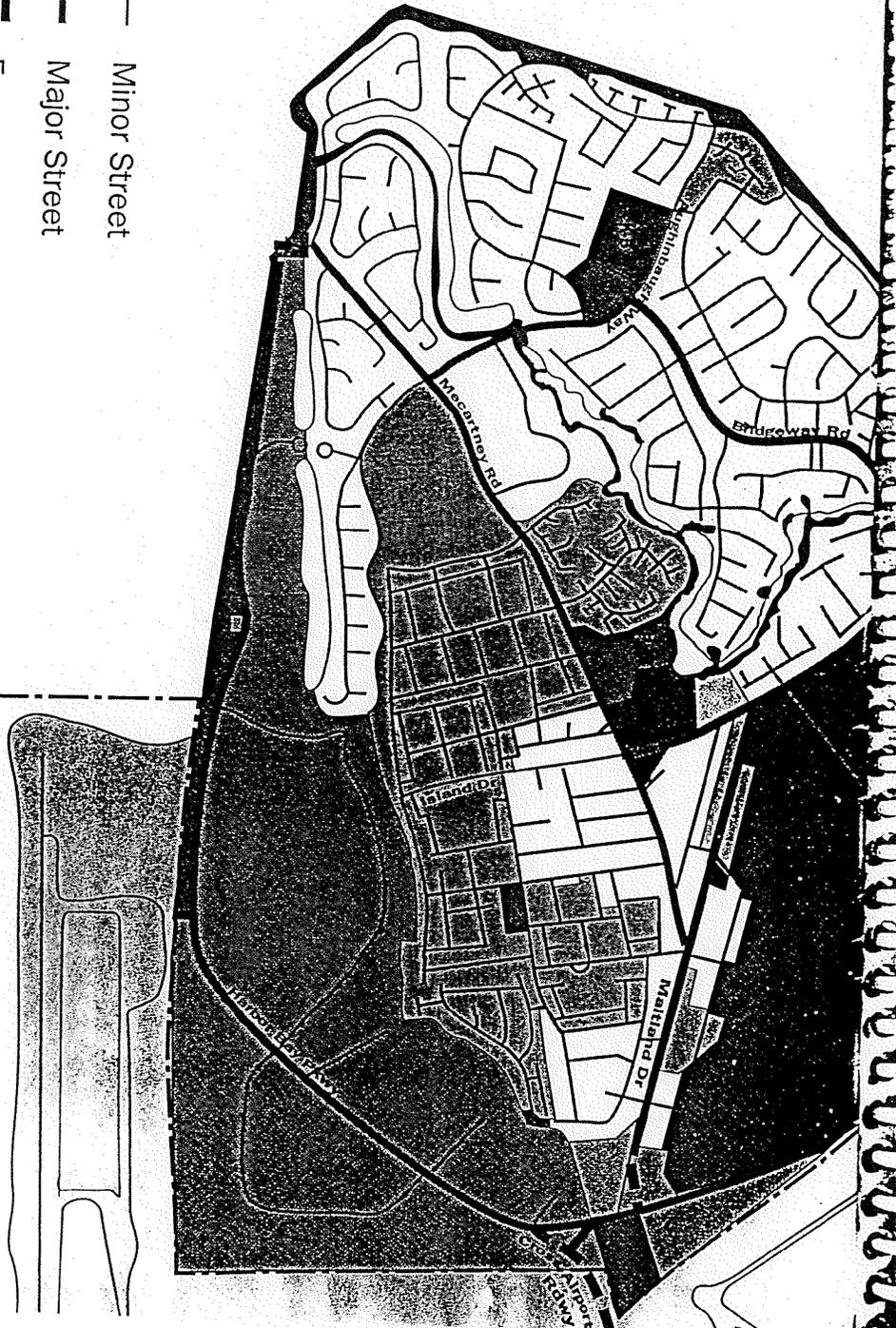
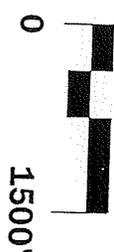
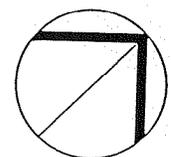
6.4.a Design the new Main Library as an important element of a future Civic Center.

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.

- Minor Street
- Major Street
- Freeway
- Proposed Roadway
- Railroad
- Ferry Terminal



City of Alameda General Plan Diagram

February 1991

SECTION 3. ALAMEDA MUNICIPAL CODES and ZONING MAP

Included with this initiative petition are the complete texts of the following zoning codes:

- 30-4.2 R-2, Two-Family Residence District
- 30-4.11 M-1, Intermediate Industrial (Manufacturing) District
- 30-4.13 PD, Planned Development Combining District
- 30-4.19 O, Open Space District

Also included with this initiative petition is the Zoning Map of the City of Alameda.

30-4.2 R-2, Two-Family Residence District.

a. *General.* The following specific regulations and the general rules set forth in Section 30-5 shall apply in all R-2 Districts, as delineated and described in the zoning maps. It is intended that this district classification be applied where two-family dwellings are or are intended to be the dominant use, as developed from density standards of the General Plan.

b. *Uses Permitted.*

1. Any number of one-family dwellings, two-family dwellings, and combinations thereof, when separated by a

- distance not less than twenty (20') feet; and uses permitted in R-1 Districts.

2. Agriculture, horticulture, home gardening, excluding retail sales of nursery products, or the raising of rabbits, dog, fowl or other animals for commercial purposes.

3. Underground and above ground utility installations for local service, except that substations, generating plants, gas holders and transmission lines must be approved by the Planning Board prior to construction.

4. Public parks, schools, playgrounds, libraries, fire stations and other public buildings and uses included in the General Plan.

5. Signs: As regulated in Section 30-6 of these regulations.

6. Multiple houses.

7. Family day care homes providing care for no more than twelve (12) children.

8. Residential care facilities providing care for no more than six (6) persons.

c. *Uses Requiring Use Permits.* It is the intent of this paragraph that the following uses shall be reviewed by the Planning Board for their appropriateness in a specific location, or for such other factors as safety, congestion, noise, and similar considerations.

