

Andrew Thomas  
Planning Board Members  
City of Alameda, CA

Dear Mr. Thomas and Planning Board Members:

I would like to comment on the development planned at Oak Street and Clement Street known as Boatworks.

## I. Apartment Building of 30 Units

a. Sheet ps/DP-9 This building is designated to be home for ALL the "very low" and "moderate" income units. There are no "low" income units planned.

b. The very low/moderate income units are very small compared to market rate units. The smallest very low income unit is 420 sq. ft, and the largest is 838 sq. ft. The smallest moderate rate unit in the building is 838 sq. ft. and the largest is 1403 sq. ft. The smallest market rate unit is 1123 sq. ft and the largest is 1926 sq ft. Because the very low and moderate income units are not as large or plush as the market rate units an appearance of unfairness is created.

c. The intent to donate 13 very low income units to "qualifying Wounded Warrior (WW) applicants" is commendable and I support this plan, but the building is not designed to accommodate the needs of such tenants.

1. The WW applicant units are the smallest in the building.
2. There is no emergency egress (ramp) from the 2nd floor where the WW units are planned. Stairways and elevators are not always convenient for WW. There needs to be a ramp provided exit at each end of the building for fire exit and use during occasional power outages.
3. Each unit is provided only with a bathtub. Bathtubs are not convenient for WW who are often not able to climb over the bathtub rim and often need a roll-in shower for wheel chair access.
4. There is no indication that the kitchens are designed to be ADA accessible.
5. There are only two ADA parking spaces in the garage. This number will need to be increased greatly to accommodate tenants in the 13 WW units.

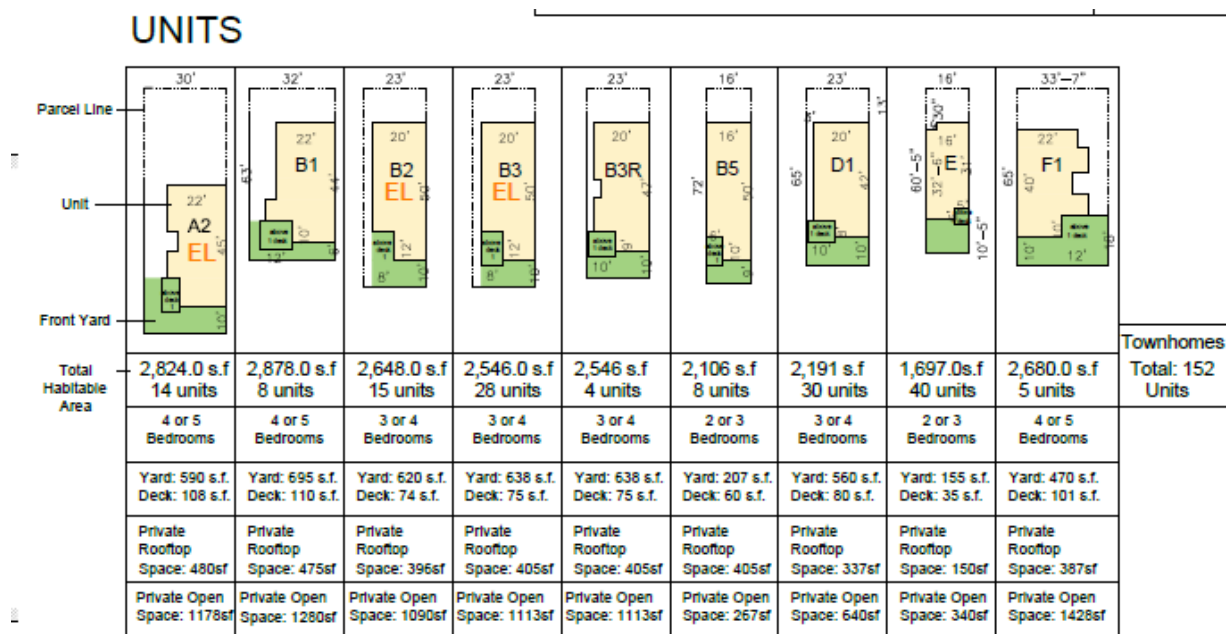
## II. Single Family Homes/Townhomes

a. These units are not designed to be single family homes. While called Universal Design because the lower level has all elements necessary for living, they are actually designed as DUPLEXES. Refer to Attachments One through Six for explanation. To believe each of the 152 units will be sold to a family

