

NORTH HOUSING DEVELOPMENT PLAN

PREPARED FOR

The Housing Authority of the City of Alameda

PARTNERS

Alameda Point Collaborative
Building Futures

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Street Cross Sections —			



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Introduction

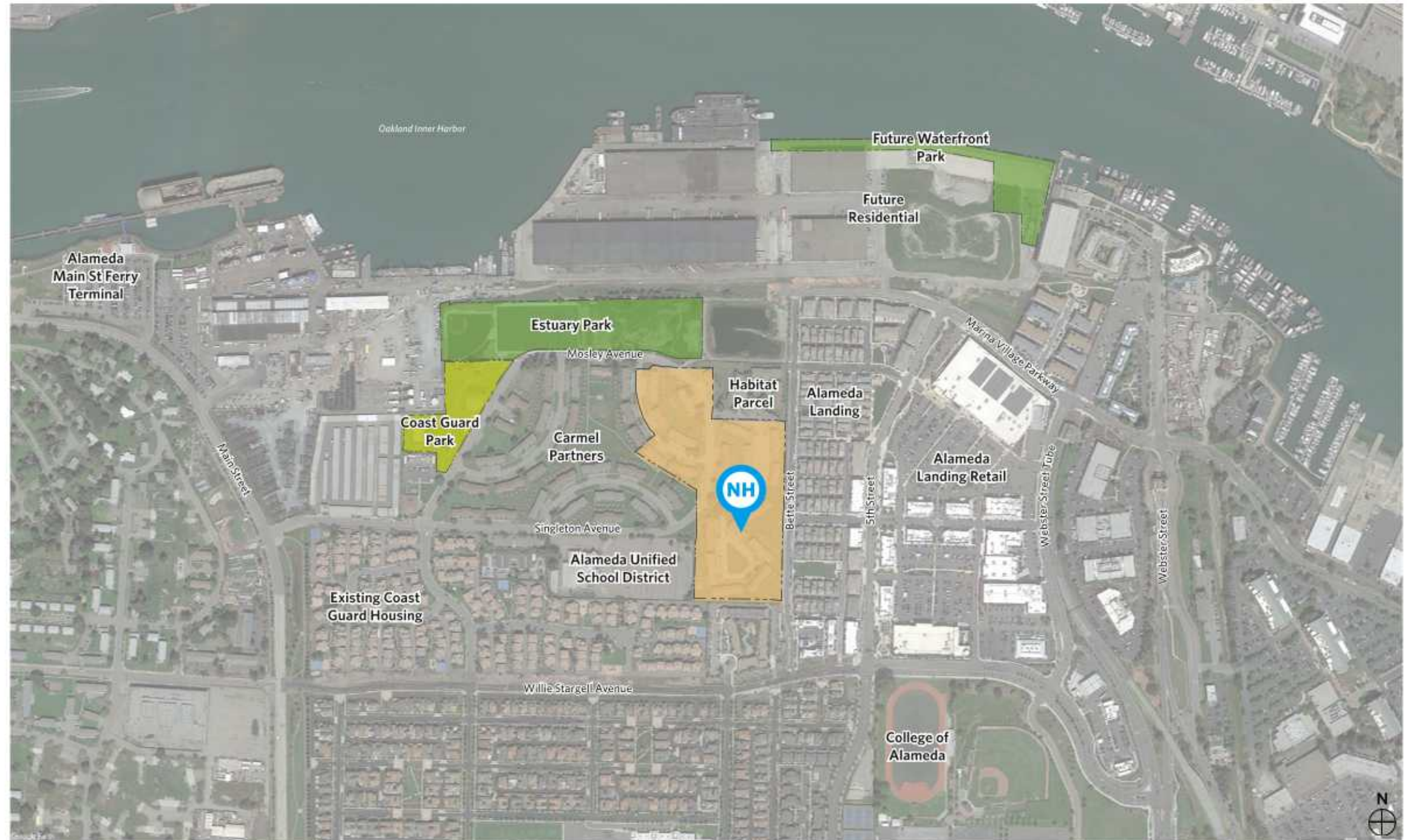
North Housing is a plan for 12.07 acres that transforms vacant former Coast Guard housing into an extension of a vibrant mixed-income residential neighborhood. As a residential community, the site will mix housing and supportive services for formerly homeless, senior, and family households while providing 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.



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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.

 TUCK-UNDER PARKING

NORTH HOUSING DEVELOPMENT PROGRAM

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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.



