

2023-2025 Capital Budget Consistency with the General Plan

Capital Project		General Plan Reference	Consistency Statement
1	Pavement Management	Chapter 4, Policy ME-10	Movement. Provide for the safe and efficient daily movement of people, goods, and services. (See also Policies LU-3, OS-7 and HS-6). Complete Streets: Maintain a multimodal system of complete streets and multi-use paths designed for safe access and equal utility for all modes of transportation and users of all ages and abilities.
2	Signs, Pavement Markings, and Curb Painting	Chapter 4, Policy ME-10	Movement. Provide for the safe and efficient daily movement of people, goods, and services. (See also Policies LU-3, OS-7 and HS-6). Complete Streets: Maintain a multimodal system of complete streets and multi-use paths designed for safe access and equal utility for all modes of transportation and users of all ages and abilities.
3	Traffic Signals and Systems	Chapter 4, Policy ME-10	Movement. Provide for the safe and efficient daily movement of people, goods, and services. (See also Policies LU-3, OS-7 and HS-6). Complete Streets: Maintain a multimodal system of complete streets and multi-use paths designed for safe access and equal utility for all modes of transportation and users of all ages and abilities.
4	Sidewalks	Chapter 4, Policy ME-14	Active Transportation. Reduce traffic, improve public health, increase transportation equity, reduce greenhouse gas emissions, and air and noise pollution, increase access to transit, enhance quality of life, and improve the efficiency of the transportation system by making Alameda a city where people of all ages and abilities can safely, conveniently, and comfortably walk, bike, and roll to their destinations. (See also Policies LU-2, LU-3, OS-7, OS-8, and CC-7).
5	Street, Park and Parking Lot Lighting	Chapter 6, Policy HS-6	Crime, Policing and Safety. Prioritize resources for prevention instead of enforcement. (See also Policies ME-2, ME-7 and ME-10). a. Lighting. Ensure public rights-of-way are well-lit at night, especially at intersections and on bike and pedestrian trails, to improve traffic and crime safety for people walking and rolling
6	Street Light Conduit	Chapter 6, Policy HS-6	Crime, Policing and Safety. Prioritize resources for prevention instead of enforcement. (See also Policies ME-2, ME-7 and ME-10). a. Lighting. Ensure public rights-of-way are well-lit at night, especially at intersections and on bike and pedestrian trails, to improve traffic and crime safety for people walking and rolling
7	Undergrounding - Streetlights	Chapter 6, Policy HS-6	Crime, Policing and Safety. Prioritize resources for prevention instead of enforcement. (See also Policies ME-2, ME-7 and ME-10). a. Lighting. Ensure public rights-of-way are well-lit at night, especially at intersections and on bike and pedestrian trails, to improve traffic and crime safety for people walking and rolling
8	Sewer Rehabilitation	Chapter 3, Policy CC-22	Critical Public Assets. Ensure resilience and long-term functionality of critical public assets threatened by earthquakes, sea level rise or rising groundwater. (See also Policy HS-12).
9	Sewer Pump Stations	Chapter 3, Policy CC-22	Critical Public Assets. Ensure resilience and long-term functionality of critical public assets threatened by earthquakes, sea level rise or rising groundwater. (See also Policy HS-12).
10	Storm Water Management	Chapter 3, Policy CC-22	Critical Public Assets. Ensure resilience and long-term functionality of critical public assets threatened by earthquakes, sea level rise or rising groundwater. (See also Policy HS-12).
11	Storm Water Pump Stations	Chapter 3, Policy CC-22	Critical Public Assets. Ensure resilience and long-term functionality of critical public assets threatened by earthquakes, sea level rise or rising groundwater. (See also Policy HS-12).
12	Green Infrastructure	Chapter 3, Policy CC-32	Green Infrastructure. Protect San Francisco Bay, San Leandro Bay, and the Alameda Oakland Estuary by promoting, requiring, and constructing green infrastructure that improves stormwater runoff quality, minimizes stormwater impacts on stormwater infrastructure, improves flood management, and increases groundwater recharge. (See also Policy HS-25).
13	Lagoon Maintenance	Chapter 3, Policy CC-32	Lagoons. Continue to preserve and maintain all lagoons as natural habitat as well as an integral component of the City's green infrastructure network and flood control system

