

## **Exhibit 2**

### **Summary of Stakeholder Interviews**

## MEMORANDUM

**DATE:** September 11, 2015

**To:**  
Lev Kushner  
City of Alameda  
p. 510.747.4758  
LKushner@alamedaca.gov

**FROM:**  
Amie MacPhee  
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**RE: Stakeholder Interviews, *Main Street Neighborhood Specific Plan***

Urban Planning Partners and partner Cultivate Studios are leading a consultant team to develop a residential-oriented Specific Plan for the Main Street neighborhood of Alameda Point. As stressed in the *Stakeholder Outreach Process* developed for the project, community participation and input are vital to successful outcome .

This memo contains the results of the stakeholder interview process, one of four outreach components that comprise the Specific Plan's overall engagement strategy. These 30- to 60-minute interviews were conducted at Alameda City Hall on Tuesday, June 21, 2015, Wednesday September 9, 2015 and Thursday, September 10, 2015.

The primary goal of these interviews was to document concerns and ideas of those directly associated with the Main Street Neighborhood. Representatives from the following groups were interviewed:

1. *Alameda Architectural Preservation Society (AAPS)*. The goal of the AAPS is "to increase public awareness and appreciation of historic architecture in Alameda." This organization is primarily concerned that new development in Main Street respects the visual character of structures that contribute to the NAS Alameda Historical District.
2. *Water Emergency Transportation Authority (WETA)*. This regional organization operates ferry service on the San Francisco Bay, including the Alameda Main Street Ferry

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Terminal located immediately north of the Main Street. WETA provided important information regarding future ferry terminal expansion, access and parking plans.

3. *Alameda Point Partners (APP)*. APP is the development team whose "Site A" development plan directly south of Main Street was approved by the Alameda City Council in June 2015. APP is interested in supporting beneficial cross-programming between the neighboring plan areas.
4. *Bike Walk Alameda*. The mission of this organization is "to make [Alameda] a safe and enjoyable place to walk and bike." Representatives from the group expressed interest in creating a system of bikeways that is appropriate to the neighborhood and creates functional connections to outside destinations.
5. *Main Street Market Rate Residents*. There are 68 market rate, leased housing units in the Main Street Neighborhood, home to approximately 175 persons. These households were contacted directly via the City's property management company, and invited to one of two input/interview sessions at City Hall.

The following sections are summaries of the input contributed by each of the above stakeholder groups.

**1. James Smallman, Alameda Architectural Preservation Society**

- Mr. Smallman was standing in for Christopher Buckley, AAPS President.

Our central concern regarding new land use in Main Street is that *new development is visually subordinate to priority historic structures and existing historic visual character*.

- We are mostly concerned with the portion of the NAS historic district in the northern part of the neighborhood.
- We formally submitted comments regarding height and setbacks in Main Street in two letters to the Planning Board (attached).
- We oppose infill around the 'Big Whites,' whose low density and landscape design are key to historic visual character.
- We support retaining the 'Big Whites' as they are, in a park-like setting
- We support retention of the NCO housing (the "bungalows") and the Admiral's House.

We are less concerned with the southern area of the Main Street Plan Area, below the boundary of the historic district.

Input regarding the challenge of restoring the 'Big Whites' to current building and seismic codes:

- The electrical is not up to code and will need full restoration;
- Kitchens will need full remodels;

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- However, restorations will be less expensive than new construction. Unlike the historic homes in San Francisco's Presidio, the 'Big Whites' have concrete, rather than brick, foundations.

AAPS has ideas regarding Site A that apply to Main Street.

- Group supports the idea of farmers' and other markets in the "urban market" buildings of Site A.
- We support the idea of agricultural programs in Main Street collaborating with those markets.

The WAVE Dormitory Building is outside the historic district boundary, but is considered an historic priority by the AAPS (see attached map). WAVE (Women Accepted for Volunteer Service) was the dormitory for enlisted women in WWII. It represents a cultural/historic/social milestone that should be preserved. AAPS would like to see that structure respected.

Questions to be passed on to AAPS President Buckley:

- *What is AAPS' position in the Bungalows; they are not shown as "priority" structures on AAPS map. Are you in favor of restoration or demolition?*

Final AAPS statement:

- "Buildings deteriorate most quickly when they don't have a use in the community. For this reason we are anxious to see this neighborhood revived and activated."

Other resources:

- Karen Sidwell, Chair, AAPS Preservation Action Committee
- Gretchen Lippo, UC Professor, interested in adaptive reuse for senior housing



July 8, 2013

(By electronic transmission)  
City of Alameda Planning Board  
2263 Santa Clara Avenue  
Alameda, CA 94501

**Subject: Proposed Alameda Point Conceptual Planning Guide and Zoning Ordinance (Item 7-C on Planning Board's 7-8-13 agenda)**

Dear Boardmembers:

Thank you for the opportunity to comment on the Proposed Conceptual Planning Guide and Zoning Ordinance for Alameda Point. Here are the Alameda Architectural Preservation Society's (AAPS's) preliminary comments. Some of these comments reiterate comments in our 3-1-13 letter to Andrew Thomas that was copied to the Planning Board.

**A. Conceptual Planning Guide.**

1. **Page 33.** The last bullet in the "Character and Land Uses within the Town Center and Waterfront Sub-Area" section reads as follows:

*The maximum height of new buildings will be limited by the height of the existing hangars (Buildings 39 through 41) or five stories or sixty feet. Buildings along Main Street will be a maximum of 40 feet to create a transition to the existing Alameda residential neighborhoods on the east side of Main Street.*

It is our understanding that the hanger heights are approximately 50', not 60'. The text should be revised to reflect this. Moreover, as discussed in more detail in Item B.3 below, height limits within this portion of the NAS Historic District for new buildings should be significantly below those of the historic buildings to avoid visual competition with the historic buildings and erosion of the District's character. We are therefore recommending a 40' height limit for this portion of the Historic District.

2. **Page 34** (Character and Land Uses within the Main Street Neighborhood Sub-Area). The last bullet on this page states:

*In the northern area near the historic "Big Whites," lower density, one-, two- and three-story residential single family detached and attached buildings ranging from smaller cottages and in-law units to two and three bedroom homes are likely to **fill in around the historic homes** (emphasis added).*

This statement should probably be deleted. It implies that new buildings on the sites containing the Big Whites will be encouraged. Infilling around the Big Whites will erode the spacious grounds and trees and other vegetation that define the Big Whites' park-like setting and should be **discouraged**.