- EXISTING SIDEWALKS
- PROPOSED SIDEWALKS
- EXISTING CLASS I BIKEWAY
- EXISTING CLASS II BIKEWAY
- PROPOSED CLASS II BIKEWAY

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



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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)

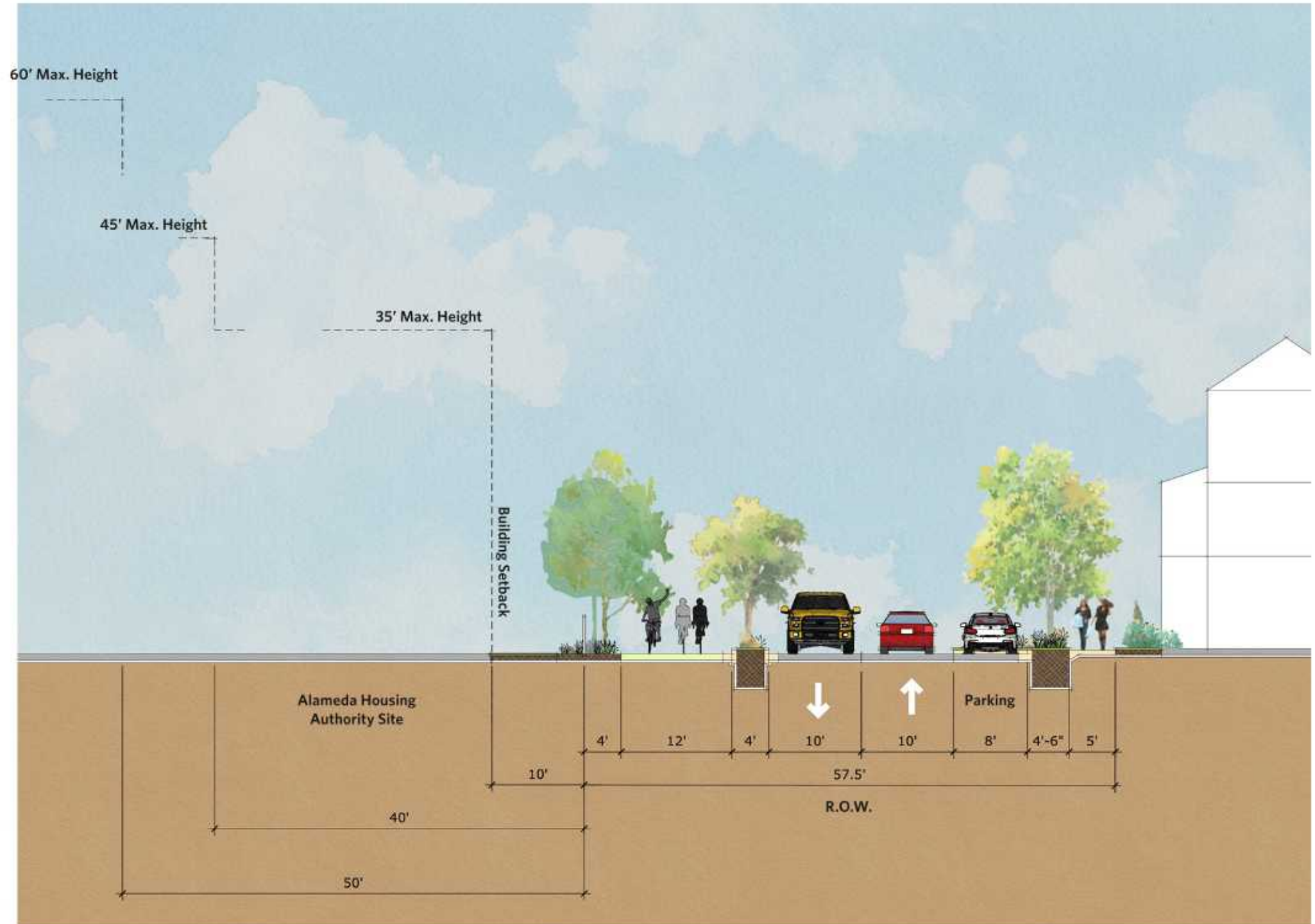
Street Cross Sections — Existing & Proposed Development Plan