with an aging parent is illogical. Once built, these units can be marketed as including an income unit. The page for floor plan B1 was missing from my package so I don't have the B1 design information. I have made some assumptions for B1 based on floor plans of other units.

- b. A roof deck should not be counted as "Private Open Space" because it is not ADA accessible. Getting a elder parent or a challenged person up 1 or 2 flights of stairs is a hardship and they will not easily be able to take part in family functions planned for the roof top. Units with elevator conversion do not include elevator access to the roof top. Roof top access requires climbing stairs.
- c. Some of these units are extremely large and designed for multiple adults more than for families with young children. The fourteen units with two master bedrooms is an example.
- d. Units with 4-5 bedrooms, walk-in closets, bathrooms and lounge areas also imply the space is designed for more adult members than for families with young children. The fact that almost every bedroom has its own full bath also implies the units are designed for multiple adults and not young family members.

Image A Types of Units



- e. One hundred three units are designed with the capability of 4 or more bedrooms. The B1 floor plan was missing from the package I downloaded so I assumed it was similar to A2 . Of the units with more than 4 bedrooms, only A2, F1 and possibly B1 have 2 car garages. F1 has room for a regular car and a smaller car. So only 19 or 27 units, if B1 is included, have confirmed 2 car garages. Eighty one units have two car garages but are pre-fabricated for converting one of the spaces into another bedroom.
- f. The following Image B is the parking space chart from page ps/DP-7 of the Boatworks package.

Image B Project Number of Parking Spaces

	Parking
2 car garages for 121 townhomes & SFD's	242
1 car garages for 32 townhomes	32
1 space/unit for Multi-Family	29
<b>Total Parking @ Garages</b>	<b>303</b>
Parking @ Private Drives incl. guest and BCDC parking	42
<b>Total number of parking spaces</b>	<b>345</b>

Image C chart shows parking spaces that will be available after all garage conversions.

Image C Loss of Parking Spaces After Garage Conversions

2 car garages for A2, F1, possibly B1 (27*2)	54
1 car garage E1	40
1 car garage B5	8
2 car garages with possible conversion to 1 car garage B2, B3, B3R & D1(4+15+28+30=77)	77
Multi-Family	29
<b>Actual number of parking spaces left after garage conversions.</b>	<b>208</b>
<b>Total loss of garage parking spaces due to garage conversions</b> <b>303-208=95</b>	<b>95</b>

g. Further distorting the actual parking space count is the fact that each of these townhomes and single family dwelling units is a duplex with a separate rentable unit on the ground floor of each. The total unit count becomes 304 plus the 29 multi-family units in the apartment building totaling 334 units on the site, but only 181 garage parking spaces are available if all configured garages are converted into bedrooms.

h. Converting garage space to living space is contrary to the City Council ruling that garage spaces must be maintained so that the number of designated vehicles can be parked in the garage.

### III. Elm Street Parking Page AA / BB

a. The 42 Elm Drive shoreline visitor parking spaces will need to be designated as such so they are not used by unit tenants and their visitors.

b. The sidewalk width on Elm Drive is 12' wide. This should be cut to 5' like the other sidewalks within the development. The other 7' could then be used to provide parking on the opposite side of the street parallel to the bike path. This will provide additional visitor parking for unit and shoreline visitors.

#### IV. Universal Homes

- a. Any unit referred to as Universal Design will need to have ramp access for ADA residents/tenants.

