

CITY OF ALAMEDA PLANNING BOARD
RESOLUTION PB-20-16

A RESOLUTION OF THE PLANNING BOARD OF THE CITY OF ALAMEDA APPROVING THE DEVELOPMENT PLAN AND DENSITY BONUS APPLICATION NO. PLN20-0099 TO CONSTRUCT UP TO 586 RESIDENTIAL UNITS, INTERNAL ROADWAYS AND ALLEYS, PARKS AND OPEN SPACE ON AN APPROXIMATELY 12.19 GROSS ACRE SITE LOCATED AT 501 MOSLEY AVENUE AND COMMONLY KNOWN AS THE NORTH HOUSING PROJECT

WHEREAS, an initial application was made on February 24, 2020 by Alameda Housing Authority (AHA) for a Development Plan and Density Bonus approval to construct 580 residential units, internal roadways and alleys, parks and open space on an approximately 12.07-acre site located at 501 Mosley Avenue (AHA Land) in accordance with Government Code Section 65913.4 providing for ministerial approval of infill affordable housing projects. The initial application also seeks approval of a Tentative Map (PLN20-0099), which is being considered by the Planning Board in a companion resolution; and

WHEREAS, AHA intends to acquire from the City of Alameda (City) approximately .12-acre area of land (City Land), located adjacent to Mosley Avenue, which land is reflected in the Development Plan dated August 17, 2020 for possible future development consideration; and

WHEREAS, the subject property is designated *Medium Density Residential* on the General Plan Diagram, and is designated a Housing Opportunity Site for multifamily lower income households in the General Plan Housing Element; and

WHEREAS, the subject property is located in a *R-4-PD Neighborhood Residential Planned Development District with Multifamily Residential Overlay*, which permits multifamily residential use with a permitted residential density of thirty (30) units per acre; and

WHEREAS, the proposed project on the approximately 12.19 (AHA Land and City Land) gross acre site has a base density of 366 units (12.19 acres x 30 units/acre = 365.7 units, rounded up to 366 units) and qualifies for a sixty percent (60%) density bonus pursuant to Government Code Section 65915 (State Density Bonus Law) and Alameda Municipal Code (AMC) Sections 30-17 and 30-4.23.k.3. The maximum allowable residential density with a 60% density bonus is 586 units (366 base density x 1.6 = 585.6 units, rounded up to 586 units); and

WHEREAS, the PD Planned Development Zoning District allows the Planning Board flexibility to approve a Development Plan to modify the setback and lot coverage standards to facilitate a more effective site plan design, subject to required findings in AMC Section 30-4.13.f.3; and

WHEREAS, on August 17, 2020, the Planning Board held a duly noticed public hearing on the subject Development Plan and Density Bonus Application and examined all pertinent application materials and public testimony.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Board finds that:

DENSITY BONUS FINDINGS

1. Development Plan is eligible for Density Bonus. The development plan proposes 50% of units to be deed restricted for fifty five years to very-low and low income households, with at least half of these restricted to very-low income households, therefore the project qualifies for a 60% density

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bonus pursuant to State Density Bonus Law, AMC Section 30-17, and AMC Section 30-4.23.k.3 for a total of 586 residential units.

2. Requested Density Bonus Waiver to Reduce Bicycle Parking. The bicycle parking development standard physically precludes the construction of the development at the densities permitted. The requested density bonus waiver to reduce the bicycle parking requirements would not have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Government Code section 65589.5, upon health, safety, or physical environment, and the requested waiver would not have a specific, adverse impact, on any real property that is listed in the California Register of Historical Resources or designated a City of Alameda Historical Monument or included in the City of Alameda's Historical Building Study List, and the waiver is not contrary to state or federal law.

MULTI-FAMILY RESIDENTIAL COMBINING DISTRICT FINDINGS

The proposed project, excluding any additional density or any other concessions, incentives, or waivers of development standards granted pursuant to State Density Bonus Law, meets all objectives standards in AMC Section 30-4.23, except setback requirements and lot coverage requirements, which are covered by the Development Plan.

PLANNED DEVELOPMENT COMBINING DISTRICT FINDINGS (DEVELOPMENT PLAN)

1. The development is a more effective use of the site than is possible under the regulations for which the PD district is combined. The development plan provides for a more effective use of the site than is possible under the R-4 Zoning District regulations for which the PD district is combined. The Development Plan provides for buildings that face the street and to the extent feasible, screen the parking from view. To accommodate the space needed for the surface parking lots and the adjacent buildings, the project provides for a 10-foot front setback between the front elevation and the front property line adjacent to the public streets consistent with the setbacks provided by the recently completed Alameda Landing neighborhood buildings across the street on Bette Street. Any portion of a building on Bette above 35 feet must be setback at least 40 feet and any portion above 45 feet must be setback at least 50 feet. An 80% lot coverage limitation allows for flexibility for a Design Review application that places the parking within the building, as opposed to in a surface parking lot. The resulting design would not increase the number of units allowed on the block, but it may allow for a more creative design such as the approved "wrap" design at Site A (Eden Housing) and at Alameda Marina, in which the parking is within the core of the building, the building covers more of the lot, but the overall height of the building could be reduced because of the larger footprint. Adjusting the setback and lot coverage standards will promote an improved design for the site.

2. The location of the proposed use is compatible with other land uses in the general neighborhood area, and the project design and size is architecturally, aesthetically, and operationally harmonious with the community and surrounding development. The development plan provides for residential uses that are compatible with other land uses in the general neighborhood area, and the project layout and size are harmonious with the community and surrounding development. The proposed use is a residential use, distributed over four new residential blocks. The new residential blocks are surrounded by residential use on three sides and a public City park on the fourth side. The building setbacks, building orientations, street connections, parking locations, and open space areas are laid out to be harmonious with the community and surrounding development. The design of individual buildings will be governed by adopted Design Review Objective standards which are intended to ensure high quality design and compatibility with surrounding development.

3. The proposed use will be served by adequate transportation and service facilities including pedestrian, bicycle, and transit facilities. The proposed development includes construction of internal streets, parking areas, sidewalks, and a public paseo. The site is located within one block of an AC Transit Bus Line which connects west Alameda to downtown Oakland, BART, Webster Street commercial businesses, and the Seaplane Lagoon Ferry Terminal at Alameda Point. The site is also within a 10 minute walking distance of a Ferry Terminal. Every household within the development will be provided with AC Transit Easy Passes to allow for unlimited free use of AC Transit services anywhere AC Transit operates. To encourage transit use and minimize the use of private automobiles, consistent with the City of Alameda Climate Action Plan and Transportation Choices plan, the project is proposing to limit the supply of free, on-site parking. The Development Plan proposes a combination of parking in the lots and on the internal streets for a total of 350 to 450 parking spaces depending on the number of units eventually constructed and the types of units constructed.

4. The proposed use, if it complies with all conditions upon which approval is made contingent, will not adversely affect other property in the vicinity and will not have substantial deleterious effects on existing business districts or the local economy. The proposed residential use of the site for a mix of permanent supportive housing, affordable senior housing, and affordable family housing, in a mix of three, four and five story multifamily buildings will not have a negative impact on adjacent or nearby residential, open space or commercial uses. The property owner, Alameda Housing Authority, will provide on-site management and services, and the new residents will support the businesses at the adjacent shopping center. All households will be provided with transit passes and access to bicycle facilities and walking paths to reduce their reliance on single occupancy vehicle travel.

5. The proposed use relates favorably to the General Plan. The Development Plan residential uses relate favorably to the General Plan. The General Plan Housing Element designates this site for multifamily housing to accommodate the City's regional housing obligation to accommodate lower income households. The site is also designated for residential use in the General Plan Land Use Element and Alameda Municipal Code.