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



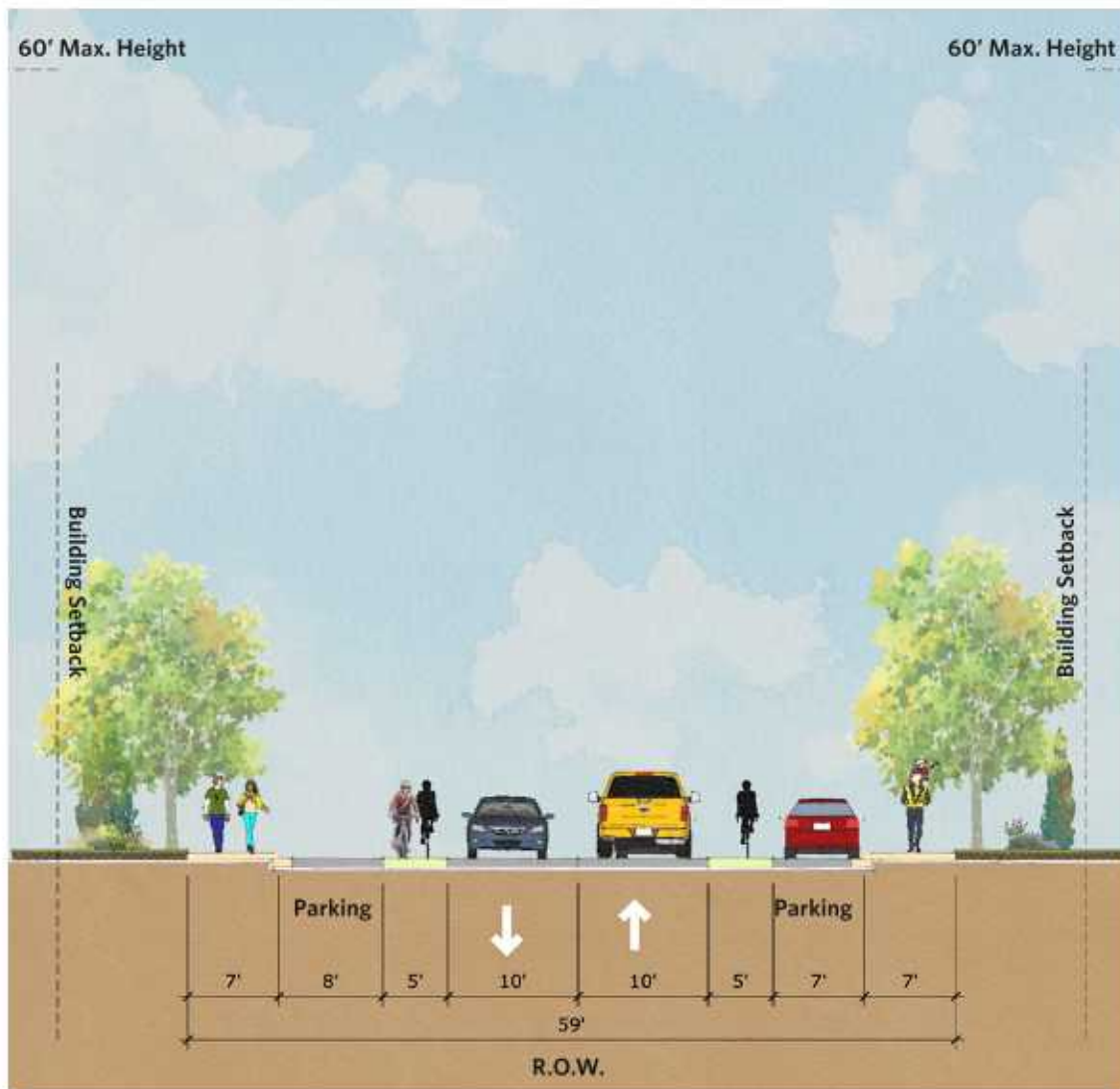
Section A — Existing Bette Street

Street Cross Sections — Previously Approved

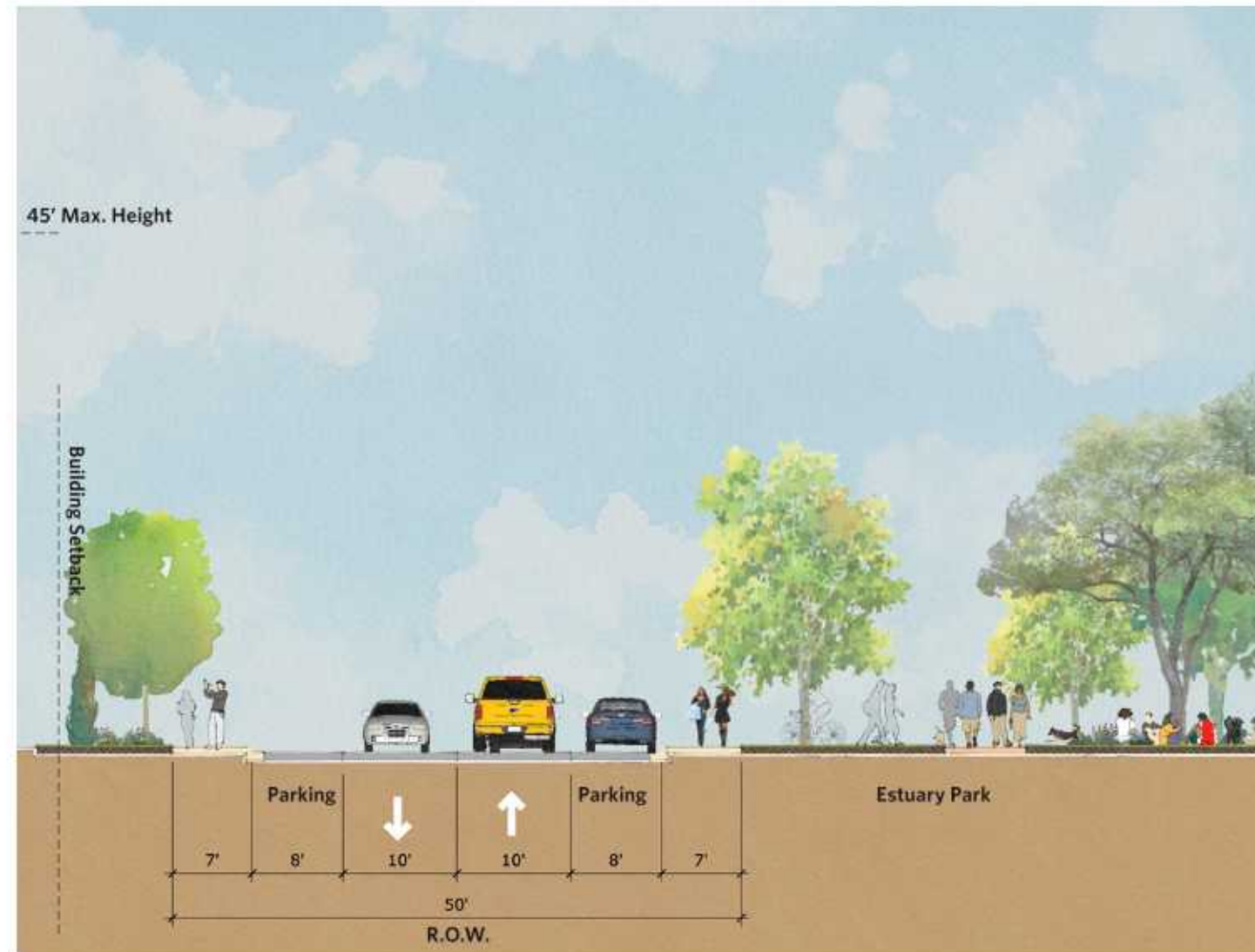
Street sections for Singleton Avenue and Mosley Avenue through and around the North Housing site have previously been approved by the City of Alameda, in coordination with Carmel Partners' work to build these streets. The North Housing Development Plan presents these street sections for reference only.