1. Public parks, schools, playgrounds, libraries, fire stations and other public buildings and uses not included in the General Plan.

2. Private and religious schools, nursery schools and day care centers, churches.

3. Community care facilities not listed under uses permitted.

4. Temporary tract sales offices, advertising signs, construction offices, equipment storage yards or structures therefor, which are incidental to the development during the construction and/or sales period.

5. Bed and breakfast facilities, upon compliance with standards set forth in the

definition for bed and breakfast in Section 30-2.

6. Automobile parking lots and ancillary facilities for ferry terminals serving the general public, provided that

(a) Parking lots and ancillary facilities adjoin a commercial planned development zoned area or an industrially zoned area in which terminals are permitted;

(b) There is an entrance to the automobile parking lots and ancillary facilities for ferry terminals adjacent to nonresidential areas; and

(c) Any additional parking lot entrances adjacent to residentially zoned areas shall be allowed only if conditions are imposed to minimize the nonlocal automobile traffic to the terminal through the residential areas.

d. *Minimum Height, Bulk and Space Requirements.*

1. *Lot Area:* Not less than five thousand (5,000) square feet in all lots recorded on and after the effective date of this article, August 1, 1958. However, regardless of date of recordation, there shall be not less than two thousand (2,000) square feet of lot area for each dwelling unit, except in the case of multiple house where there shall be not less than two thousand five hundred (2,500) square feet of lot area for each dwelling unit.

2. *Lot Width:* Not less than fifty (50') feet on all lots recorded on and after the effective date of this article, August 1, 1958.

3. *Maximum Main Building Coverage:* Forty-five (45%) percent of lot area; provided, however, when the accessory garage structure is attached to the main building, the permitted lot coverage may be increased to fifty-three (53%) percent.

4. *Building Height Limit:* Two (2) stories, but not to exceed thirty (30') feet.

5. *Front Yard:* Twenty (20') feet. In any full block frontage of lots in a new residential development the Planning Board may approve front yards which vary from

fifteen (15') to thirty (30') feet, provided that the average of all front yards in the block shall not be less than twenty (20') feet.

6. Side Yard: Side yards shall total not less than twenty (20%) percent of the lot width, and no side yard may either be less than five (5') feet or be required to be more than ten (10') feet. However, two (2') feet shall be added to each required side yard for each story above the first story of any building. This provision may be reduced by one (1') foot for every six (6') foot reduction in the maximum permitted building height at the building line which abuts the side yard so reduced; however, no side yard shall be less than the above required minimum. The side yard on the street side of a corner lot shall be not less than ten (10') feet.

7. Rear Yard: Twenty (20') feet. Not more than forty (40%) percent of the rear yard, as defined in Section 30-2, may be occupied by accessory buildings or structures (swimming pools excepted).

8. Yards for Corner Lot Adjacent to Key Lot: The side-yard setback on the street side of the corner lot, within twenty (20') feet of the side property line of the key lot, shall be equal to the front-yard of the key lot, as defined in Section 30-2, "Yard, front," and no structure, excluding barriers, may be permitted within five (5') feet of the rear property line on the corner lot.

9. Usable Open Space Requirements: The usable open space as regulated in subsection 30-5, on each building site shall be not less than six hundred (600) square feet for each dwelling unit.

10. Off-Street Parking Space: As regulated in Section 30-7.
(Ord. No. 535 N.S. §§11-135—11-138; Ord. No. 1277 N.S.; Ord. No. 1372 N.S.; Ord. No. 1476 N.S.; Ord. No. 1533; Ord. No. 1757 N.S.; Ord. No. 1999 N.S.; Ord. No. 2267 N.S.; Ord. No. 2289 N.S.; Ord. No. 2363 N.S.; Ord. No. 2428 N.S. §2; Ord. No. 2480 N.S. §3; Ord. No. 2560 N.S. §3)

(dd) Ship chandleries,
 (ee) Tire sales, retreading, or recapping,
 (ff) Tool or cutlery sharpening or grinding,
 (gg) Underground or above ground public utility facilities for primarily local service such as substations, gas regulators, manned or unmanned communications equipment buildings, and similar uses,

(hh) Upholstery shops,

(ii) Veterinary clinics, veterinary hospitals, animal kennels, shelters, or pounds, provided that no such use shall be located within two hundred (200) feet of any R District unless allowed under a Use Permit and provided, further, that all outside pens or runs shall be screened from all adjacent lots and streets by solid fences or walls no less than six (6) feet in height,

(jj) Warehousing and storage facilities,

(kk) Wholesale trade establishments,

(ll) Bed and breakfast facilities, upon compliance with standards set forth in the definition for bed and breakfast in Section 30-2.

3. Other commercial-manufacturing uses which are similar to the uses permitted in this district, are normally conducted within an enclosed structure, and are not specifically mentioned in M-1 and M-2 District regulations.

c. Uses Requiring Use Permits.

It is the intent of this paragraph that the following uses shall be reviewed by the Planning Board for their appropriateness in a specific location, or for such other factors as safety, congestion, noise, and similar considerations.

1. Commercial-manufacturing uses not specified above which normally are not conducted within an enclosed structure,

2. Outdoor amusements,

3. Veterinary clinics and/or veterinary hospitals. Such uses may be allowed within two hundred (200) feet of any R District only upon a finding by the Planning Board that sufficient air conditioning and soundproofing will be provided to effectively confine odors and noise so as not to interfere with the public health, safety, and welfare. No outside pens or runs shall be permitted,

4. Any dwelling unit as regulated by subsection 30-4.8c.1. of this article,

5. Boat sales and service,

6. Car washing establishments,

7. Machinery sales, rentals and services,

8. Storage yards for motor vehicles, but excluding truck units as defined in Section 30-2, motor truck terminal,

9. Permitted uses which are not conducted within an enclosed building or structure,

10. Commercial marinas subject to the requirements in subsection 30-4.9c.16,

11. Columbariums and crematoriums,

12. Liquor stores,

13. Convenience stores located within three hundred (300) feet of any residential zoning district.

d. Minimum Height, Bulk and Space Requirements.