SB 35 FINDINGS (GOVERNMENT CODE SECTION 65913.4)

The proposed project is eligible for Review under Government Code Section 65913.4. The proposed project meets all of the criteria to be eligible for expedited streamlined ministerial review pursuant to Government Code Section 65913.4. As required by Government Code Section 65913.4:

1. The proposed project is a multifamily residential development of more than two or more residential units within a residential zoning district surrounded by urban uses in an urban area and at least two-thirds of the square footage of the development designated for residential use,
2. The applicant is providing at least 50% of the units to households that make less than 80% of the area median income and the applicant/developer will record, prior to issuance of the first building permit, a master land use restriction or covenant providing that the low and very low income units will remain available at affordable housing costs or rent to persons and families of low and very low income for a minimum of 55 years for rental housing and 45 years for ownership housing.
3. The City is subject to Government Code Section 65913.4 on the basis that the number of units that have been issued building permits, as shown on the most recent production report received by the California Department of Housing and Community Development (HCD), is less than the locality's share of the regional housing needs, by income category, for that reporting period, and the development is subject to a minimum requirement restricting at least 50% of the units to households that make less than 80% of the area median income.
4. The development is not located in a coastal zone, on prime farmland or farmland of statewide importance, on wetlands, as defined in the United States Fish and Wildlife Service, in a very high

fire hazard severity zone, as determined by the Department of Forestry and Fire Protection, on a hazardous waste site that is listed pursuant to Section 65962.5 or a hazardous waste site designated by the Department of Toxic Substances Control, or within a delineated earthquake fault zone as determined by the State Geologist.

5. The site is subject to a Letter of Map Revision prepared by the Federal Emergency Management Agency (FEMA) and issued to the local jurisdiction or the site meets Federal Emergency Management Agency requirements necessary to meet minimum flood plain management criteria of the National Flood Insurance Program, and the project is not located in a regulatory floodway as determined by FEMA in any official maps published by FEMA.
6. The site is not identified for conservation in an adopted natural community conservation plan pursuant to the Natural Community Conservation Planning Act, habitat conservation plan, or other adopted natural resource protection plan, or designated as habitat for protected species identified as candidate, sensitive, or species of special status by state or federal agencies, fully protected species, or species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), and the site is not under a conservation easement.
7. The development does not involve the demolition of housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income, housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power, or housing that has been occupied by tenants within the past 10 years. The site was not previously used for housing that was occupied by tenants that was demolished within 10 years before the application was submitted. The development does not require the demolition of a historic structure that was placed on a national, state or local historic register. The property does not contain housing units that are occupied by tenants, and such units were not subsequently offered for sale to the general public.
8. The applicant/developer has certified to the City that the entirety of the development is a public work for purposes of Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code, or if the entirety of the development is not a public work, the applicant/developer has certified that it all construction workers employed in the execution of the development will be paid at least the general prevailing rate of per diem wages pursuant to Section 1773 and 1773.9 of the Labor Code.
9. The project involves a subdivision of land under the Subdivision Map Act, and the development has received or will receive financing or funding by means of a low-income housing tax credit and is subject to the requirement that prevailing wages be paid; and/or the development is subject to the requirement that prevailing wages be paid, and a skilled and trained workforce be used.
10. The site is not on an existing parcel of land or site that is governed under the Mobilehome Residency Law, the Recreational Vehicle Park Occupancy Law, the Mobilehome Parks Act, or the Special Occupancy Parks Act.
11. The development, subject to conditions of approval and excluding any additional density or any other concessions, incentives, or waivers of development standards granted pursuant to the Density Bonus Law in Government Code Section 65915, is consistent with objective zoning and subdivision standards in effect at the time that the development is submitted to the City pursuant to Government Code Section 65913.4.

GOVERNMENT CODE SECTION 65402 FINDINGS

The proposed location, purpose and extent of the disposition of the City Land for residential use is in conformance with the General Plan (Medium Density Residential).

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

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The Development Plan complies with the requirements of California Government Code Section 65913.4 for streamlined ministerial review and is exempt from environmental review under CEQA pursuant to California Government Code Section 65913.4. No further environmental review is required; and

BE IT FURTHER RESOLVED, that the Planning Board hereby approves the name “Mabuhay Street” for the new north-south roadway between Mosley and Singleton Avenues per the City Council Street Naming Policy; and

BE IT FURTHER RESOLVED, that the Planning Board hereby approves Development Plan and Density Bonus Application No. PLN20-0099 for up to 586 residential units, internal roadways and alleys, parks and open space on an approximately 12.19-gross acre site located at 501 Mosley Avenue, subject to the following conditions:

1. **Building Permits.** The plans submitted for the Building Permit shall be in substantial compliance with Exhibit 1: North Housing Development Plan prepared by and for the Housing Authority of the City of Alameda, dated August 17, 2020, and on file in the City of Alameda Planning Building & Transportation Department except as modified by the conditions specified in this resolution.
2. **Land Acquisition.** Should the applicant fail to acquire the City Land (i.e., approximately .12-acre area of land located adjacent to the site, between Mosley Avenue and the northern edge of Block A from the City of Alameda), the total number of units permitted by this resolution shall be limited to 581 residential units, based on the following calculation. The proposed project on the AHA Land (i.e., approximately 12.07 acre site) has a base density of 363 units (12.07 acres x 30 units/acre = 362.1 units, rounded up to 363 units) and qualifies for a sixty percent (60%) density bonus pursuant to State Density Bonus Law and AMC Sections 30-17 and 30-4.23.k.3. The maximum allowable residential density with a 60% density bonus on the AHA Land is 581 units (363 base density x 1.6 = 580.8 units, rounded up to 581 units).
3. **Affordable Housing.** Prior to the issuance of the first building permit, the Housing Authority shall record a master land use restriction or covenant covering the entire approximately 12.19 gross acre site (or the 12.07-acre site, if AHA does not acquire the approximately .12-acre area of property from the City) in a form acceptable to the City providing that at minimum, 50% of the units will be affordable to lower income households (80 percent of Area Median Income or below), at least half of those units will be affordable to very low income households (50% of Area Median Income or below), for a period of at least 55 years from the date of certificate of occupancy for each building. This affordable housing requirement satisfies the City's inclusionary requirements for residential projects (AMC Section 30-16).
4. **Design Review:** Prior to the issuance of a building permit for any building on any block within the development, the applicant shall obtain Design Review approval for all vertical improvements, including freestanding trash enclosures, utilities, and other above ground physical improvements, and a detailed landscape and parking improvement plan for the subject block. The Design Review approval shall confirm:
 - a. **Development Plan Consistency.** All design review applications shall be consistent with the approved Development Plan for the property.
 - b. **AMC Consistency.** All design review applications shall be consistent with the objective standards of the Alameda Municipal Code in effect at the time of submittal of the design review application, unless those standards are in conflict with the approved Development Plan, in which case the standards of the Development Plan shall rule.