Exhibit 2

Item 4-A, May 8, 2023
Planning Board Meeting

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14	Shoreline Maintenance	Chapter 3, Policy CC-19	Sea Level Rise Protection. Reduce the potential for property damage and loss, and loss of natural habitat resulting from sea level rise. (See also Policy HS-15).
15	City Buildings (ISF Capital)	Chapter 3, Policy CC-18	Building Renovation and Reuse. To reduce construction waste and GHG emissions associated with construction material manufacture and transportation, encourage and facilitate renovation and rehabilitation of existing buildings or relocation of existing structures to a new location instead of demolition and new construction. (See also Policy LU-17).
16	City Buildings (Supplemental)	Chapter 3, Policy CC-18	Building Renovation and Reuse. To reduce construction waste and GHG emissions associated with construction material manufacture and transportation, encourage and facilitate renovation and rehabilitation of existing buildings or relocation of existing structures to a new location instead of demolition and new construction. (See also Policy LU-17).
17	City Buildings (Security & Card Reader Access)	Chapter 6, Policy HS-1	Emergency Preparedness. Maintain emergency management and disaster preparedness as a top City priority.
18	ADA Transition Plan Implementation	Chapter 2, Policy LU-24	Universal Design. Continue to promote and require universal design in new construction and rehabilitation to protect the public health, accessibility, and safety of all regardless of ability and ensure equal access to the built environment. (See also Policy HE-4).
19	Civic Center Garage Improvements	Chapter 4, Policy ME-21	Parking and Curbside Management. Manage parking and allocate curb space to reduce congestion, reduce vehicle miles traveled, and increase safety. (See also Policies LU-34 and ME-3.d).
20	Alameda Point Adaptive Reuse Area Backbone Infrastructure Improvements	Chapter 2, Policy LU-20	Alameda Point Adaptive Reuse Sub-District. Support the development of the Adaptive Reuse District for employment and business uses, including office, research and development, bio-technology and high tech manufacturing and sales, light and heavy industrial, maritime, commercial, community serving and destination retail, work/live, and other uses that support reinvestment in the existing buildings and infrastructure within the NAS Alameda Historic District
21	Alameda Point Big Whites Painting	Chapter 2, Policy LU-19	Alameda Point Main Street Neighborhood Mixed-Use District. Consistent with the Main Street Specific Plan, provide a variety of housing types and a mix of residential densities with complementary business uses, neighborhood-serving retail, urban agriculture and park uses. (See also Policy HE-10). d. NAS Alameda Historic District. Preserve the character defining features of the NAS Alameda Historic District Residential Subarea. Preserve the "Big White" single family homes, and consider the preservation of the Admiral's House for community and/or City use.
22	Alameda Point Facilities Improvements	Chapter 2, Policy LU-20	Alameda Point Adaptive Reuse Sub-District. Support the development of the Adaptive Reuse District for employment and business uses, including office, research and development, bio-technology and high tech manufacturing and sales, light and heavy industrial, maritime, commercial, community serving and destination retail, work/live, and other uses that support reinvestment in the existing buildings and infrastructure within the NAS Alameda Historic District
23	Park Pathway Repair & Replacement	Chapter 5, Policy OS-5	Accessibility For All. Continue to upgrade parks, trails, and community facilities to ensure accessibility and inclusivity for all residents. (See also Policies LU-2, LU-3 and LU-24).
24	Park Maintenance Improvements	Chapter 5, Policy OS-1	Parks and Open Space Funding. Secure adequate and reliable funding for the development, rehabilitation, programming and maintenance of parks, community and recreation facilities, trails, greenways, and open space areas.
25	Playground Replacements	Chapter 5, Policy OS-1	Parks and Open Space Funding. Secure adequate and reliable funding for the development, rehabilitation, programming and maintenance of parks, community and recreation facilities, trails, greenways, and open space areas.
26	Estuary Park Phase 2	Chapter 5, Policy OS-14	Estuary Park. Support the completion of the 8-acre Estuary Park to provide recreational facilities for the neighborhoods on the former Naval Air Station property in western Alameda to include passive recreational space, picnic areas, and basketball courts.
27	De-Pave Park	Chapter 5, Policy OS-18	De-Pave Park on the Seaplane Lagoon and Bay Trail Extension. Implement the development of the 22-acre western shore of the Seaplane Lagoon as a passive nature park with upland and floating wetlands, educational and interpretive programs, picnic areas, camping opportunities, and nature trails. (See also Policy CC-27).
28	City Aquatic Center	Chapter 5, Policy OS-15	City Aquatic Center. Partner with the Alameda Unified School District to develop a City Aquatic Center to serve the community's swimming needs and AUSD swim programs.
29	Marina Village Park Improvements	Chapter 5, Policy OS-1	Parks and Open Space Funding. Secure adequate and reliable funding for the development, rehabilitation, programming and maintenance of parks, community and recreation facilities, trails, greenways, and open space areas.