1. Lot Area, Width, Coverage and Front Yard: None.

2. Building Height Limit: One hundred (100) feet.

3. Side Yard: Same as specified for C-2 District.

4. Rear Yard: Same as specified for C-2 District.

5. Off-Street Parking and Loading Space: As regulated in Section 30-7 of these regulations. (Ord. No. 535 N.S. §11-1337—11-1340; Ord. No. 1277 N.S.; Ord. No. 1356 N.S.; Ord. No. 1400 N.S.; Ord. No. 1802 N.S.; Ord. No. 2174 N.S.; Ord. No. 2267 N.S.; Ord. No. 2289 N.S.; Ord. No. 2407 N.S., §7; Ord. No. 2511, §1; Ord. No. 2671 N.S. §§2, 3; Ord. No. 2700 N.S. §2)

30-4.11 M-1, Intermediate Industrial (Manufacturing) District.

a. General. The following specific regulations and the general rules set forth in Section 30-5 shall apply in all M-1 Districts, as delineated and described in the zoning map(s). It is intended that this district classification be applied in areas suitable for light manufacturing and other industrial purposes, and in which a reasonable degree of control is desirable for the protection of uses within and adjacent to the area so classified.

b. Uses Permitted.

1. Any use as permitted and regulated in the C-M District.

2. The following and similar uses from which noise, smoke, dust, noxious fumes and gasses, glare, heat and vibration are confined within 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, in which disposal of all waste matter and material is in conformity with local and State standards and regulations, and in which all operations are conducted principally within buildings, except that other operations may be permitted within enclosures under conditions consistent with the intent of this article, if approved by the Planning Board:

- (a) Automobile parts, accessories and assemblies rebuilding,
- (b) Battery manufacturing,
- (c) Blacksmith shops,
- (d) Canneries,
- (e) Ceramic products manufacturing, excluding pulverizing of clay,
- (f) Commercial advertising structure, poster panel and painted bulletin maintenance and manufacturing,
- (g) Compounding, treating or manufacturing of articles or merchandise from the following previously prepared materials: bone, canvas, cellophane or other plastic sheeting, cloth, cork, feathers, felt, fiber, fur, hair, horn, glass, leather, light sheet metal products, paint (not employing a boiling process), paper, shell, textiles, tobacco, wire, and yard,
- (h) Cosmetics manufacturing,
- (i) Drugs and pharmaceuticals manufacturing,
- (j) Electric motors (under one (1) horsepower) manufacturing,
- (k) Electrical sign maintenance and manufacturing,
- (l) Electronic equipment manufacturing, including radio, television and similar items,
- (m) Food products (excluding fish products, sauerkraut, vinegar, yeast, rendering or refining of fats and oils, or any other product tending to produce noxious or offensive odors) processing,
- (n) Light metal stampings manufacturing,

(o) Machine shops (not involving use of automatic screw machines, drop hammers or punch presses with a rated capacity of over twenty (20) tons),

- (p) Pencil manufacturing,
- (q) Perfume manufacturing and/or blending,
- (r) Plastic, rubber or synthetic rubber product manufacturing,
- (s) Toiletries and toilet soap manufacturing (excluding refining or rendering of fats and oils),
- (t) Truck repairing and overhauling,
- (u) Wire products manufacturing, including nails, staples, wire cloth and similar items,
- (v) Woodworking shops and sash and door manufacturing, including incidental mill work.

3. The following uses may be conducted within an area enclosed on all sides by a solid or open grill type wall, or a chain link fence and gates, all not less than six (6) feet in height, except that no wall or fence shall be required on the side that a property abuts a railroad right-of-way, the Estuary or U.S. Tidal Canal.

- (a) Boat building and repair of craft not exceeding one hundred (100) tons,
- (b) Building material including retail lumber sales; provided that all mill work is conducted within a completely enclosed structure; provided the sales of rock, sand, gravel, and like materials shall be clearly incidental,
- (c) Draying, freighting or motor truck terminal,
- (d) Feed and solid fuels sales yard,
- (e) Heavy equipment storage yard or plan, or rental facility for such,
- (f) Underground or aboveground public utility facilities for primarily local service such as substations, gas regulators, manned or unmanned communications equipment buildings, and similar uses.

4. All other uses which are similar in character to the uses permitted above.

5. Uses customarily incidental to any of the above uses when located on the same premises, including an attached or detached residence for an on-premises watchperson or manager and his or her family, subject to provision of two hundred forty (240) square feet of private useable open space immediately adjacent to and accessible from

the residence. Open storage of materials and equipment shall be permitted only within an area enclosed on all sides with a solid or open grill type wall, or a chain link fence and gates, all not less than six (6) feet in height and in a manner consistent with the intent of the section except that no wall or fence shall be required on the side that a property abuts a railroad right-of-way, the Estuary or U.S. Tidal Canal. A solid wall or fence not less than six (6) feet high shall be required where the proposed use adjoins property in an R District.

6. **Signs:** Those pertaining to the permitted and accessory uses on the property, and poster panels or painted bulletins, all as regulated further in Section 30-6 of these regulations.

c. Uses Requiring Use Permits.

It is the intent of this paragraph that the following uses shall be reviewed by the Planning Board for their appropriateness in a specific location, or for such other factors as safety, congestion, noise and similar considerations.