- c. **Design Review Objective Standards.** All design review applications shall be reviewed for consistency with the objective Design Review standards in effect at the time of submittal of the design review application.
 - d. **Open Space.** That each block is providing at least 75 square feet of useable open space per unit consistent with the requirements of AMC Section 30-4.23.k.3.c and AMC Section 30-5.12.
 - e. **Bicycle Parking.** That each block is providing at least ten (10) square feet of secure bicycle parking for studio, one bedroom and two bedroom units, and 20 square feet for three bedroom units.
 - f. **Affordable Housing.** That the ratio of affordable units to total units permitted in the project as a whole shall never fall below 50%. For example, if the first building approved includes 100 affordable units and no market rate units, the second building approved could include 100 market rate units and no affordable units and still maintain the project-wide 50% ratio requirement. However, in this scenario, the third building would need to be at least 50% affordable to maintain the 50% ratio. Prior to issuance of the building permit for each phase of the Project, City shall release the master land use restriction or covenant for that phase upon recordation of a phase-specific land use restriction or covenant recorded against the phase to reflect the specific affordability for that phase.
5. Subsequent Permits and Approvals. All subsequent permits and approvals shall be reviewed according to the City's objective standards in effect at the time the application is submitted.
 6. Tentative Map Conditions of Approval. The improvement of the property shall be in compliance with Conditions #1 through #79 of Tentative Map Tract Resolution unless modified by City Council action, in which case the improvement of the property must comply with the conditions of approval imposed by the City Council.
 7. Work Force. Prior to issuance of the first site improvement or building permit, the Alameda Housing Authority shall certify to the satisfaction of the City of Alameda City Attorney that the development is a public work for purposes of Chapter 1 (commencing with Section 1720) of Part 7 of Division 2 of the Labor Code and shall comply with all applicable prevailing wage requirements.
 8. Greenhouse Gas Emission Reductions: To minimize the use of fossil fuels and greenhouse gas emissions from the project, each household shall be provided AC Transit Passes at no cost to the resident for during their residency in the development, each block will provide bicycle parking facilities with convenient access to each resident, and the improvement plans will ensure that all power to the residential buildings will be provided by electricity. No gas infrastructure will be provided or constructed to serve the residential buildings.
 9. Dust Control and Fencing: Prior to issuance of building or grading permits, the developer/applicant shall ensure that a dust control program is implemented consistent with City and BAAQMD requirements. The property owner will maintain the fence along the eastern edge of the project site adjacent to Bette Street, except for the Singleton Road opening, until such time that all construction and landscaping behind that section of fence has been completed and the building behind the fence has passed final inspections. Prior to occupancy of any building facing Bette Street, the applicant shall remove the Bette Street fence along the building frontage.
 10. Water Efficiency Landscape Ordinance: Prior to issuance of building permits or improvement plans, Applicant/Developer shall submit a complete WELO Landscape Document Package, as defined by Alameda Municipal Code (AMC) Section 30-58.3(d), subject to the approval of the Planning Director.

11. Administrative Offices and Construction Trailers: Notwithstanding AMC Section 30-4.4(c), temporary sales offices, signs, construction offices, equipment storage or structures which are incidental to the development during the construction and/or sales period, and administrative offices serving residential uses on the site, shall be deemed permitted uses under the Development Plan.

HOLD HARMLESS. To the maximum extent permitted by law, the applicant shall defend (with counsel acceptable to the City), indemnify, and hold harmless the City of Alameda, its City Council, City Planning Board, officials, employees, agents and volunteers (collectively, "Indemnitees") from and against any and all claims, actions, or proceedings against Indemnitees to attack, set aside, void or annul an approval by Indemnitees relating to this project. This indemnification shall include, but is not limited to, all damages, losses, and expenses (including, without limitation, legal costs and attorney's fees) that may be awarded to the prevailing party arising out of or in connection with an approval by the Indemnitees relating to this project. The City shall promptly notify the applicant of any claim, action or proceeding and the City shall cooperate in the defense. The City may elect, in its sole discretion, to participate in the defense of said claim, action, or proceeding.

* * * * *

I, the undersigned, hereby certify that the foregoing Resolution was duly and regularly adopted and passed by the Planning Board of the City of Alameda during the Regular Meeting of the Planning Board on the 17th day of August 2020, by the following vote to wit:

AYES: (6) Curtis, Hom, Rothenberg, Ruiz, Saheba, and Teague

NOES: (0)

ABSENT: (0)

ATTEST:



Andrew Thomas, Secretary
City of Alameda Planning Board

NORTH HOUSING DEVELOPMENT PLAN

PREPARED FOR
The Housing Authority of the City of Alameda

PARTNERS
Alameda Point Collaborative
Building Futures

CONSULTANT TEAM
Carlson, Barbee and Gibson (CBG)
Gates + Associates
Structure Development Advisors
Urban Design Associates

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URBAN DESIGN ASSOCIATES

Introduction

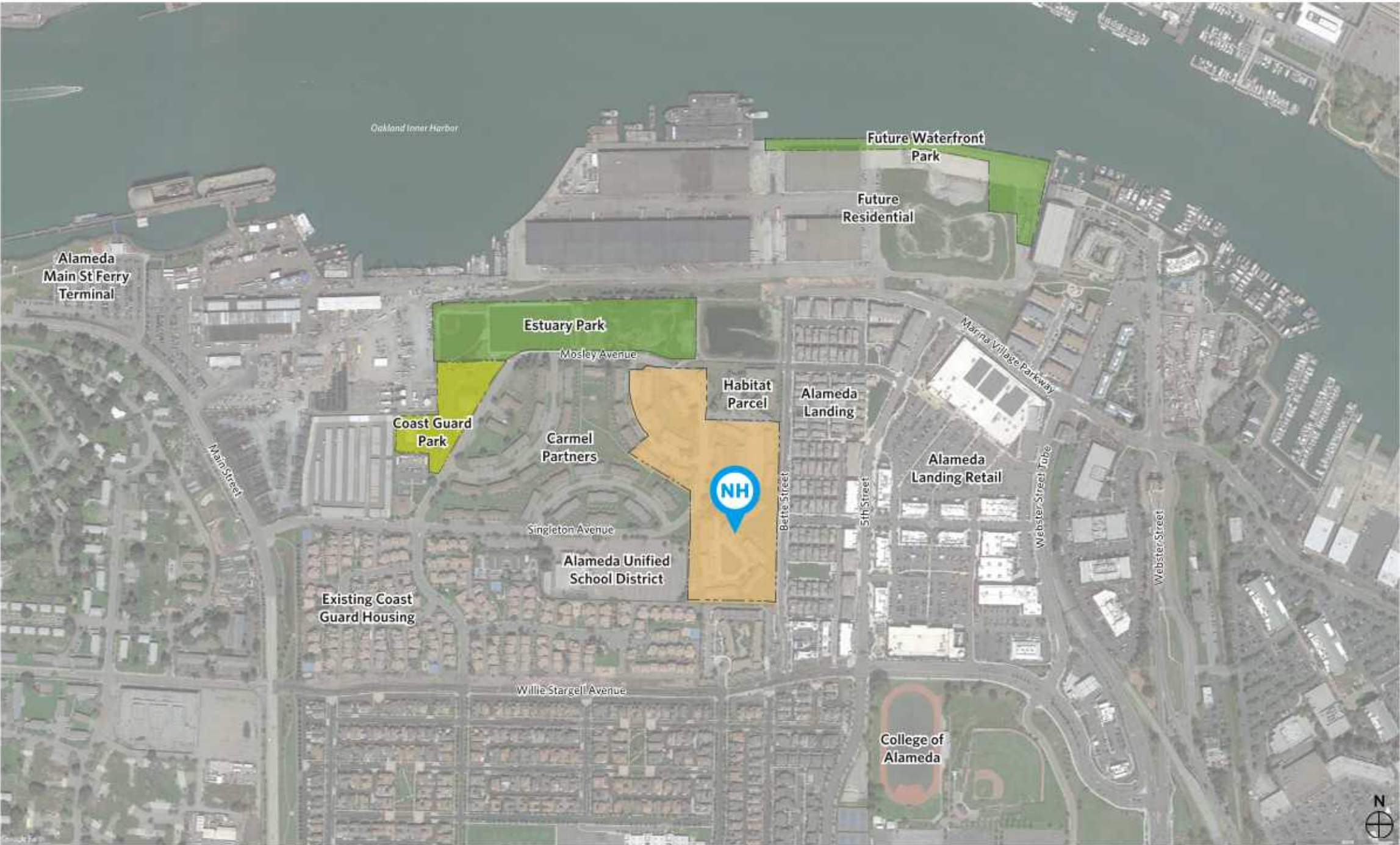
North Housing is a plan for 12.07 acres that transforms vacant former Coast Guard housing into an extension of a vibrant mixed-income residential neighborhood. As a residential community, the site will mix housing and supportive services for formerly homeless, senior, and family households while providing and connecting to key amenities in the City of Alameda. This Development Plan provides land use, circulation, and infrastructure consistent with the City of Alameda's General Plan and defines open space, public access, and design standards for the redevelopment of the North Housing parcel, while meeting the City of Alameda's objective standards.