#### V. Apartment Building Location

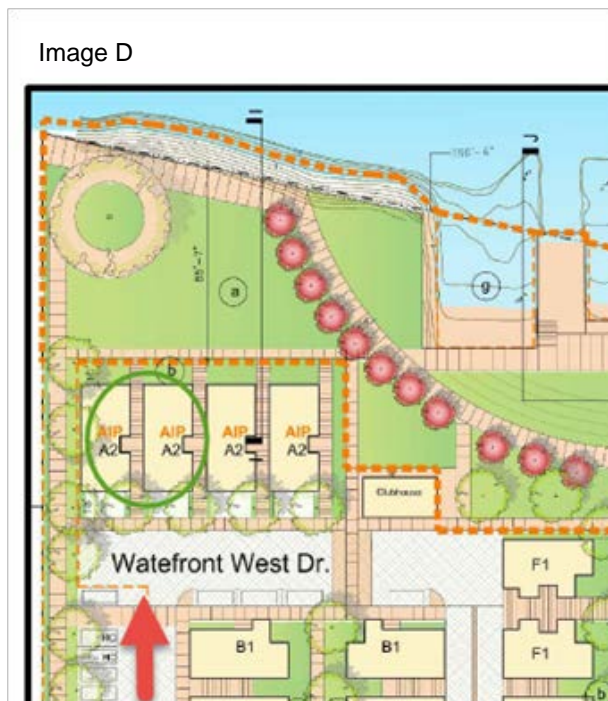
- a. The apartment building at the corner of Oak Street and Clement Street should be moved. It is too tall and ill designed for a major city corridor. Moving the building to the center of the development would make the building appear to be shorter and improve the view of the Oakland hills from the intersection. This intersection is part of the Alameda Gateway and should be designed as such.
- b. Dividing the building into 2 separate buildings would reduce the bulkiness of the building and improve the overall look of the development.

#### VI. Warehousing the very low and moderate income units.

- a. The very low and moderate units should be more inclusive and should be distributed throughout the development instead of being placed only in the apartment building on the corner of the development. The Wounded Warrior units could be placed in some of the 1st floor future rental units of the single family duplexes. The current design treats the very low and moderate income tenants as marginal citizens.

#### VI. Water Views

- a. Refer to Image D: The two single family units (actually duplexes) inside the green circle at the end of Elm Drive should be eliminated per the following diagram. This will open up the view, indicated by the red arrow, of the water and the Oakland hills as visitors to the waterfront enter the open space area.



- b. Moving back the units within the BCDC 100' setback and away from the waterfront would be more

in line with the original plan the City had for the waterfront. In 1991 the City placed a 10 acre park along the Estuary in the City's General Plan. The two acre park was designated in lieu of that park.

## VII. Development City Street Trees

a. Any street trees planted in the development should be trees grown in size to at least 36" planter boxes to facilitate an earlier look of growth for the development.

## VIII. Conclusion

a. Each 1st floor unit is completely independent from the main unit in the building and designed as a separate one bedroom or studio with its own outside entrance. This increases the total unit count for the development from 182 to 334.

b. This development has far too few parking spaces for the number of units proposed and the "duplex" 1st floor units.

c. The space for Wounded Warriors is not a safe or sufficient building plan for consideration of their particular needs.

d. The garage conversions should not be approved because of the loss of 95 parking spaces.

e. Elm Drive should have parking on both sides of the street.

f. Protect the 42 parking spaces set aside for waterfront visitors.

g. Low income and moderate income units should be spread throughout the development to create inclusion within the neighborhood.

h. Move the units back from the waterfront so that the people will benefit from more of the 100' BCDC setback.

i. Remove two units from the west side of the waterfront to increase the waterfront view from Elm Drive.

j. Move the apartment building to the center to integrate the very low and moderate income units within the development to make them more inclusive.

k. Move the apartment building to the center of the project to improve the street view at the corner of Oak Street and Clement Street. Consider redesigning it as two smaller apartment buildings.

l. Eliminate the rooftop open space unless it can become ADA accessible to include all family members.

Respectfully

Dorothy Freeman