1. Blacksmith shops and machine shops involving the use of drop hammers, automatic screw machines or punch presses with a rated capacity over twenty (20) tons,

2. Outdoor amusement uses,

3. Veterinary clinics and/or veterinary hospitals under the same terms and conditions set out in subsection 30-4.10c,

4. Repair, rehabilitation, or modification of an existing dwelling unit where continued use of the dwelling unit would not inhibit attainment of General Plan industrial land use designations or the operation of legitimate industrial uses in the vicinity,

5. Railroad yards,

6. Shipping terminals,

7. Truck cleaning and washing establishments,

8. Permitted uses which are not conducted within an enclosed building or structure,

9. Commercial marinas subject to the requirements of subsection 30-4.10c.16,

10. Columbariums and crematoriums,

11. Liquor stores,

12. Convenience stores located within three hundred (300) feet of any residential zoning district.

d. Minimum Height, Bulk and Space Requirements.

1. Lot Area: None.

2. Lot Width: None.

3. Maximum Total Building Coverage, including accessory buildings: eighty (80%) percent.

4. Building Height Limit: One hundred (100) feet.

5. Front Yard: Five (5) feet minimum.

6. Side Yards: None, or where a side yard is desired, a minimum of twelve (12) feet shall be provided; provided, further, that in the event the use is adjacent to an R District, a minimum of twelve (12) feet shall be provided.

7. Rear Yard: None required, except that in the event the use is adjacent to an R District, a minimum of twelve (12) feet shall be maintained.

8. Off-Street Parking and Loading Space: As regulated in Section 30-7. (Ord. No. 535 N.S. §§11-1345—11-1348; Ord. No. 1277 N.S.; Ord. No. 1356 N.S.; Ord. No. 1400 N.S.; Ord. No. 1802 N.S.; Ord. No. 2174 N.S.; Ord. No. 2289 N.S.; Ord. No. 2407 N.S. §8; Ord. No. 2422 N.S., §1; Ord. No. 2671 N.S. §4; Ord. No. 2700 N.S. §3)

30-4.12 M-2, General Industrial (Manufacturing) District.

a. General. The following specific regulations and the general rules set forth in Section 30-5 shall apply in all M-2 Districts as delineated and described in the zoning map(s). It is intended that this district classification be applied in areas suitable for the least restricted use of land within the City and that the restrictions applied shall be those necessary for the public health, safety and general welfare.

b. Uses Permitted.

1. Any use as permitted and regulated in the M-1 District.

2. The following and similar uses from which noise, smoke, dust, noxious fumes and gasses, glare, heat and vibration are confined within 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, and in which disposal of all waste matter and material is in conformity with local and State standards and regulations, and in which all operations are

planned developments, unique historical or architectural character, topography, natural landscape features, parks or water areas, or other features requiring special treatment or protection.

3. All Planned Developments shall be consistent with the General Plan.

4. In order to assure quality developments, professional talent (i.e. architects, landscape architects, civil engineers, traffic engineers and planners) should be used in the design of planned developments. Professionals should be registered in the State of California.

d. *Uses Permitted in Planned Developments.*

1. The following uses may be permitted in residential planned developments:

(a) Uses permitted in the district with which the PD District is combined,

(b) Uses requiring use permits in the district with which the PD District is combined,

2. The following uses may be permitted in nonresidential Planned Development Districts:

(a) Uses permitted in the district with which the PD District is combined,

(b) Uses requiring use permits in the district with which the PD District is combined,

(c) Any uses which the Planning Board finds are compatible with the development under consideration,

e. *Other Applicable Regulations.* (Not related to use.) Regulations applicable to the district with which the PD District is combined shall apply, except provisions for:

1. Minimum lot area and width and maximum building coverage.

2. Yards.

3. Off-street parking. The Planning Board shall establish the requirements for excepted provisions by conditions of approval.

f. *Procedures and Standards.*

1. At least one (1) public hearing, noticed pursuant to subsection 30-21.7 shall be held on each application or substantial amendment thereto.

30-4.13 PD, Planned Development Combining District.

a. *Statement of Purpose.* The purpose of the Planned Development District is to provide more flexibility in the design of land uses than that provided by the underlying district.

b. *Established.* The Planned Development (PD) District is hereby established as a zoning district classification combining the provisions of the regulations of the underlying district with the regulations for planned developments as set forth herein.

c. *Qualifying Requirements.*

1. All areas of the City zoned Planned Development shall be developed or redeveloped under the Planned Development process.

2. A Planned Development shall include at least two (2) acres of contiguous land unless the Planning Board finds that an area containing less than two (2) acres is suitable as a planned development by virtue of its location adjacent to other

2. The provisions of subsections 30-21.3c and d. and subsection 30-21.12 shall apply to all PD applications.¹

3. The Planning Board shall approve a PD application only if it determines that the development is a more effective use of the site than is possible under the regulations for the district with which the PD District is combined; and that the project will not have a significant adverse effect on adjacent land uses in the City.

4. Parcels developed with two (2) or more existing single family dwellings may be approved as a Planned Development, subject to the following standards:

(a) The provisions of subsection 30-4.13c., d., and e. shall apply.

(b) Parcels to be subdivided shall be developed with only single family homes.

(c) Each parcel created through the subdivision shall be required to comply with the density requirement of Article XXVI of the Alameda City Charter.

(d) No vacant parcels of less than five thousand (5,000) square feet shall be created.

(e) The proposal shall be reviewed for basic health and safety standards. The Planning Board shall be authorized to establish conditions of approval.

5. No PD application shall be approved which would not comply with the provisions of the Subdivision Map Act or subdivision regulations of the City, exclusive of those requirements for which exemptions are permitted.

6. The Planning Board may consider but shall not approve or disapprove architectural design features subject to Design Review Board approval.

¹**Editor's Note:** Subsections 30-21.3c and d. permit the Board to place conditions on approval and to revoke approval for failure to abide by required conditions. Subsection 30-21.12 permits the Planning Board to refer applications to the Design Review Board for a report or for approval.

7. A PD permit shall terminate one (1) year from the effective date of its approval unless actual construction has begun within that time. The time required to approve a tentative or final map on the PD permit shall extend the time to begin construction if the tentative map is filed within one (1) year.