Objectives

- Integrate with the fabric of the existing neighborhoods.
- Increase quality, diverse affordable housing and supportive service spaces for the Alameda Community.
- Create walkable blocks mixed with circulation and access for pedestrians, bicycles, and motor vehicles.
- Connect to parks and open space.

SITE CONTEXT

The North Housing site is located on the western end of Alameda Island. This plan is designed to create new mixed-income housing opportunities that make sense in the context of the surrounding neighborhood. North Housing will provide connectivity to the surrounding developments and further knit together the cohesiveness of the west end of the island.



Conceptual Site Plan & Building Siting

THE PLAN FOR NORTH HOUSING

The plan for North Housing is designed to increase connectivity throughout the site while allowing for developable parcels for high quality mixed-income housing. This plan illustrates how the concepts and goals of the development plan come together.

The placement of buildings, streets and open space create a neighborly environment to integrate the North Housing site with the surrounding community. The buildings step down to meet the scale of neighboring developments, and building heights are limited in key locations to respond to neighboring building heights (e.g. Bette Street).

DESIGN AND ORIENTATION

During public comment and community meetings, it was clear that there was a strong desire for the new housing to blend with the surrounding community. Orientation toward streets, parks, and open space allow for neighborly design and a walkable community. Simple, well-designed facades allow for visual interest while also meeting the goals of

a project that is affordable and sustainable in providing high quality, low-income housing for some of the most vulnerable population of the community.



Key Plan

NORTH HOUSING DEVELOPMENT PROGRAM

Block	Number of Units	Estimated Off-Street Parking	On-Street Parking
A	90—155	25—55	22—25
B	50—60	25—30	16—18
C	200—250	125—155	22—25
D	140—175	112—140	—
Total	581 max.	287—380	60—68



Mosley excess property, 0.12 ac (from Tentative Map)

Building footprints are conceptual, buildings will go through their own separate design approval process

North Housing Development Standards

SITE SUMMARY

- **Project Area:** 12.07 ac (12.19 ac with acquisition of 0.12 ac Mosley excess property from the City of Alameda)
- **General Plan Designation:** Medium Density Residential
- **Zoning Designation:** R4-PD with Multi-Family Overlay
- **Permitted Uses:** Per AMC 30-4.4 and 30-4.23; except 30-4.4c.3 (temporary trailers for construction) and 30-4.4.c.4 (non-profit administrative offices) shall be deemed permitted uses
- **Affordable Units:** A minimum of 50% of total units will be affordable, of which at least fifty (50%) percent of units are deed restricted for fifty-five (55) years to very-low and low income households and, of which at least half of these restricted to very-low income households.
- **Planned Unit Count:** 581 units based on 12.07 acres, 586 units based on 12.19 acres (12.07 acre + 0.12 acre Mosley excess property acquisition)
- **Permitted Maximum Height:** 5 stories or 60 feet (30-4.23, k, 3, [b]), unless noted in Height Limits table below

AFFORDABLE HOUSING REQUIREMENTS PER 30-4.23.K

- A. A sixty percent (60%) increase in maximum allowable density
- B. A maximum height of five (5) stories or not more than sixty feet (60')
- C. A requirement of no more than seventy-five (75) square feet of open space per unit
- D. A requirement of no more than one (1) parking space per affordable residential unit
- E. Waivers, parking reductions, incentives and concessions as described in AMC section 30-17
- F. Projects in which one hundred percent (100%) of units are deed restricted for fifty-five (55) years to very-low and low income households shall also be exempt from the requirement to provide transit passes or weekday commute hour shuttle services under AMC 30-4.23.G.1

OPEN SPACE

- Seventy-five (75) square feet per unit

BICYCLE PARKING

- 10 square feet of bicycle parking for each studio, one-and two-bedroom unit, and 20 square feet of bicycling parking for each three-bedroom unit.

SETBACKS

Bette Street	10'
Mosley Avenue	10'
Lakehurst Drive	10'
Mabuhay Street	10'
To property line north of Block C*	17'
Singleton Avenue	10'
To unenclosed parking from property line	5'
When adjacent to one or two-story residential buildings on an abutting parcel	15'
Minimum Space Between Buildings	20'
Maximum Lot Coverage	80%

Porches, landings, and entry stairs may encroach up to five feet (5') into any required building setback, except where noted
*Porches, landings, and entry stairs may encroach up to two feet (2') into the setback from property line north of block C. The pedestrian passage at that property line is an EVA.

NORTH HOUSING PARKING REQUIREMENTS

Housing Type	Spaces per Unit
Permanent Supportive Housing	0.25
Senior Housing	0.5
Family Affordable Housing	0.8
Above Moderate Housing	1.0

HEIGHT LIMITS

Within 40' of Bette Street	35'	Three Stories
Within 50' of Bette Street	45'	Four Stories
Within 20' of Lakehurst Drive	45'	Four Stories
Within 20' of Pedestrian Connection between Bette Street and Local Street	35'	Three Stories



Summary of Housing Types

THE HOUSING TYPES IN NORTH HOUSING

The Partnership of the Alameda Housing Authority, Alameda Point Collaborative, and Building Futures jointly applied for, and were awarded, the property in order to create a safe, vibrant community for homeless individuals and families. This property was transferred to the Alameda Housing Authority to serve the needs of the homeless and requires the development of 90 units of permanent supportive housing, which will be the first project undertaken.

Beyond this, the Partnership recognizes that diversity of housing types helps to foster a vibrant community and plans to build out the remainder of the site with mixed-income housing. The Development Plan shows a sample mix of senior and family housing, though the exact unit types will largely be based upon available funding. Universal Design standards will be met in all buildings. Parking ratios are provided as a standard of what will be constructed for each type of housing. The numbers of each type of unit shown are to provide a concept of what will be built and to show that the units and all associated parking and open space can be provided on-site.

Permanent Supportive Housing

This is an intervention that combines affordable housing assistance with support services to address the needs of chronically homeless people. Services are designed to build independent living and tenancy skills and connect people with community-based health care, treatment, and employment services. Particular consideration is given to the design of these buildings in order to avoid further trauma.

matization. These buildings typically contain additional spaces for case management and social services aimed at supporting residents in permanent housing as well as spaces for residents to socialize in both small and larger groups. Units are smaller, typically made up of studio and 1-bedroom units to meet the needs of homeless populations. Parking needs for housing for the formerly homeless are very low and the North Housing Development Plan proposes a ratio of 0.25 spaces per unit.

Services for these residents will be provided by partners, Alameda Point Collaborative (APC) and Building Futures. Building Futures will provide primary social services to residents and make external service connections for residents. APC will provide job training and workforce readiness programs to residents.

Senior Housing

Age-restricted senior housing is designed to support aging in place to address the changing health and mobility needs of senior citizens. Units are typically studio and 1-bedroom units. Parking needs for an aging population are low and the North Housing Development Plan proposes a ratio of 0.5 spaces per unit.

Family Housing

These properties are designed to meet the needs of residents of all ages. Outdoor spaces contain play spaces for children of varying ages and indoor spaces include computer rooms for quiet study or resume writing, as an example. Units are a mixture of sizes, ranging from studio units to 3 bedroom units. Parking needs are higher for family properties and the North Housing Development Plan proposes a

ratio of 0.8 spaces per unit.

It is the Housing Authority's intention to fully develop the site as mixed-income affordable housing with a minimum of 50% of units affordable to those at 80% AMI or below. Developing this housing involves complicated financing and lengthy timelines. This reality is consistent with the City Housing Element 2015-23's first Major Housing Initiative, which names financial resources as a challenge to the City's Affordable Housing Programs. As is stipulated in the Legally Binding Agreement between the Housing Authority, its partners, and the City, the Housing Authority maintains the right to sell a portion of the land to obtain funding in support of providing affordable housing.