## **B. Proposed Zoning Ordinance**

**1. Relation of the Proposed Zoning Ordinance and the NAS Historic District.** The proposed Zoning Ordinance should include the following provisions applicable to the NAS Historic District:

- a Keeping the area in front of the Seaplane Lagoon hangers as open space.
- b Not allowing infill development on the front portion of the spaces separating the hangers
- c A statement that new construction within the Historic District must be visually subordinate to structures contributing to the District.

## **2. Zoning Map.**

- a The proposed zoning map should show the NAS Historic District boundary superimposed on it, including the entire Seaplane Lagoon. This would help ensure that the proposed zoning is consistent with the Historic District.
- b The map should be at a scale to match the Historic District maps (Figures 2 or 3a) in the final Combined Specific Buildings Survey and Evaluation Report/ Cold War Era Historic Resource Survey and Evaluation Report prepared by JRP Historical Consulting for the Navy (September 2011). This would assist comparison of the two maps.
- c Reduce the opacity of the colored shading on the proposed zoning map to facilitate location of the District's contributing buildings, and determining whether new street alignments may cut directly through Historic District contributing buildings.
- d Divide the Town Center Zone into two parts - -the portion that includes the Historic District and the portion that does not. The Historic District portion should include provisions consistent with maintaining the District's character and ensuring that new buildings are visually subordinate to buildings that contribute to the District.

**3. Reduce maximum building heights in the Historic District to 30-40'.** Table A (page 6) of the proposed zoning text lists allowable main building heights for new construction in each of the proposed zones.

The proposed allowable height in the Adaptive Reuse, Town Center, and Maritime Zones is 60'. However, this is much taller than almost all of the Historic District contributing buildings within these zones: The BOQ (#17) and BEQ (#s 2-3-4) are roughly 30' in height, as is the Administration Building/City Hall West. The land plane hangars are 40' tall and the Theater (#18) is 44' in height. The seaplane hangars 39, 40, 41, 11, 12 are 50' and the shops area buildings 8 and 9 are 39' and 50.' Only Building 5 is 63' at its highest point.

In the Main Street Neighborhood Zone, the Big Whites are less than 30' high, including pitched roofs, yet the allowable height for infill in this Zone is 40.'

**New infill construction within the Historic District should be limited to no taller than 30 – 40’ so that views of the Historic District buildings are not obstructed and help ensure that the new buildings are visually subordinate to the historic buildings to maintain the District’s character.** Furthermore, such heights are in conflict with the stated goal of achieving a development with the small town and historic character goals for neighborhoods. In addition, the Vision Statement states that “the City does not have or want tall buildings . . .” (page 5), yet the allowable heights in the proposed zoning text appear to be inconsistent with this stated objective for the Point’s development.

- 4. Infill and setbacks.** Table B (pages 6-7) of the proposed zoning text lists front and side setbacks and building separation distances for the Adaptive Reuse and Maritime Zones. These setbacks are not suitable for new infill construction within the Historic District, because the Navy’s Cultural Landscape Report/Design Guidelines clearly state that the deep setbacks, the sense of openness and large areas between the buildings of lawn in the administrative core of the District, the seaplane operations area, as well as the shops area, are character-defining features of the District. The proposed zero building separation in the Adaptive Reuse and Maritime Zones is especially inappropriate.

The deep setbacks also allow for significant views and vistas that are integral to the setting and site planning, one of the reasons the NAS Alameda is a National Register Historic District.

**Interspersing new buildings between existing historic buildings can create problems such as at Hamilton Field, where the historic buildings act as islands without historic context.**

Sections k. i and k. iii contain helpful provisions requiring: (a) the front setbacks of new buildings to be aligned with the front setbacks of existing buildings and (b) in the Adaptive Reuse Zone, a landscaped setback from the public right-of way be provided that is consistent with surrounding buildings. However, provision (b) should be applied throughout the Historic District, not just to the Adaptive Reuse Zone, given that the maximum required street side yard setback in the Maritime Zone is only 5’ and provision (a) should be applied to street side yard setbacks as well as front setbacks.

It is unclear where the Town Center Master Plan and Residential Master Plan details regarding setbacks are to be found; if these are still in preparation, AAPS requests the opportunity to review these.

- 5. Permitted and Conditionally Permitted Uses.** Table C (pages 11-14) lists permitted and conditionally permitted land uses for the various Zones. The Adaptive Reuse Zone must have additional uses permitted or conditionally permitted to allow reuse of the BOQ or BEQ such as ground floor residential uses, including senior citizens’ housing,

The Maritime Zone should have additional uses permitted or conditionally permitted such as grocery stores, and **indoor** farmers markets, both of which are potential uses for the hangars. The Maritime Zone’s permitted and conditionally permitted uses should also include the current heavy industrial and maritime uses.

- 6. Provide results of stakeholder interviews.** We would like to thank staff for including AAPS among the stakeholders who were interviewed. However, we have not yet seen any follow-up to these interviews. The results of the interviews should be put in writing, made available to the community at large and presented at a Planning Board meeting. Publishing the results of the stakeholder interviews will stimulate ideas across the spectrum of groups and help forge consensus.



Thank you again for the opportunity to comment. Please contact me at 459-3799 or [karinsidwell@gmail.com](mailto:karinsidwell@gmail.com) if you would like to discuss these comments.

Sincerely,

A handwritten signature in cursive script, appearing to read "Karin Sidwell".

Karin Sidwell, Chair  
Preservation Action Committee  
Alameda Architectural Preservation Society

cc: Mayor and City Council (by electronic transmission)  
Andrew Thomas (by electronic transmission)  
Debbie Potter, Community Development (electronic transmission)  
Jennifer Ott, Alameda Point (by electronic transmission)  
Historic Advisory Board members (by electronic transmission)  
AAPS Board and Preservation Action Committee (by electronic transmission)

ALAMEDA  
ARCHITECTURAL  
PRESERVATION  
SOCIETY

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January 13, 2014

(By electronic transmission)  
Alameda City of Planning Board  
City of Alameda  
2263 Santa Clara Avenue  
Alameda, CA 94501

Subject: Proposed Alameda Point Zoning Changes (Item 7-B on Planning Board's 1-13-14 agenda)

Dear Board members:

The Alameda Architectural Preservation Society has the following comments:

1. Height limits. We would like to thank staff and the Planning Board for revising the height limits in the Adaptive Reuse Sub-district, so that that new buildings are to be no higher than the tallest adjacent Historic District contributor. However, it is very important that any new buildings be visually subordinate to the District contributors. This means that any new buildings should generally be lower than the District contributors. The proposed height limits should therefore be changed to reflect this, e.g. so that the height of the new building be the lesser of the following: (a) no higher than the *average* height of the adjacent Historic District Contributors; or (b) 10' (approximately one story) lower than the adjacent Contributors, but with a 15' building height always allowed..