Prior to the expiration of the one (1) year period within which the PD permit must be first exercised, the grantee may apply for one (1) additional one (1) year time period within which to exercise the approval. Such applications for extension shall be ruled upon by the Planning Board after a public hearing.

This right to apply for the additional one (1) year time period shall be retroactive to PD approvals in existence on or subsequent to December 1, 1988.

g. *Density.*

1. The Planning Board shall determine the number of dwelling units that are appropriate for the Planned Development. Unless mitigating measures can be implemented under paragraph i. of this subsection, density which could create the conditions listed in that paragraph shall not be allowed.

2. The maximum number of dwelling units which the Board may permit shall be:

(a) R-1; One unit per 5,000 square feet of lot area

(b) R-2; One unit per 2,000 square feet of lot area

(c) R-3; One unit per 2,000 square feet of lot area

(d) R-4; One unit per 2,000 square feet of lot area

(e) R-5; One unit per 2,000 square feet of lot area

(f) R-6; One unit per 2,000 square feet of lot area

3. Density shall be calculated for each planned development. The Board may calculate density on the basis of more than one (1) Planned Development if the Planned Developments are contiguous and part of an approved master plan.

This paragraph g. may be applied to existing as well as proposed Planned Developments.

h. *Streets and Other Transportation Facilities.*

1. All streets, other than ways used for access to garages or parking areas, shall be dedicated unless the Planning Board determines that private streets are a necessary

arrangement in the design of the planned development and the covenants and conditions include a provision that the City may repair streets and/or require dedication at a later date if streets are not maintained.

2. The Planning Board may require the dedication of any walkway, bicycle path, or other transportation facility within a Planned Development if such dedication appears to be in the public interest.

3. A Planned Development shall satisfy either the provisions of the subdivision regulations or the requirements for exceptions to the provisions of the subdivision regulations. If the Planning Board determines that the design of the Planned Development meets the requirements for exceptions, approval of the Planned Development shall constitute the recommendation to authorize appropriate exceptions to the requirements and regulations of the subdivision regulations.

i. *Particular Conditions.* The Planning Board may impose such conditions as will eliminate or mitigate any of the following conditions which might otherwise result from approval of the application:

1. Traffic congestion or unsafe access,
2. Site not physically suitable for the type of development,
3. Site not physically suitable for the proposed density,
4. Proposed improvement is likely to cause substantial environmental damage,
5. Design or type of improvement is likely to cause serious public health problems.

j. *Development Plan.* An applicant seeking approval of a Planned Development shall submit a development plan with the application. The development plan shall include all of the following information:

1. A site plan showing:
 - (a) All streets, walkways, waterways, bicycle or pedestrian paths, parking lots, dividing strips, bridges, building pads or sites and lot lines, drawn so as to be easily read and interpreted,
 - (b) Areas proposed to be conveyed, dedicated or reserved for parks, parkways, playgrounds, school sites, public buildings, and similar public uses, or similar facilities proposed for common ownership or use,

(c) General topography and cross-sectional information, in sufficient detail so as to be easily understood,

(d) Details and specifications, as necessary, to insure that improvements meet the requirements of the Planning Board.

2. A plot plan showing:

(a) Each building site or pad, its relationship to other building sites in distance and the approximate location of all buildings, structures and improvements.

(b) All open space, including common open space and private open space.

3. Elevations, perspective drawings, models or other graphic representations sufficient to appraise the Board of the design of the various improvements of the project.

4. A development schedule indicating:

(a) The approximate date when construction of the project is expected to begin.

(b) The stage in which the project will be built and the approximate date when construction of each stage is expected to begin.

(c) The anticipated rate of development.

(d) The approximate dates when the development of each of the stages in the development is expected to be completed.

(e) The area and location of common open space that will be provided at each stage.

5. An outline of the proposed agreements, provisions or covenants, if any, which will govern the use, maintenance, and continued protection of the Planned Development and any of its common open areas.

6. Any additional information which the Planning Board deems necessary or desirable.

7. An overall general or master plan showing how the plans relate to one another when two (2) or more related Planned Development plans will be filed.

k. *Development Plan Finalization.* Whenever approval of the development plan is conditioned on amendments thereto, the Planning Board may require an additional review to insure that all exhibits and texts of the approval comply with approvals given. Exhibits and text shall be designated the final development plan when no further approvals are required by the Planning Board.

m. *Amendments.*

1. Amendments to planned developments shall be subject to review by the Planning Board.

Amendments to planned developments shall be required under the following circumstances:

(a) Changes in permitted uses from those authorized under the planned development approval;

(b) Changes in the permitted minimum lot area and width, building height limit, maximum main building coverage, or yard requirements;

(c) Changes in off-street parking requirements;

(d) Additions to commercial or public uses which involve more than a twenty-five (25%) percent increase in the floor area of existing structures associated with the use; or

(e) A building or use expansion which, in the opinion of the Planning Director, may have a substantial adverse effect on adjacent property.

3. Amendments to final development plans shall be processed according to the foregoing provisions of this article.

n. *Certificates of Compliance.* Before the issuance of an occupancy permit, the Zoning Administrator shall certify that the conditions of approval of the Planned Development have been met. The Engineer's report on a final map shall certify the final map is consistent with the conditions of approval of the Planned Development.

o. *Rebuilding Destroyed Developments.* Planned Developments approved and completed at the adoption of this Ordinance No. 1807 N.S. may be rebuilt if destroyed by accident, fire or other cause. (Ord. No. 2652 N.S. §1; Ord. No. 535 N.S. §§11-1353—11-1358; Ord. No. 1277 N.S.; Ord. No. 1807 N.S.; Ord. No. 1931 Exh. A No. §12., 13., and 14.; Ord. No. 2025 N.S.; Ord. No. 2441 N.S., §1; Ord. No. 2566 N.S. §5; Ord. No. 2579 N.S. §6; Ord. No. 2583 Exh. A., No. 7; Ord. No. 2600 N.S. §§1, 2; Ord. No. 2608, §1)

30-4.16 H, Special Height Combining District.

a. *General.* In any districts with which are combined H Districts, the following special height regulations shall apply in lieu of the height regulations specified for such other districts; provided, that wherever conflict in regulations occurs the more restrictive of such regulations shall govern.

b. Special Height Regulations.