URBAN DESIGN ASSOCIATES

NORTH HOUSING CONCEPTUAL UNIT MIX

Unit Type	Number of Units	Percentage
Studio, 1 bath/unit	45	8%
1 Bedroom, 1 bath/unit	380	65%
2 Bedroom, 1 bath/unit	93	16%
3 Bedroom, 1.5 bath/unit	63	11%
Total Units	581	100%



Conceptual Architectural Styles



Independence Plaza, Alameda, CA



Anne B. Diamant Plaza, Alameda, CA



Anchor Place, Long Beach CA



Jack Capon Villa, Alameda, CA



Alma Point, Foster City, CA



The Breakers at Bayport, Alameda, CA

Parking

GENERAL GUIDELINES

All automobile parking for residential uses on the North Housing site will be accommodated on-site, and when possible located on the interior or in the rear of blocks. The ratios for parking needs of the residents of the North Housing site are derived from the Housing Authority and its partners' experience with similar resident profiles in the Bay Area.

Off-street resident parking will be provided at the following minimum ratios:

- Permanent Supportive Housing: minimum ratio of 0.25 spaces/unit.
- Family Affordable Housing: minimum ratio of 0.8 spaces/unit.
- Senior Housing: minimum ratio of 0.5 spaces/unit.
- Above Moderate Housing: minimum ratio of 1.0 spaces/unit.

NORTH HOUSING DEVELOPMENT PROGRAM

Block	Number of Units	Estimated Off-Street Parking	On-Street Parking
A	90—155	25—55	22—25
B	50—60	25—30	16—18
C	200—250	125—155	22—25
D	140—175	112—140	—
Total	581 max.	287—380	60—68

TUCK-UNDER PARKING



Building footprints are conceptual, buildings will go through their own separate design approval process

Pedestrian and Bicycle Connections

PEDESTRIAN ACCESS

Pedestrian access to the North Housing site will come with the completion of the extension of Singleton and Mosley Avenues. Walkability both to the site and within the site are among the key goals of the development. The sidewalks also tie the North Housing site back to the retail of Alameda Landing, while the extension of the sidewalks for Singleton and Mosley complete a gap in connectivity.

The sidewalks also connect to the multi-use trail along Bette Street which ties into Willie Stargell Avenue and the neighborhoods to the south.

BICYCLE ACCESS

Cycling connections are key aspects of transportation around Alameda. Singleton Avenue has Class 2 bikeways per the CalTrans D4 Bike plan. The multi-use trail along Bette Street is an existing Class 1 bikeway, as it's a shared-use path with an exclusive right of way for pedestrians and cyclists. This access will connect to bicycle parking options throughout the North Housing's site, including secured bike rooms, as well as bike racks. Specific bike parking requirements are 10 square feet of bicycle parking for each studio, one- and two-bedroom unit, and 20 square feet of bicycling parking for each three-bedroom unit.



Public Transit Connections

TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES

The west end of Alameda has been experiencing significant change and development since the base closure. As these changes proceed, public transportation options will continue to grow and change. The City and the Alameda Transportation Management Association (TMA) have worked with AC Transit to advocate for additional bus service to areas like Alameda Landing and Alameda Point. These groups are currently in discussion to increase frequency on Line 96 to every 15 minutes. AHA looks forward to continued involvement in these and future transportation conversations to benefit future residents, the west end, and the whole Alameda community.

The Housing Authority will execute a Transportation Demand Management (TDM) plan for the North Housing site. It will include the following components to help reduce the overall vehicle trips generated from the development. These measures are consistent with TDM plans of surrounding developments. Among the components of this plan are:

- A transit pass will be provided for each household at North Housing.
- Requirement that AHA join the Alameda Transportation Management Association (ATMA) to work alongside other employers and housing providers to promote transportation options in Alameda.*

- Provide on-site property management staff to assist residents with sign-up for transit passes and information regarding transit routes and schedules.
- Have dedicated staff to represent AHA within the ATMA and to ensure property management staff have up-to-date knowledge of program procedures and transit service to provide to residents.
- Engage with the City on future mobility and street safety initiatives such as: car share, micro mobility options, and infrastructure improvements, as well as vendor selection and accessible pricing for low-income individuals of all of the above.

Implementation of these strategies has been demonstrated to promote transit use and reduce automobile use and parking needs in Alameda. The TDM measures for the North Housing Development Plan may be combined with TDM measures of other adjacent development in the future to more effectively manage the program. A review and/or update to the TDM plan shall be submitted at each phase of development.

*AHA and the ATMA currently have an agreement in principle and are working to determine final contract language as well as logistics of folding AHA's existing AC Transit EasyPass program into the ATMA agreement with AC Transit.



- • • EXISTING PEDESTRIAN CONNECTION
- EXISTING BUS STOP
- EXISTING BUS LINE (96)
- 📍 EXISTING FERRY TERMINAL

Local Connections



Street Connections

AUTOMOBILE ACCESS

North Housing is bounded to the north by the extension of Mosley Avenue. Singleton Avenue runs through the southern third of the site, and Bette Street provides the eastern boundary. Mosley and Singleton tie into the greater fabric of west Alameda, while Bette is a local street which primarily serves the households of Alameda Landing.

The plan would introduce two new local streets to increase site connectivity and create a more walkable block structure consistent with Alameda street patterns. The north/south local street connects Singleton and Mosley while providing a spine down the center of the site.

Lakehurst is an existing street that was built with the former Coast Guard housing. The north end of the street will retain its current alignment to allow access to the three existing townhouse buildings on the west side of the street, owned by Carmel Partners. Just south of these townhomes the Lakehurst curve will be more pronounced such that the remainder of the street becomes a straight, east/west local street connecting out to the north/south street. This maintains access for the existing buildings while also creating four distinct development blocks that can be easily phased for building projects.

There was an emphasis in the planning process to create minimal curb cuts along Bette Street in order to keep from disturbing the existing trail that runs along that street.

EMERGENCY VEHICLE ACCESS (EVA)

The four development blocks are designed for 150-foot hose pull and additional emergency vehicle access. The internal network of roadways and easements allows for access to all building sites. This includes a shared paseo along the northeast edge of the Housing Authority site, along its border with the Habitat for Humanity parcel, which provides EVA access to both sites to allow for development along this boundary.



- EXISTING COMMUNITY STREETS
- PLANNED COMMUNITY STREETS
- EXISTING LOCAL STREETS
- PROPOSED LOCAL STREETS
- PROPOSED PASEO/EVA (PEDESTRIAN WALKWAY)