The following sentence is at the end of the height limit provisions for the Adaptive Reuse Sub-district (Section E.i):

In the area west of Monarch Street, all new buildings and additions to existing buildings shall be reviewed for consistency with the special building height and placement requirements set forth in the Declaration.

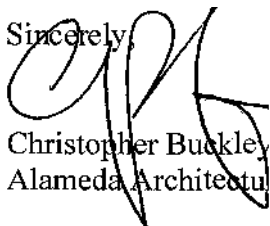
What does the "Declaration" at the end of this sentence refer to? It should be defined somewhere within the Ordinance

2. Front setbacks. Although the Adaptive Reuse Sub-district calls for alignment of front setbacks with those of existing buildings, reduced setbacks are allowed if this would support a "more pedestrian-friendly site plan." However, a truly reduced setback would arguably be more pedestrian-friendly. This exception, therefore, is a slippery slope and should either be deleted or worded more specifically to ensure compatibility of reduced setbacks with the historic district. For example, reduced setbacks could be considered in situations where the existing setbacks are excessive (e.g. over 100') and the proposed development is small scale (one story) and covers only a small portion (e.g. 20% maximum) of the setback area and total street frontage.

3. Include the Design Guidelines from the Cultural Landscape Report. The Design Guidelines provisions in Section B.v. still do not include the Cultural Landscape Report guidelines as previously recommended by AAPS.
4. Require rear and interior side yard setbacks. These setbacks are not required in the Adaptive Reuse Sub-district, but are needed for consistency with the District contributor setbacks and to maintain the campus-like layout of the Historic District. The Navy's Cultural Landscape Report/Design Guidelines clearly state that the deep setbacks, the sense of openness and large areas between the buildings of lawn in the administrative core of the district, the seaplane operations area, as well as the shops area, are character-defining features of the district. The deep setbacks also allow for significant views and vistas that are integral to the setting and site planning, one of the reasons the NAS Alameda is a National Register historic district. Interspersing new buildings between existing historic buildings can create problems such as at Hamilton Field, where the historic buildings act as islands without historic context.
5. Will there be a subdivision map for Alameda Point? It is our understanding that Alameda Point is legally one parcel. Is it the intent to subdivide this parcel into smaller parcels, -with separate parcels for each major building? The provisions for front, rear and interior side yard setbacks are meaningful only if Alameda Point is subdivided, including providing street rights-of-way.
6. Provide an update on the status of the Main Street and Waterfront Town Center Sub-district Master Plans. In addition to the Adaptive Reuse Sub-district, the Historic District also includes portions of the Main Street and Waterfront Town Center Sub-districts. However, height and setback rules for these subdistricts are not included in the draft zoning text, since those rules are to be set forth in the subdistrict master plans. The status of these Master Plans should be provided. We continue to be concerned over the placement of new buildings around the Seaplane Lagoon hangers and Big Whites and possible demolition of the NCO housing and Admiral's House.
7. Show the Historic District boundary on the Zoning Map. We have requested this repeatedly to assist review of the proposed zoning rules relative to the Historic District. Why has this not been done?
8. "Should" should be changed to "shall" in zoning text Sections Bv, Diii, and DiiiA.
9. Draft resolution recommending City Council certification of the Final EIR. Change the second to last "Whereas" clause to read "2014", rather than "2013"

Thank you for the opportunity to comment. Please contact me at (510)523-0411 or [cbuckleyAICP@att.net](mailto:cbuckleyAICP@att.net) if you would like to discuss these comments.

Sincerely,



Christopher Buckley, President  
Alameda Architectural Preservation Society

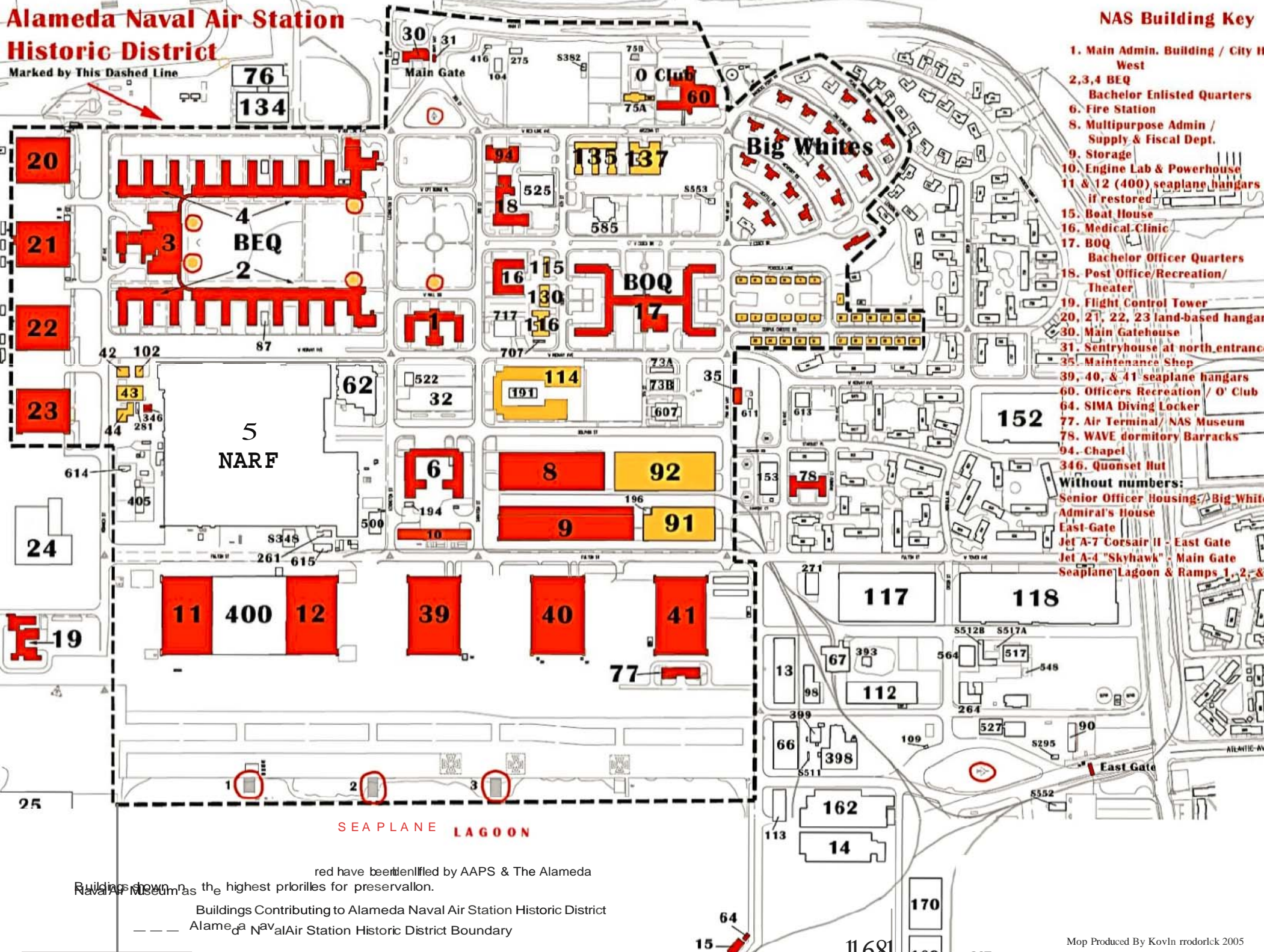
cc: Mayor and City Councilmembers (by electronic transmission)  
Andrew Thomas, Debbie Potter, and Jennifer Ott (by electronic transmission)  
Historic Advisory Board (by electronic transmission)  
AAPS Board and Preservation Action Committee (by electronic transmission)