1. The special maximum height regulations shall be indicated by the symbol H followed by a numerical figure which figure shall represent the maximum permitted height in feet measured from the average elevation of the ground area to be occupied by a particular building or structure. (Ord. No. 535 N.S. §§11-1365—11-1366; Ord. No. 1277 N.S.)

30-4.17 G, Special Government Combining District.

a. *General.* The G District classification shall be combined with the district classifications applied to all lands in the ownership of the U.S. Government or the State of California.

b. Prior to the use of any lands by any private or public entity other than the United States or State of California, through purchase or pursuant to lease from the U.S. Government or State of California, rezoning procedures shall be completed to remove the G classifications and to consider further appropriate district classification changes.

c. Notwithstanding the provisions in subsection (b) herein, interim uses by private or public entities other than the United States or State of California of lands owned by the U.S. Government or State of California may be allowed, subject to a Use Permit, pursuant to subsection 30-21.3, if the following additional findings can be made:

1. The interim use is approved for a limited time, not to exceed the maximum time frame set forth in the interim leasing program criteria;

2. The interim use utilizes existing facilities and does not require substantial new development;

3. The interim use will not disrupt on-going operations of the governmental entity should the interim use occur concurrent with continuing operations by a governmental entity;

4. The interim use will not be detrimental to the ultimate redevelopment of the property or the potential resumption of use of the property by the governmental agency; and

5. The interim use is consistent with an interim leasing program adopted by the City.

d. An interim leasing program shall be adopted by the City prior to interim use, as provided in subsection (c) herein. The interim leasing program shall be for a specific parcel or parcels, shall specify permitted land uses, consistent with the underlying zoning district, and shall specify the maximum time frame for which a Use Permit may be granted. In the absence of an adopted interim leasing program, all interim leases shall require rezoning. (Ord. No. 2658 N.S. §1; Ord. No. 535 N.S. §11-1374; Ord. No. 1277 N.S.)

30-4.18 Y, Special Yard Combining District.

a. *General.* In any districts with which are combined Y Districts, certain special yard requirements shall apply in lieu of those otherwise provided. Where conflict in such regulations occurs, the regulations of this section shall apply.

It is intended that this district classification be applied in cases in which special yard depths are necessary to complement unusual conditions related to waterways, breaks in topography and rights-of-way requiring widening in the future.

The district symbol Y shall be followed by a letter "f" to indicate a special front yard depth, a letter "s" to indicate special side yard depths, or a letter "r" to indicate a special rear yard depth, and a numeral following such letter f, s, or r shall indicate the special required minimum yard depth in feet.

b. *Supplementary Off-Street Parking Spaces.* Wherever there shall be established a Yf district with a yard requirement less than the minimum required for an R-1 District with which it is combined, two (2) additional unenclosed off-street parking spaces shall be provided. (Ord. No. 535 N.S. §§11-1375—11-1376; Ord. No. 1277 N.S.)

30-4.19 O, Open Space District.

a. *General.* The following specific regulations shall apply in all O Districts as delineated and described in the zoning map(s). It is intended that

this district classification be applied on lands, tide lands and water areas suitable for recreational and aesthetic resources, and that the regulations established will promote and protect recreational uses, scenic vistas or reservation of land or water against the intrusion of improper uses.

b. Uses Permitted.

1. Public and private parks, parkways, playgrounds, beaches, lagoons or lakes, excepting buildings or structures thereon.

2. Public and private golf courses, country clubs, excepting buildings or structures thereon.

3. Public and private land or water preserves.

4. Underground utility installations for local service.

c. Uses Requiring Use Permits.

It is the intent of this paragraph that the following uses shall be reviewed by the Planning Board for their appropriateness in a specific location or for such other factors as safety, sanitation, design and visual attractiveness.

1. Any structure or building located within areas described in paragraphs b, 1., 2. and 3.

2. Above ground utility installations for local vice.

3. Publicly owned small craft marinas and related installations.

4. Public and commercial concessionaire activities, uses and buildings. (Ord. No. 1601 N.S.; Ord. No. 1992 N.S.; Ord. No. 2407 N.S. §§11, 12)

30-4.20 MX, Mixed-Use Planned Development District.

a. Purpose. The purpose of the Mixed-Use District is to encourage the development of a compatible mixture of land uses which may include residential, retail, offices, recreational, entertainment, research oriented light industrial, water oriented or other related uses. The compatibility and interaction between mixed uses is to be insured through adoption of Master Plan and development plan site plans, which indicate proper orientation, desirable design character and compatible land uses to provide for:

1. A more pedestrian-oriented non-automotive environment and flexibility in the design of land uses and structures than are provided by single purpose zoning districts, included but not limited to shared parking;

2. The enhancement and preservation of property and structures with historical or architectural merit, unique topographic, landscape or water areas, or other features requiring special treatment or protection;

3. Recreation areas that are most accessible to both the MX District's inhabitants and other City residents.

4. Environments that are more conducive to mutual interdependence in terms of living, working, shopping, entertainment and recreation.

b. Established. The Mixed-Use (MX) District is hereby established as a separate zoning district classification.

c. Qualifying Requirements. Qualifying requirements are the same as other Planned Developments (subsection 30-4.13) except that the acreage limitation shall not apply.

d. Regulations of Uses Permitted in Mixed-Use Planned Developments.