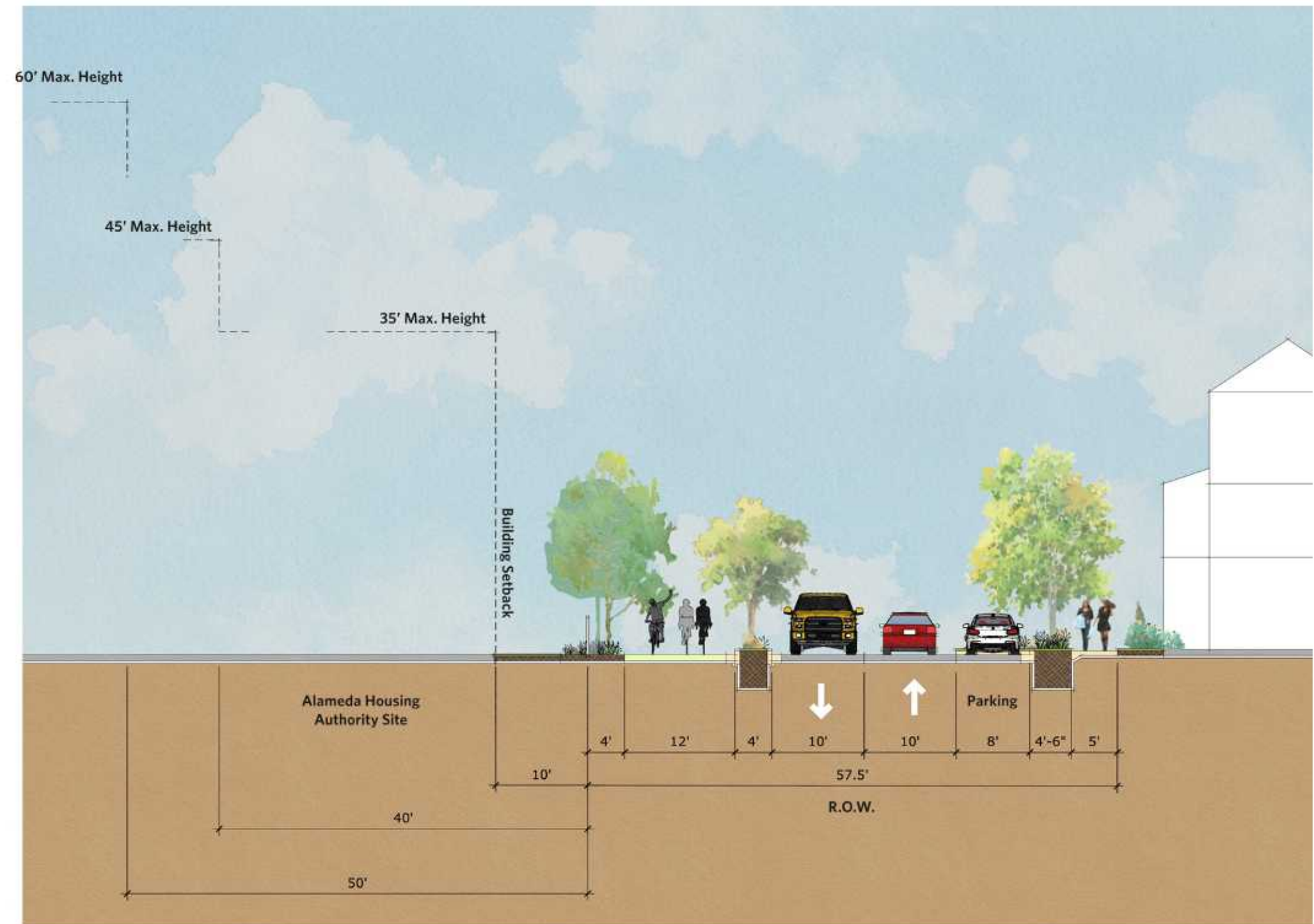
Street Cross Sections — Existing & Proposed Development Plan

Bette Street cross-section is provided to show context only. No changes to Bette Street are proposed.

The North Housing Development Plan proposes buildings fronting streets throughout the site, including Bette Street. This is in conformance with the City's Urban Design best practices laid out in the NAS Alameda Community Reuse Plan and is consistent with the city's objective standards.