# Alameda Naval Air Station Historic District

Marked by This Dashed Line

## NAS Building Key

- 1. Main Admin. Building / City Hall West
  - 2,3,4 BEQ Bachelor Enlisted Quarters
  - 6. Fire Station
  - 8. Multipurpose Admin / Supply & Fiscal Dept.
  - 9. Storage
  - 10. Engine Lab & Powerhouse
  - 11 & 12 (400) seaplane hangars if restored
  - 15. Boat House
  - 16. Medical Clinic
  - 17. BOQ Bachelor Officer Quarters
  - 18. Post Office/Recreation/Theater
  - 19. Flight Control Tower
  - 20, 21, 22, 23 land-based hangars
  - 30. Main Gatehouse
  - 31. Sentryhouse at north entrance
  - 35. Maintenance Shop
  - 39, 40, & 41 seaplane hangars
  - 60. Officers Recreation / O' Club
  - 64. SIMA Diving Locker
  - 77. Air Terminal/ NAS Museum
  - 78. WAVE dormitory Barracks
  - 94. Chapel
  - 346. Quonset Hut
- Without numbers:**  
 Senior Officer Housing, Big White  
 Admiral's House  
 East Gate  
 Jet A-7 Corsair II - East Gate  
 Jet A-4 "Skyhawk" - Main Gate  
 Seaplane Lagoon & Ramps 1, 2, & 3



Buildings shown in red have been identified by AAPS & The Alameda Naval Air Station as the highest priorities for preservation.

Buildings Contributing to Alameda Naval Air Station Historic District  
 --- Alameda Naval Air Station Historic District Boundary

170  
169

11681

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## 2. Kevin Connelly, WETA

Our main challenge right now is maxed-out ridership.

- Since the 2013 BART strike, our ridership has increased 35 percent. We were “caught off guard.”
- Ridership has not gone back down, only increased.

In addition to maxed-out ferry boats, parking at the Main Street Terminal is an issue that will become more critical.

- Right now, 600-700 cars arrive at the Main Street Terminal daily.
- These are partially accommodated by our existing lot of 423 spaces. The remaining 380 or so cars park along Main Street every day.
- Given our expected 8 to 10 percent growth, there will be about 1200 cars parked at the Main Street Terminal daily by 2020

We currently have two ideas to increase parking capacity:

1. Create a parking lot at the O’Club (offered for use by the City) which has capacity for about 140 spaces.
2. Create a parking lot at the nearby Dog Park, which could fit 200 spaces. This option would require a replacement dog park at Estuary Park.

Long term solutions for parking and access demand coordination with AC Transit. They’ve been resistant.

- AC Transit has said they don’t have the riders to justify expansion of lines to the Ferry Terminal.
- They stated “no ferry service until you charge for parking as an incentive to ride the bus, and then redirect some of that revenue back to us.” We’ve countered with “only if you guarantee 95% timeliness of your buses, not current 68%”

By 2020 both our boat service and parking will be maxed out. Two options for new boat service include:

1. New boat at Main Street, which would include free parking, but indirect service to SF, as riders would have to stop at Jack London Oakland
2. New boat serving the Seaplane Lagoon, with paid parking but express service across the Bay.

Why not charge for parking at the Main Street Terminal?

- Because demand does not justify it. Even if we charged, our future demand would only go down from 1200 to 1000 spaces.
- We would need the City to contribute to the process. However, they’ve explained that installing meters on Main Street would be too expensive, given that cars currently park on unimproved, dirt shoulders and raised berms that would demand considerable capital improvement.

Current proposed contribution to new Seaplane Lagoon Ferry Terminal is inadequate.

- \$10 million was enough for a new Ferry Terminal in the 1990’s, but today the cost would be more like \$25-30 million

Potential change to Main Street Terminal

- We have ideas for shifting the terminal to the west about 200 yards. The existing float is from WWII and needs to be “junked.” A new float would be installed further to the West.



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- This would line the terminal up with Pan Am Way and strengthen the argument for extending Pan Am Way all the way to Main Street. And then later bringing it all the way to Seaplane Lagoon as well.

### 3. Joe Ernst, Alameda Point Partners

We consider the Main Street Neighborhood an asset to both Site A and Alameda point in general. Excited about:

- Shared benefits
- Chances for collaboration
- Creating synergy

Our Site A “Urban Park” represents a potential opportunity for cross-pollination with Main Street programming:

- Various pop-up markets
- Entertainment hub
- Food production tenants from within and out of the City
- We see this component of our development as a chance to support and involve Main Street agriculture and training programs.

We are already involved in new projects both in and out of Alameda Point that rely on connections to other areas of Alameda Point and outside the City entirely. We’d like to create the same connections with the Main Street neighborhood as well.

Summary of the three phases of Site A development:

1. Center “strip” of the land use plan: Most of residential development and the Ferry Terminal, with its 400 space parking area. “We want the ferry operating when the first resident moves in.”
2. Bottom “strip”: remainder of residential and large parks
3. Upper “strip”: Makers Market and most of the adaptive reuse elements

West Tower Street is a shared resource for Site A and Main Street. Its future is relevant to both.

- West Tower will become a major thoroughfare to Main Street; we’d like to see more cars on Tower and less on Ralph Apazzeto. Cub to curb width here does not need to be massive.
- Public transit should be provided on West Tower as well. Keep rapid movement on West Tower.