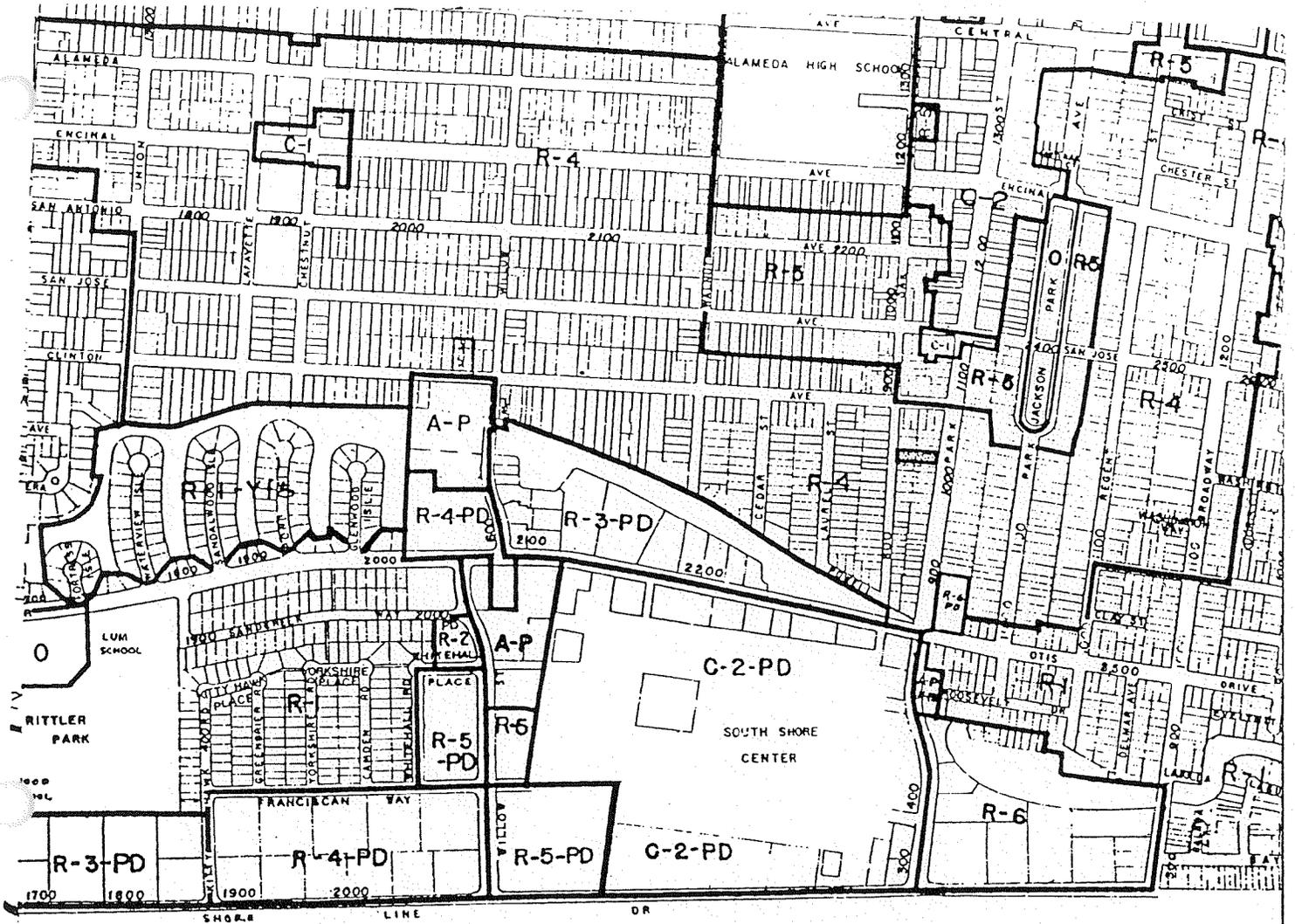
1. Uses permitted are those approved by the City Council after review hereunder by the Planning Board.

2. The City Council may approve, by ordinance, a Master Plan of mixed uses where each phase thereof provides for Open Space District uses (subsection 30-4.19b. and c.) together with at least two (2) other uses which are permitted in either: (i) R-1 or R-2 districts, (ii) R-6 districts, (iii) A-P districts, (iv) C-1 or C-2 districts, or (v) C-M districts (of this article) and which otherwise meets the requirements set out herein.

3. The provisions of subsection 30-4.13h. and i. through n. shall apply to MX Districts.

4. The City Council and Planning Board may rely on standards established in other sections of this article as guidance.

5. The City Council and Planning Board shall establish all other requirements by conditions of approval. The Planning Board shall recommend whatever conditions it deems appropriate



ATION)

VE-PROFESSIONAL DISTRICT

D BUSINESS DISTRICT

BINESS DISTRICT

-MANUFACTURING DISTRICT

TE INDUSTRIAL

INDUSTRIAL

ANNED DEVELOPMENT DISTRICT

(COMBINING DISTRICTS)

PD	SPECIAL PLANNED DEVELOPMENT DISTRICT
A	SPECIAL AGRICULTURAL DISTRICT
B	SPECIAL BUILDING SITE DISTRICT
H	SPECIAL HEIGHT LIMIT DISTRICT
G	SPECIAL GOVERNMENT DISTRICT
Y	SPECIAL YARD DISTRICT