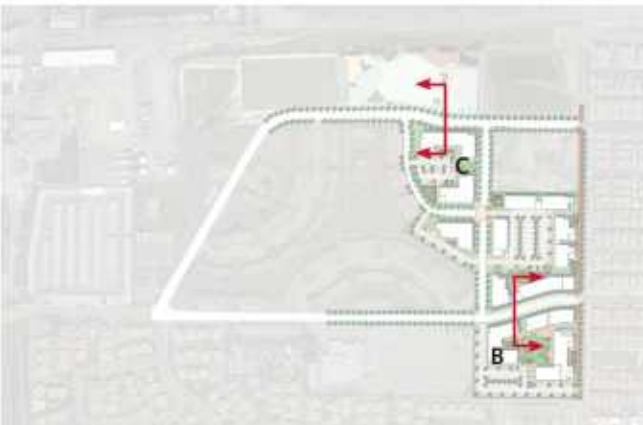
Key Plan



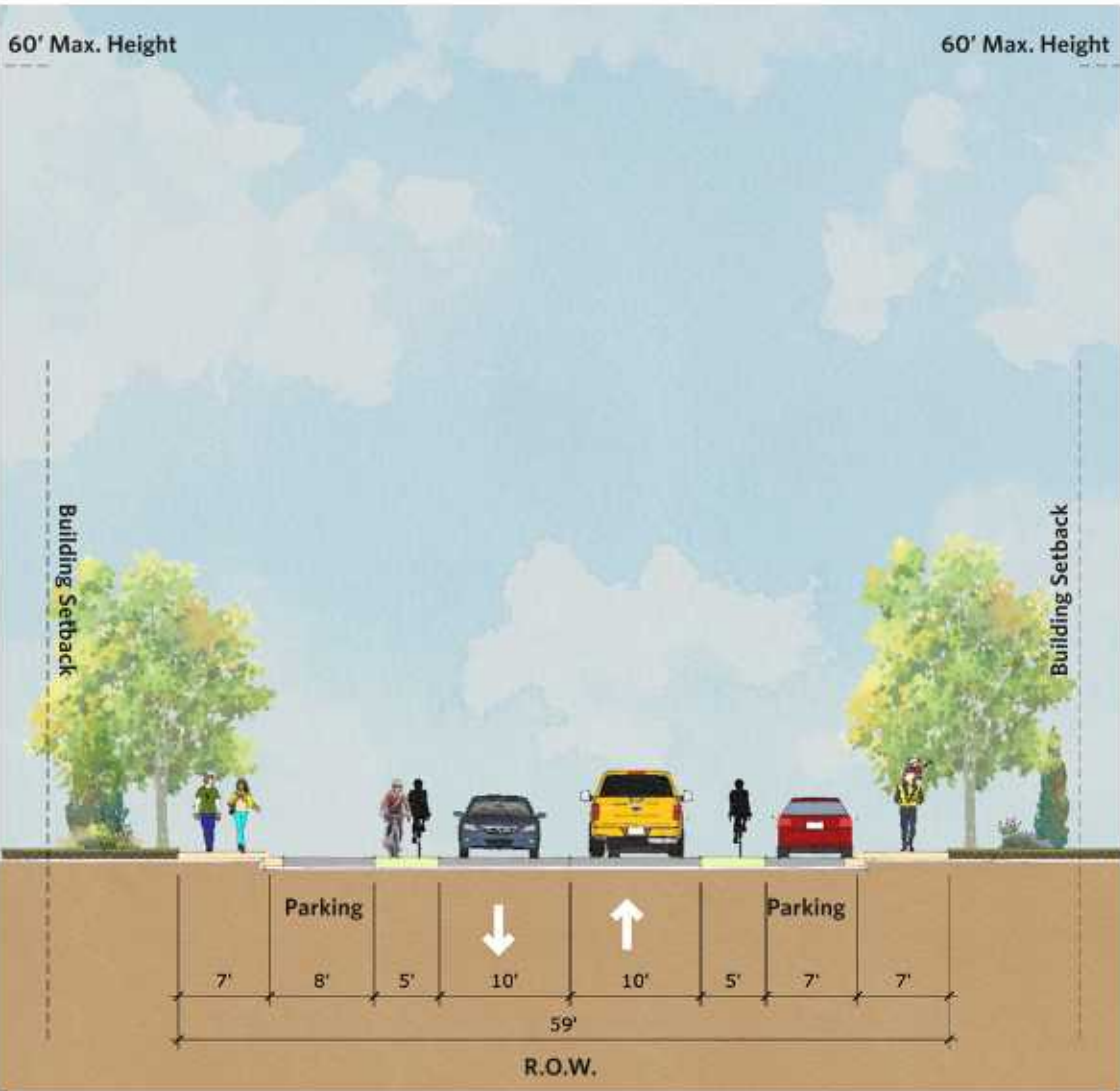
Section A —Existing Bette Street

Street Cross Sections — Previously Approved

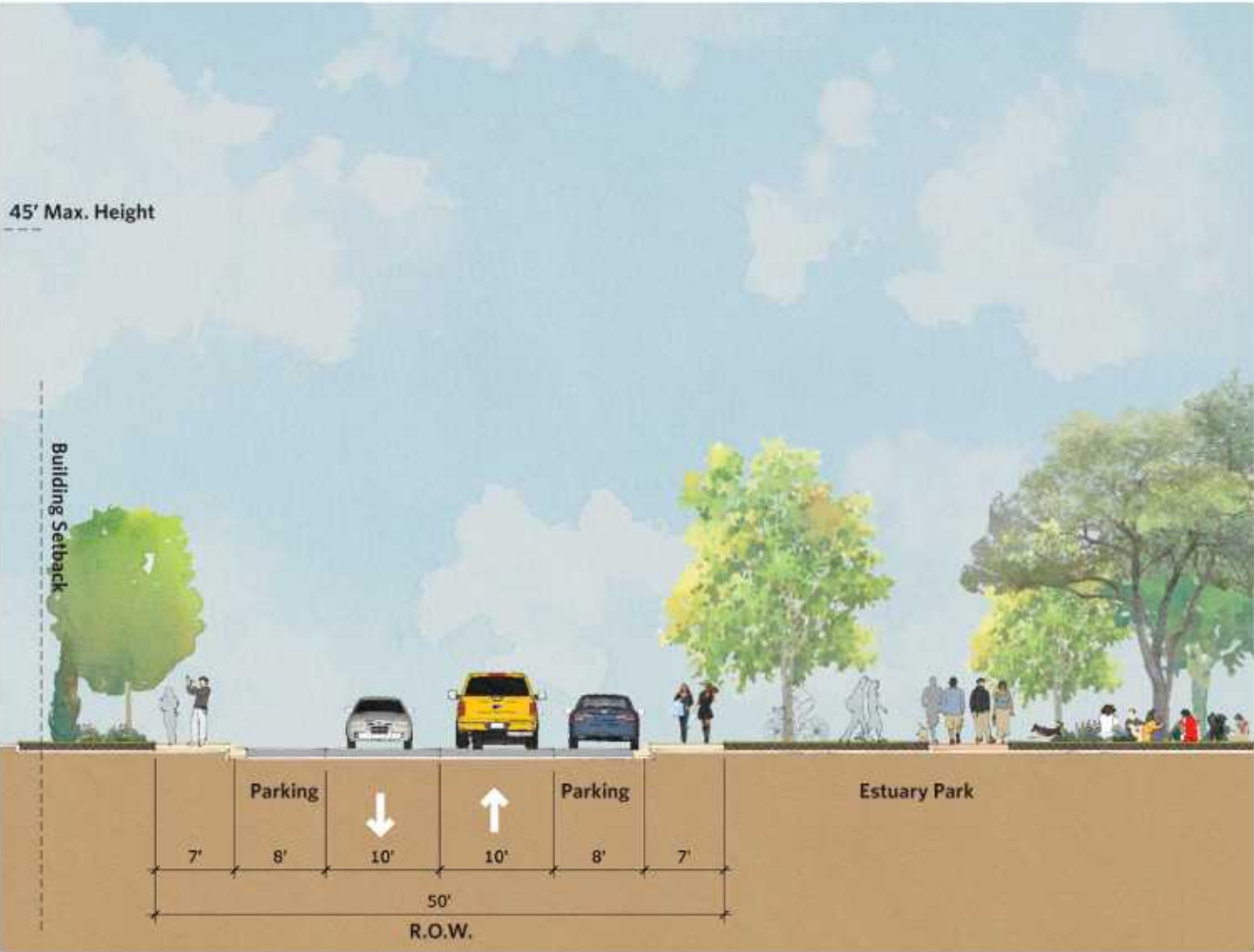
Street sections for Singleton Avenue and Mosley Avenue through and around the North Housing site have previously been approved by the City of Alameda, in coordination with Carmel Partners’ work to build these streets. The North Housing Development Plan presents these street sections for reference only.