We are big supporter of supportive housing and agricultural programming. For example we support a similar project called Ceres project that is rooting in Alameda Point:

- “Ceres taps the power of a nutritious meal delivery program to improve eating habits, strengthen social connections, create a more vibrant local food system, and empower the leaders of tomorrow.”

Next immediate steps for Site A:

- Finish up planning/design/infrastructure details
- Complete environmental remediation
- Break ground July 2016

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#### **4. Lucy Gigli and Donna Eyestone, Bike Walk Alameda**

In general we advocate for functional bike/ped connections. Our main concern at this point is to avoid some of the mistakes that were made at Bay Farm Island, which is similarly isolated as Main Street.

- Bay Farm is only bike accessible by a few choke points, due to a lack of connections and non-grid street layout. This prohibits biking beyond its boundaries.
- On Bay Farm there is only one mall, which means that residents are at many distances from a major destination. This is ok for biking but not walking. This destination-related restriction was not accounted for in the development of bike/ped infrastructure.
- In general, we support a grid system to avoid constrained access such as on Bay Farm, and would like to see multiple connections points across Main Street, such as:
  - West Tower Ave
  - West Midway/Willie Stargell Ave

Lessoned learned: use “attraction” points to help develop a functional bikeways system. Identify types of land uses that typically attract bikes/peds--such as the cafes, farmers markets and urban markets in Site A--and work to develop connections to them, from Main Street.

The Main Street neighborhood will be very low density, so not all bikeways will need to be on main cross streets. Small, dedicated bike paths that provide “as the crow flies” connections will work well. These types of paths also prevent bikers from taking short cuts through yards/private property, which becomes more of an issue in low-density environments such as that of the ‘Big Whites.’

A Ferry to Ferry bike connection will be vital!

- Pan Am Way from the Main Street Terminal to new Seaplane Lagoon terminal.

Need residential bike parking will be also be important

- At multi-family buildings, but not single family
- At parks, parklets, and community gathering spots

A functional, safe bike/ped estuary crossing is another big issue for which we advocate, and that will be become more necessary with increased residential development here

- Crossing the estuary on a bike is currently extremely difficult
- No matter how robust a transportation demand management program is, a new residential neighborhood will still need a good estuary crossing--likely a new pedestrian bridge.

#### **5. Current Main Street Neighborhood Residents**

Approximately 28 current residents of market rate housing in the Main Street Neighborhood attended interview/feedback sessions.

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Overriding concern is the unpredictability of future change:

- What is the timeline of new development?
- What does Specific Plan mean in terms of demolition of existing homes?
- *"It is difficult to contribute input and ideas to improving this neighborhood when we fear that we may not be living there in the near future anyway!"*
- On the one hand the City says it has no development plans, but on the other our leases have been shortened from multi-year to month-to-month. This is frightening.
- Residents of homes outside the historic district (the "Ranch Style" homes) fear they don't have the same historic protections: *"We're in limbo--if we are forced to move out, we will move out into vastly different economic climate than we last lived in."*

Residents presented a series of ideas to reduce future uncertainty:

- We should have first dibs on new properties when the City eventually tears down structures for sale, because a) we've been paying rent to the City for years, and putting our own money into maintaining these properties, and b) there are more families with kids in Main Street than in any other areas of Alameda Point.
- The City should provide us with some sort of contract that says "because you've been here xx years, you deserve to know when you'll have to leave, and with enough notice to prepare for the future, allow our children to finish up the school year, find new housing, etc."
- We could create a HOA-like body in which fees go to the infrastructure upgrades and maintenance.
- This is the conundrum that we face: The City sees this part of Alameda Point as a wasteland that should be redeveloped, but this is because the City hasn't maintained it. It could have been a point of pride if the City had held up their end of the deal. Instead we've been paying rent, doing the best we can to maintain, and are now getting kicked out.

Characteristics of the Main Street Neighborhood that were cited as unique, and worth preserving in the Specific Plan process:

- Calm, peaceful, neighborly environment; "Leave it Beaver" style neighborhood
- The layout of homes, with spaces between them, greenery throughout and variation in styles. This is the antithesis of the cookie-cutter "Toon Town" development and architecture that is popping up all over, ie Alameda Landing.
- Economic diversity of residents. In addition to supportive housing residents, this is a place where the forgotten middle class and working class can live--those who don't qualify for assistance but can't afford to buy. *"Alameda Point is seen as a problem by the City, but we see it as a solution"* to the difficult economic environment of the Bay Area.
- It is a "time warp" where community is strong and neighbor-to-neighbor support still exists.
- The trees! The impact of the trees on aesthetics, neighborhood feel, family friendliness, can't be overstated.
- Families and children still feel as if this is a safe zone.
- Seniors are accommodated here. Rarely do single story ranch homes get built anymore--all new development is 2 or 3 stories, which is inaccessible to the elderly.
- Grass, parking availability, bucolic feel, *"I call it old Upstate New York"*
- Family-oriented streets: cul-de-sacs and spacing give parents a sense of views in all directions, so that we feel our children can roam freely. This is rare today.



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Residents cited deferred maintenance of landscaping and properties by the City as an ongoing frustration:

- While trees are prized, the lack of pruning and removal of dead waste is so bad that falling branches has become a liability
- There are still dead Christmas trees stacked up in community spaces from last year. These are fire hazards that the City would not accept in other parts of the island.

Visions and ideas for the future Main Street Neighborhood development:

- "It's perfect how it is."
- Leave upper end historic and ranch homes as they are, accommodate the supportive housing campus on southern end, and then demo the crumbling eyesores in the central areas for redevelopment as housing of various styles/densities and open spaces.
- Yes, you must get rid of derelict non-residential buildings to reduce kids partying, homeless problems, black mold, safety hazards, etc.
- Keep all future housing in Main Street as rental housing, not for-sale.
- More recreational opportunities are needed: tennis courts, basketball courts, etc. Existing facilities are falling apart.
- Neighborhood needs meandering bike paths that would allow children to explore safely.
- Increased density is OK, it just has to be designed in such a way that greenspaces are prioritized, and the family-oriented feeling that we value so much is preserved.
- Transit must be improved: Getting on and off Alameda Point is always a challenge. Even this meeting was difficult for some of us to get to.

Residents expressed three basic requests of the City:

- Some sort of timeline for development after the Specific Plan is complete--will it be 3 years? 5 years? 7 years?
- Don't forget that none of us can afford to buy homes in today's market.
- Please keep up on basic maintenance of the properties you own and that we live in.