Key Plan

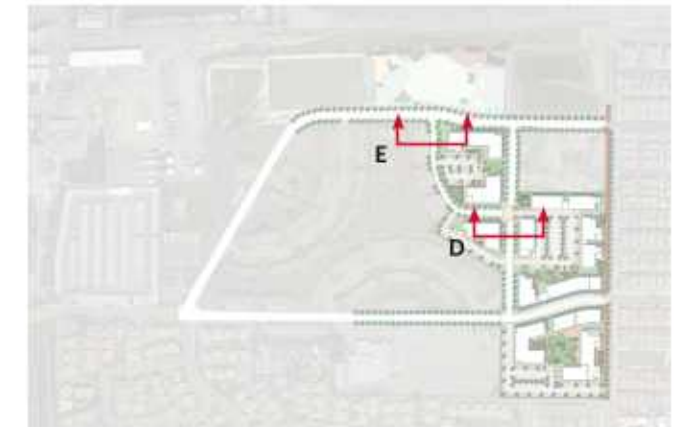


Section B — Singleton Avenue



Section C — Mosley Avenue

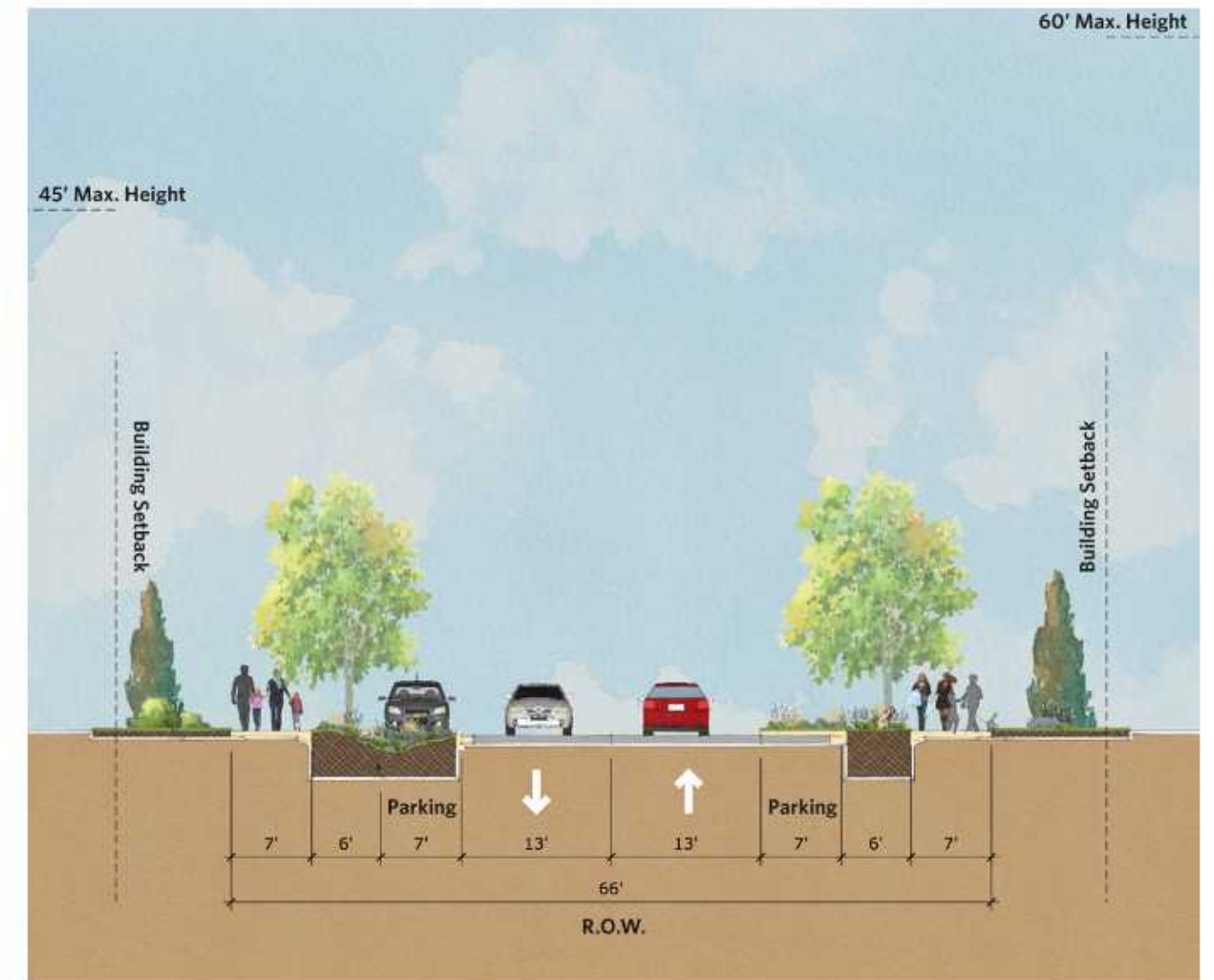
Street Cross Sections — Proposed Local Streets



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 <i>Completion Anticipated Summer 2024</i>
Phase 2 Development <i>Completion Anticipated Winter 2028</i>
Phase 3 Development <i>Completion Anticipated Winter 2030</i>