SMALL P-D (Planned Development) LOTS INDICATED BY ON ZONING MAP

ADDRESS	APN	ZONE	ORDINANCE #	DATE ADOPTED
1500 Broadway Avenue	70-156-22	R5-PD	2779	11/18/1998
1506 Broadway Avenue	70-156-23	R5-PD	2779	11/18/1998
1514 Broadway Avenue	70-156-44-4	R5-PD	2779	11/18/1998
1516 Broadway Avenue	70-156-44-4	R5-PD	2779	11/18/1998
1518 Broadway Avenue	70-156-44-4	R5-PD	2779	11/18/1998
801 Buena Vista Avenue	73-410-87	R2-PD	2730	08/06/1996
807 Buena Vista Avenue	73-410-87	R2-PD	2730	08/06/1996
1109 Buena Vista Avenue	072-0378-009	R2-PD	2751	01/20/1998
1234 College Avenue	069-133-001-00	R1-PD	2640	09/21/1993
1236 College Avenue	069-133-001-00	R1-PD	2640	09/21/1993
1238 College Avenue	069-133-001-00	R1-PD	2640	09/21/1993
2828 Encinal Avenue	069-133-001-00	R1-PD	2640	09/21/1993
1618 Fernside Blvd	069-0029-005	R2-PD	2796	03/16/1999
1620 Fernside Blvd	069-0029-005	R2-PD	2796	03/16/1999
3241 Garfield Avenue	69-104-50	R1-PD	2739	07/01/1997
3243 Garfield Avenue	69-104-50	R1-PD	2739	07/01/1997
2618 Janis Circle	70-156-44-4	R4-PD	2779	11/18/1998
2622 Janis Circle	70-156-44-4	R4-PD	2779	11/18/1998
876 Oak Street	74-1225-90	R4-PD	2598	04/21/1992
878 Oak Street	74-1225-90	R4-PD	2598	04/21/1992
900 Otis Drive	074-1285-001	R1-PD	2757	03/17/1998
456 Pacific Avenue	074-0449-096-00	R4-PD	2695	06/20/1995
983 Park Street	74-1225-90	R4-PD	2598	04/21/1992
985 Park Street	74-1225-90	R4-PD	2598	04/21/1992
2607 Santa Clara Avenue	70-156-44-4	R5-PD	2779	11/18/1998
2609 Santa Clara Avenue	70-156-44-4	R5-PD	2779	11/18/1998
2611 Santa Clara Avenue	70-156-44-4	R5-PD	2779	11/18/1998
2613 Santa Clara Avenue	70-156-44-4	R5-PD	2779	11/18/1998
2615 Santa Clara Avenue	70-156-44-4	R5-PD	2779	11/18/1998
2617 Santa Clara Avenue	70-156-44-4	R4-PD	2779	11/18/1998
2619 Santa Clara Avenue	70-156-44-4	R4-PD	2779	11/18/1998
2606 St. Margaret Court	70-156-44-4	R4-PD	2779	11/18/1998
2610 St. Margaret Court	70-156-44-4	R4-PD	2779	11/18/1998

SECTION 4. FINDINGS

- A. The City of Alameda, with a ratio of approximately 2.4 acres of parks and open space per 1000 persons, falls well below the average ratio of 3.4 acres per 1000 persons in the neighboring East Bay Communities. Designating more open space, and in the process carrying out the City General Plan in this regard, is vitally needed to provide a more suitable urban environment and to prevent further overcrowding.
- B. The area of land to be set aside and designated as open space under this initiative consists of land commonly known as the Alameda Beltline Railroad Yard, consisting of county assessor parcel numbers 74-906-31-3, 74-906-31-4, 74-906-33, 74-906-34, 74-906-35, 74-906-37, 74-906-32-1, 74-906-32-5, 74-906-32-11, 74-906-32-12, 74-906-20-2, and 74-906-26, excluding public rights of way.
- C. It is hereby found and determined that the Alameda Beltline Railroad Yard open space designated herein is compatible with other uses and with the City General Plan for the provision of open space in this area of the city.
- D. It is further found that the designation of the Alameda Beltline Railroad Yard open space provides for the uses permitted in the Alameda Municipal Code Section 30-4.19.

SECTION 5. DESIGNATION

The open space here designated shall be known as the Alameda Beltline Railroad Yard open space. This open space shall consist of the approximately 22 acres immediately south of the Marina Village Business Park, bounded by Constitution Way on the west and Sherman Street on the east, and shall be comprised of the parcels of land set forth in Section 4.B. above.

SECTION 6 IMPLEMENTATION

- A. Upon the effective date of the passage of this initiative the maps of the land use element of the City General plan, the Zoning Map of the City of Alameda, together with any and all other maps related to community development plans, which include the area of the Alameda Beltline Railroad Yard open space, shall be amended to designate the area as open space.
- B. The City of Alameda is hereby authorized and directed to amend the Alameda City General Plan as set forth in Section 1.E. herein, and the Alameda City Zoning Ordinance as set forth in Section 1.F. herein, and to amend other elements of regional and sub-regional plans, community development plans, or other ordinances and policies which may be, or will become, affected by this initiative, and to do so in any manner required by law. The Alameda Belt Line Railroad Yard open space shall remain private property unless forfeited to or purchased by a public agency, or until dedicated to public use.
- C. Nothing contained herein shall restrict the right of any public agency to exercise its eminent domain power as authorized by law to acquire the Alameda Beltline Railroad Yard open space.

SECTION 7. AMENDMENT OR REPEAL

This Measure may be amended or repealed only by a majority of the voters voting in an election thereon.

SECTION 8. INTERPRETATION AND SEVERABILITY

This measure shall be interpreted so as to be consistent with all Federal and State laws, rules and regulations. If any section, subsection, sentence, clause, phrase, part or portion of the measure is held to be invalid or unconstitutional by a final judgment of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this measure. The voters hereby declare that this measure, and each section, subsection,

sentence, clause, phrase, part or portion thereof would have been adopted or passed irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, parts or portions are declared invalid or unconstitutional.

SECTION 9. CONSISTENCY WITH OTHER BALLOT MEASURES

In the event that another ballot measure is placed on the same ballot as this measure purporting to deal with the same subject matter, and if both measures should pass, the voters expressly declare their intent that both measures shall be put into effect except to the extent that specific provisions of such measures are in direct conflict. In the event of such a direct conflict, the measure which obtained more votes will control as to the conflicting provisions only. The voters expressly declare this to be their intent, notwithstanding any language to the contrary in any other ballot measure.