# Exhibit 3

## Alameda Point Zoning Map

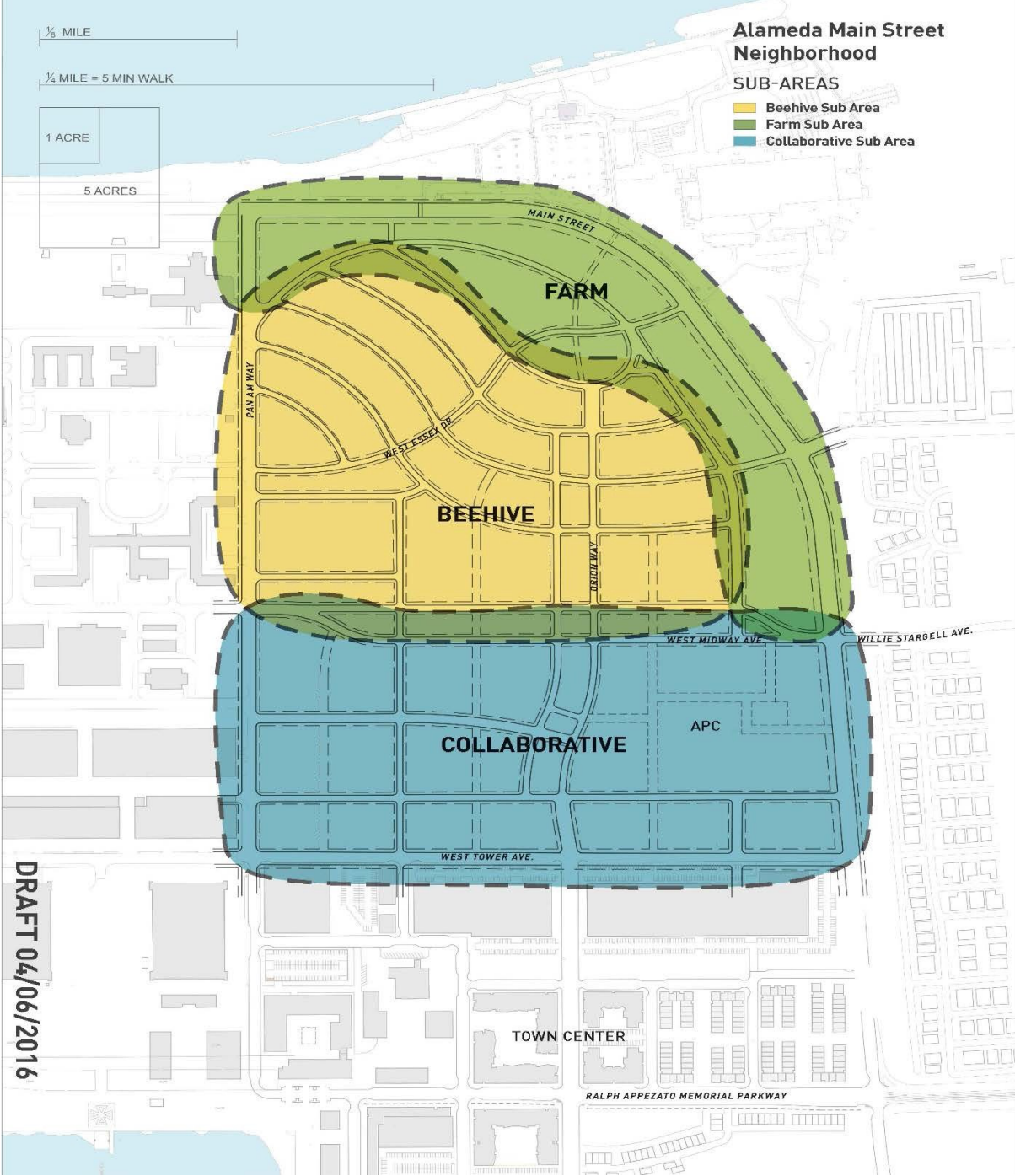


# Exhibit 4

## Main Street Existing Conditions



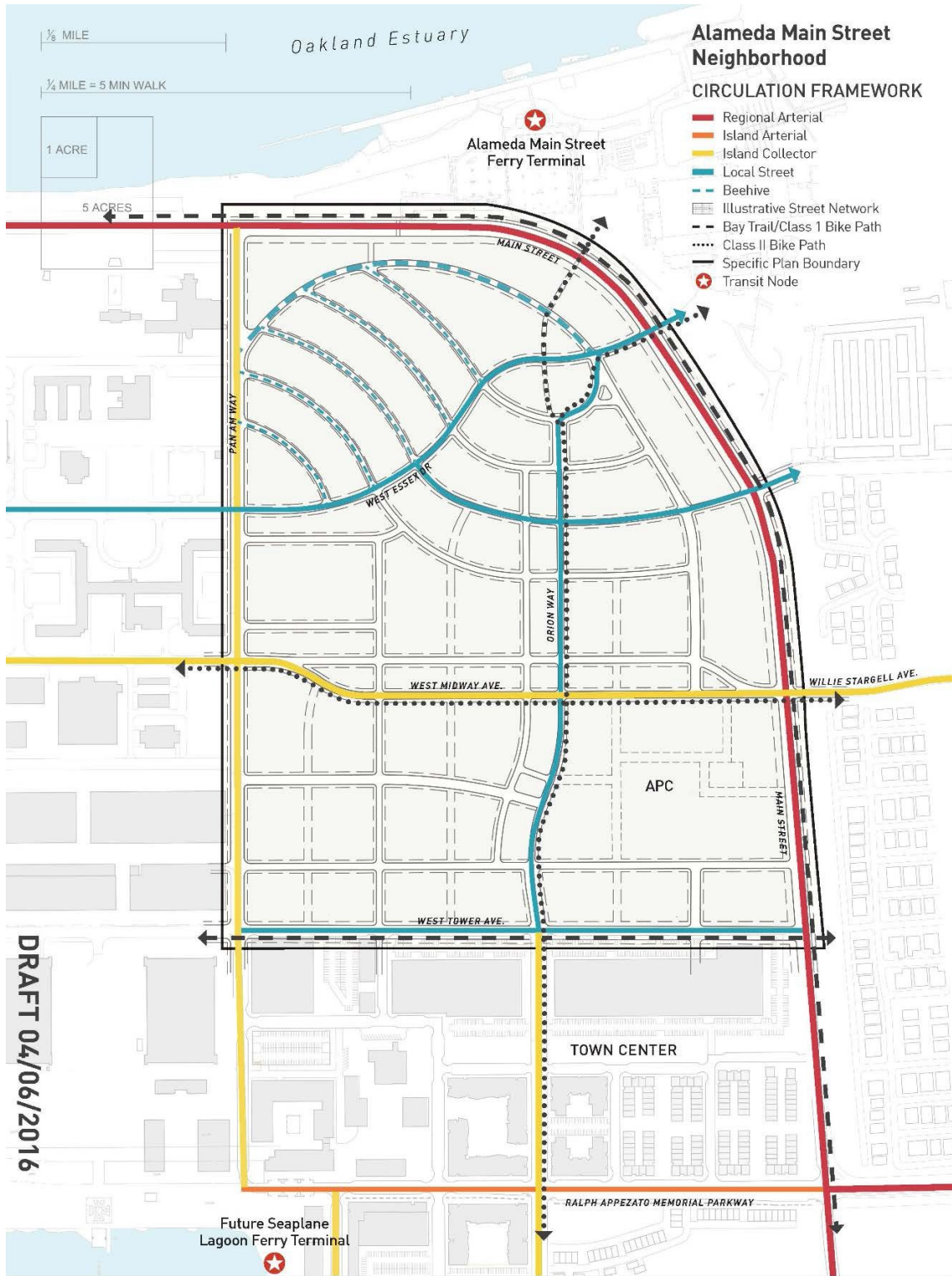