Key Plan

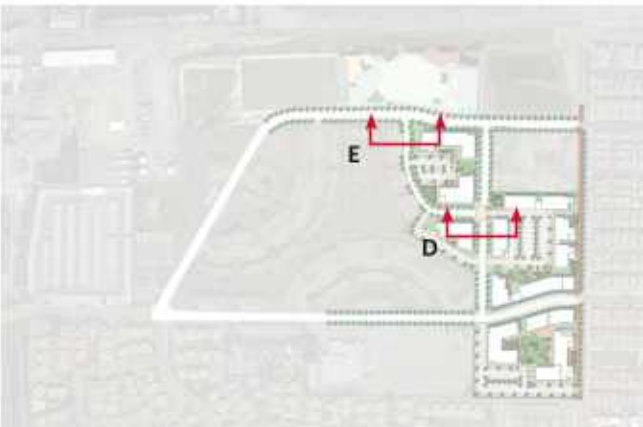


Section B — Singleton Avenue

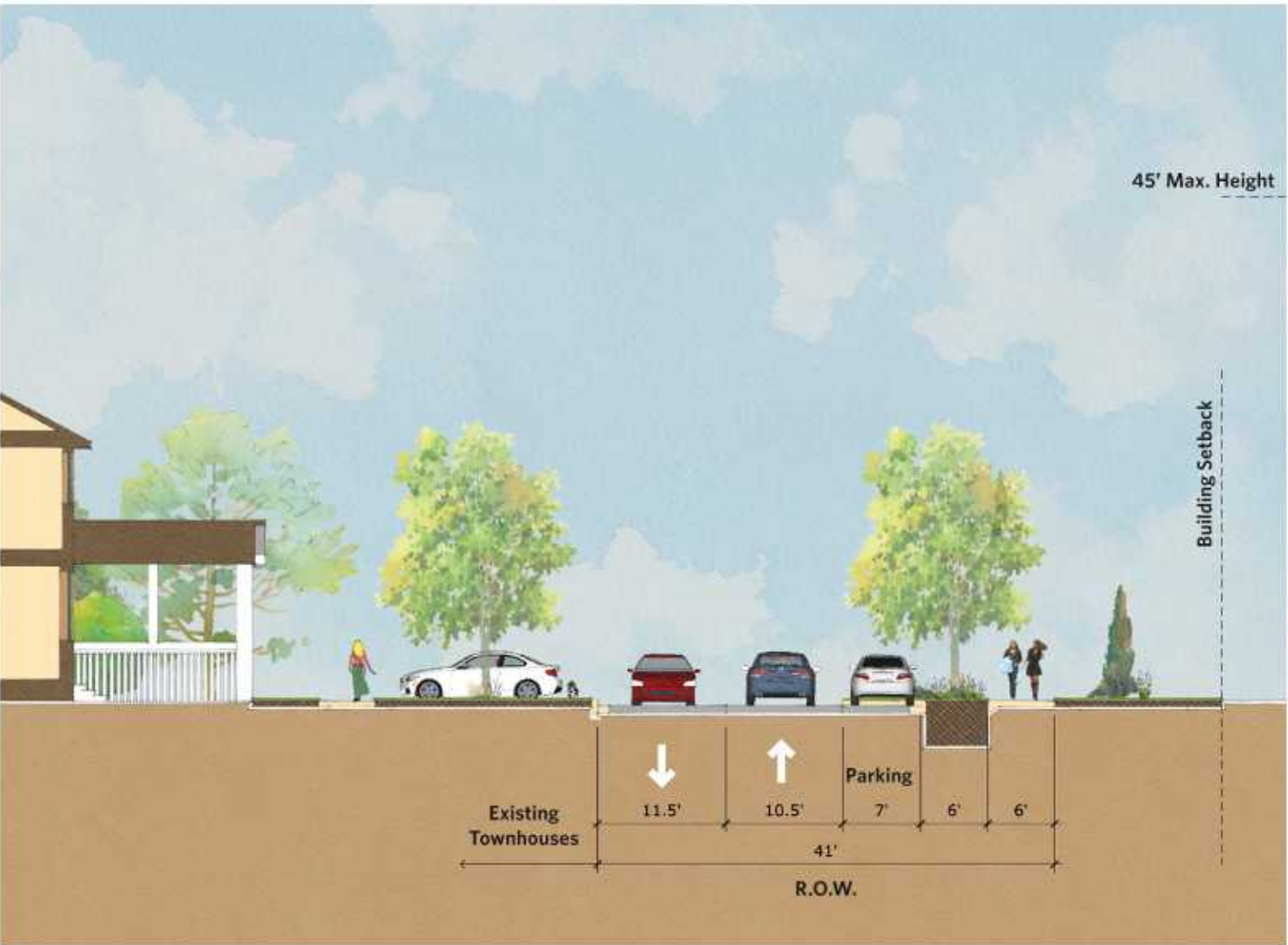


Section C — Mosley Avenue

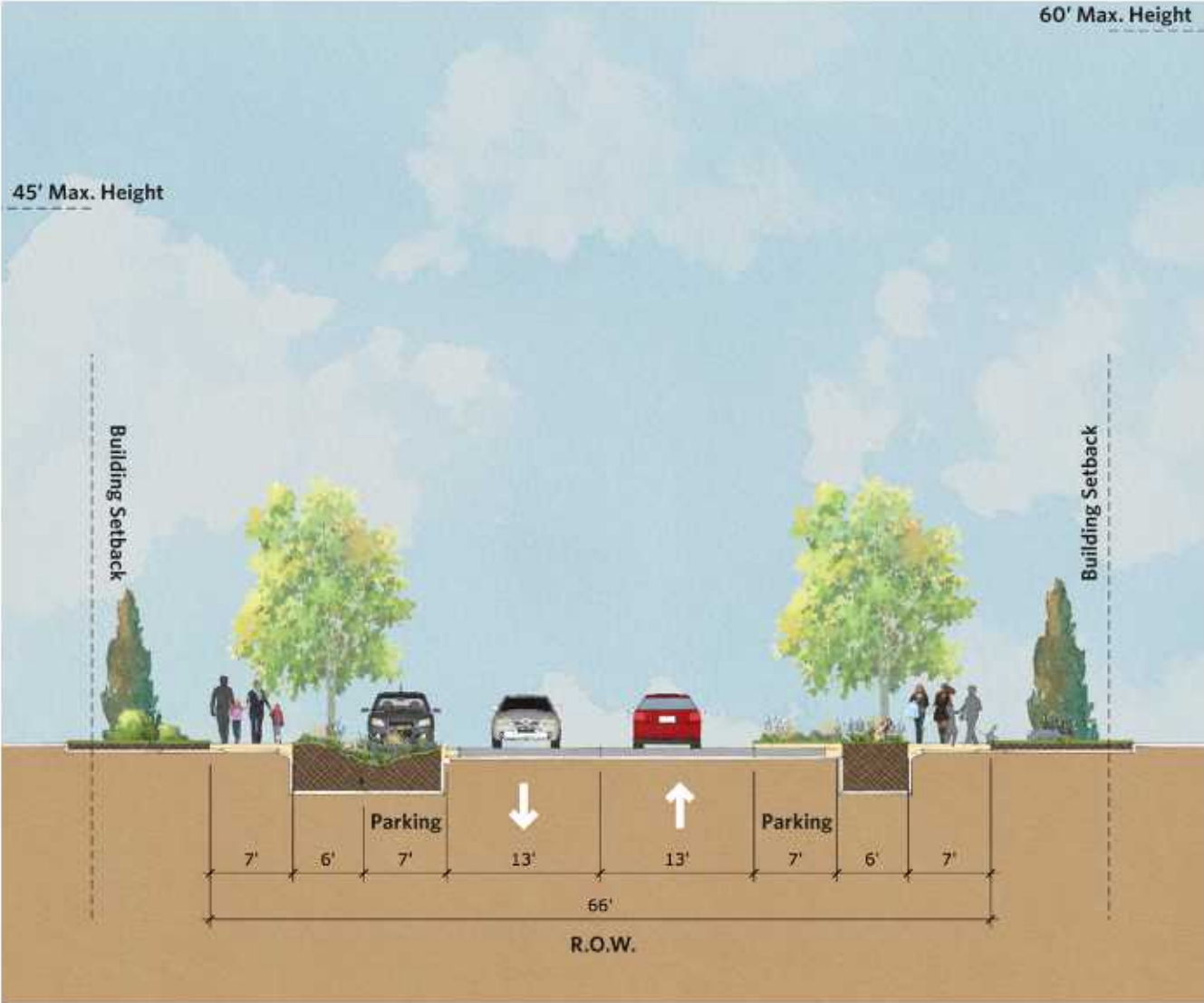
Street Cross Sections — Proposed Local Streets



Key Plan



Section E — Lakehurst Circle



Section D — Mabuhay Street

Open Space Plan

Open Space at North Housing will be laid out and designed in detail as the phases of development take place. The space will be compliant with Bay Friendly Landscape Guidelines and provide places for the community to enjoy the outdoors. Planting will provide clues to way-finding and views will be framed by tree and plant locations. Various types and scales of gathering spaces and recreation areas, and related interactive equipment or furniture, will be designed throughout the project to encourage a mixture of outdoor activities. The plantings shown here are for illustrative purposes, showing the types and approximate sizes of open space to be produced.

North Housing will meet the requirement of seventy-five (75) square feet of open space per unit.

There are three either current or planned parks within a five minute walk of the North Housing site, including Estuary Park, Coast Guard Park, and a future waterfront park north of the site.



The Housing Authority provided a significant contribution towards the construction of Estuary Park.



Building footprints are conceptual, buildings will go through their own separate design approval process



Infrastructure

These proposed infrastructure plans show the conceptual storm drain, water, and sanitary sewer to be provided to the North Housing site. These include infrastructure elements provided by the Admirals Cove development next door per the City of Alameda-CP VI Admirals Cove, LLC MOU dated March 30, 2018.

The conceptual storm drain system includes a large existing outlet to the estuary along the proposed Mabuhay Street.

Potable water lines will not utilize the existing building's military water lines. Lines will tie into Mosley at the two street connections to the north and Singleton at the street intersection for both north and south main lines into the site. One line also ties into Bette Street at the southernmost drive aisle for the project.

PG&E and AMP, respectively, have confirmed capacity of both gas and electric systems to the site. Service to new buildings will be obtained at time of development. Infrastructure capacity was required to be provided by Carmel Partners.

UTILITY CONCEPT



Conceptual Storm Drain System

- EXISTING STORM DRAIN LINE
- PROPOSED STORM DRAIN LINE

UTILITY CONCEPT



Conceptual Water System

- EXISTING WATER LINE
- EXISTING WATER LINE (TO BE INSTALLED BY ADMIRAL'S COVE)
- PROPOSED WATER LINE

UTILITY CONCEPT



Conceptual Sanitary Sewer System

- EXISTING SANITARY SEWER LINE
- PROPOSED SANITARY SEWER LINE

Preliminary Development Schedule

PRELIMINARY DEVELOPMENT SCHEDULE

The Partners anticipate that the four Blocks identified in its development plan are built out in at least three phases of development projects with multiple buildings in each. With numerous state and county funding sources in the pipeline, the Partners are hopeful that the development of the full 12.07 acres can take place rapidly. In carrying out City Housing Element Goal #1, Program 1.3 — priority permit processing for affordable housing, the City will be a key partner in the timing of this development.

While the timing of each project is fully dependent upon available funding sources and the City entitlement process, the Partners propose an ideal development schedule that is illustrated on this page.

These phases may be completed in differing order based upon availability of funding sources, fit for a particular site, or other factors. EVA access will be maintained throughout all phases.

Phase 1 Development
Completion Anticipated Summer 2024

Phase 2 Development
Completion Anticipated Winter 2028

Phase 3 Development
Completion Anticipated Winter 2030