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30	Street Safety	Chapter 4, Policy ME-7	Safe Streets. Reduce collisions between road users resulting in severe injuries and fatalities on Alameda streets by reducing automobile speeds. (See also Policies LU-2, LU-3, ME-5, ME-6, HS-5 and HS-6).
31	Safe Routes to School (Infrastructure)	Chapter 4, Policy ME-6	Vulnerable Users. When designing, redesigning or resurfacing streets, provide safe and convenient access for vulnerable users, including children, seniors, people with disabilities, and people walking and bicycling. (See also Policies LU-2, LU-3, ME-5, ME-7, and OS-5).
32	Transit Stop Enhancements	Chapter 4, Policy ME-16	Transit. Improve mobility and reduce greenhouse gas emissions and air and noise pollution by making Alameda a city where all people have access to safe, reliable, high quality transit. (See also Policy CC-8).
33	Active Transportation Plan Implementation Projects	Chapter 4, Policy ME-14	Active Transportation. Reduce traffic, improve public health, increase transportation equity, reduce greenhouse gas emissions, and air and noise pollution, increase access to transit, enhance quality of life, and improve the efficiency of the transportation system by making Alameda a city where people of all ages and abilities can safely, conveniently, and comfortably walk, bike, and roll to their destinations. (See also Policies LU-2, LU-3, OS-7, OS-8, and CC-7).
34	Central Ave Safety Improvements	Chapter 4, Policy ME-13	Alameda Street Grid. Manage and extend the Alameda street grid to maintain the character of Alameda, reduce traffic, and maximize mobility, access, and safety for all modes of transportation. (See also Policy OS-8). d. Central Avenue Safety Improvements. Complete the Central Avenue Safety project to reduce speeding and improve safety for people walking and bicycling from Pacific Avenue/Main Street to Encinal Avenue/Sherman Street.
35	Clement Ave Safety Improvements	Chapter 4, Policy ME-13	Alameda Street Grid. Manage and extend the Alameda street grid to maintain the character of Alameda, reduce traffic, and maximize mobility, access, and safety for all modes of transportation. (See also Policy OS-8). a. Cross Alameda Trail. Complete the Cross Alameda Trail, the major cross town route for people walking and bicycling, from Seaplane Lagoon to the Miller Sweeney Bridge.
36	Clement Ave & Tilden Way Safety Improvements	Chapter 4, Policy ME-13	Alameda Street Grid. Manage and extend the Alameda street grid to maintain the character of Alameda, reduce traffic, and maximize mobility, access, and safety for all modes of transportation. (See also Policy OS-8). a. Cross Alameda Trail. Complete the Cross Alameda Trail, the major cross town route for people walking and bicycling, from Seaplane Lagoon to the Miller Sweeney Bridge. f. Clement Avenue Extension. Complete the Clement Avenue extension from Sherman Street to Grand Street and from Broadway to Tilden Avenue. g. Tilden Avenue. Reconfigure Tilden Avenue into a 25 mile per hour, complete street with sidewalks, low stress bikeways and safe pedestrian crossings. h. Rights-of-Way. Utilize former railroad and public rights-of-way for transportation improvements and extensions to the Alameda street grid and pathway network. j. Grid Management. Allow for portions of the grid to be prioritized for specific modes such as truck routes, bike boulevards, and/or pedestrian pathways.
37	Lincoln/Marshall/Pacific Corridor Improvements	Chapter 4, Policy ME-14	Active Transportation. Reduce traffic, improve public health, increase transportation equity, reduce greenhouse gas emissions, and air and noise pollution, increase access to transit, enhance quality of life, and improve the efficiency of the transportation system by making Alameda a city where people of all ages and abilities can safely, conveniently, and comfortably walk, bike, and roll to their destinations. (See also Policies LU-2, LU-3, OS-7, OS-8, and CC-7).
38	Long-Term Adaptation Plan	Chapter 3, Policy CC-21	Adaptation Pathway Master Plan. Develop an adaptation pathway master plan that includes updated vulnerability studies, groundwater rise studies and other data collection as needed to identify the range of shoreline protection, groundwater management and adaptation strategies over time from short- to long-term as well as land use, building and infrastructure design standards needed to help Alameda and the entire San Leandro Bay and Oakland-Alameda Estuary area adapt to rising sea and groundwater levels. The plan should include economic analysis and cost estimates to facilitate the development of funding strategies and regional cooperation (See also Policies LU-14, CC-24, and HS-24)