# Exhibit 5 Main Street Sub-Areas





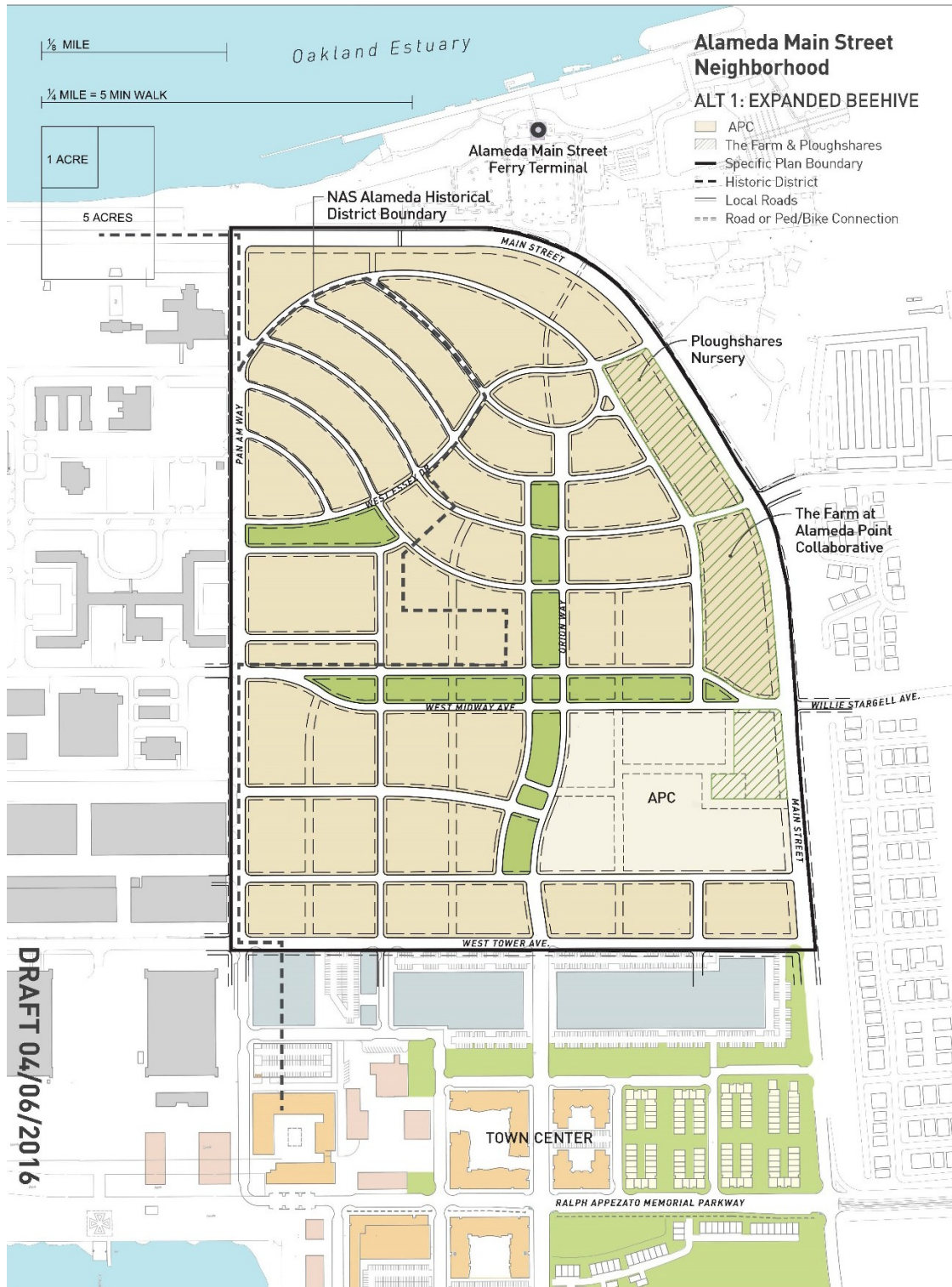
# Exhibit 6

## Main Street Circulation



# Exhibit 7

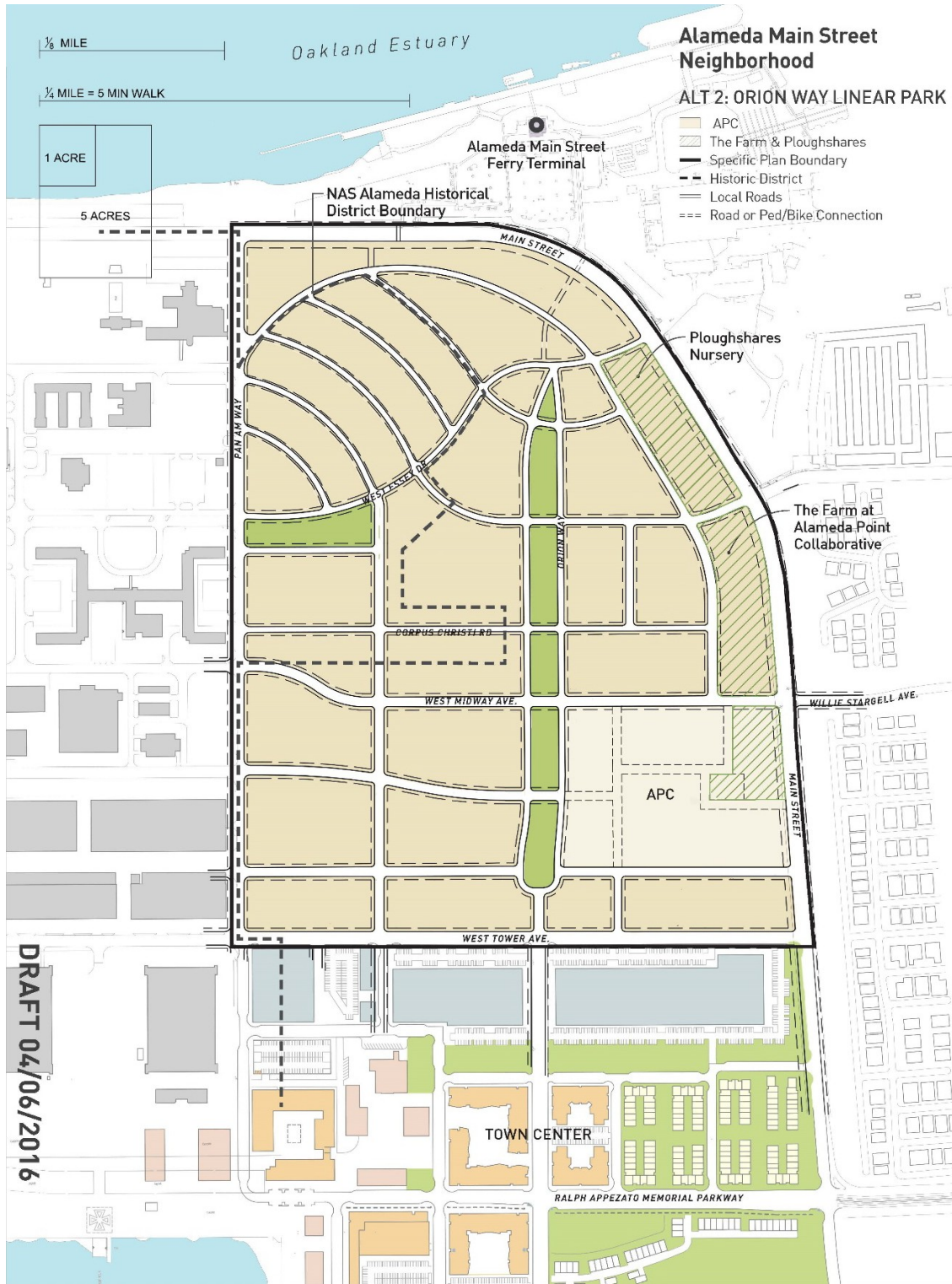
## Alternative 1 – Expanded Beehive





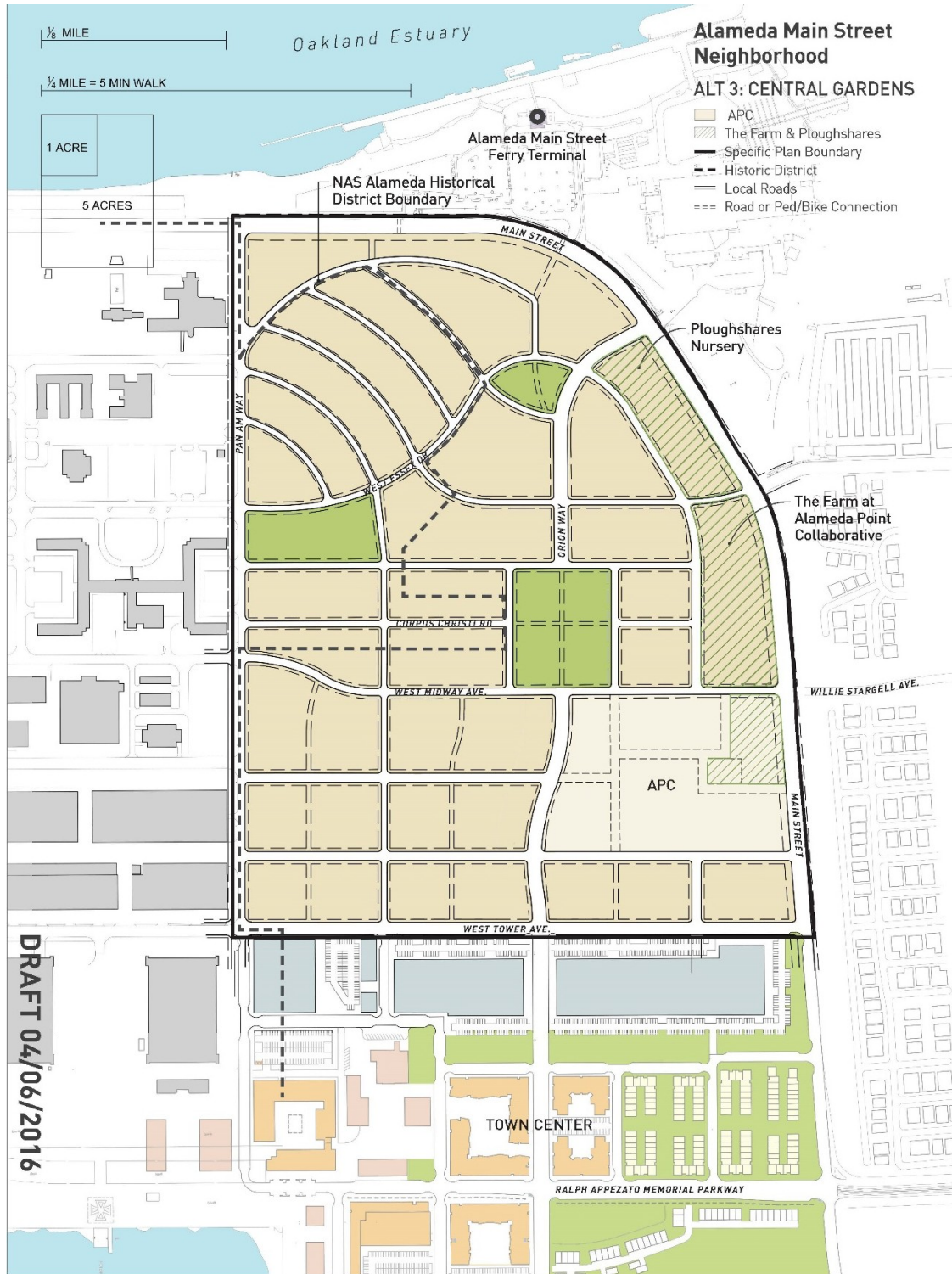
# Exhibit 8

## Alternative 2 – Orion Way Linear Park



# Exhibit 9

## Alternative 3 – Central Gardens





# Exhibit 10

## Building Height Map

