

LU031

Gateway Design. Enhance the design of the gateways into the city.

Actions:

- a. **Possey-Webster Tubes.** Improve the entry into Alameda and Webster Street by reducing visual clutter from Caltrans signs and signs on adjacent private property and increasing tree planting in the area.
- b. **Park Street Bridge.** Improve the Park Street entry into Alameda by upgrading the street lighting, street tree canopy, and sidewalk and bike and pedestrian connections on the Park Street side of the bridge. Work with the Downtown Alameda Business Association on its plan for an iconic entry arch near the Park Street Bridge.
- c. **Miller-Sweeney Bridge and Fruitvale Rail Bridge.** Improve the Fruitvale Avenue entry into Alameda by redesigning Tilden Way to include sidewalks, bicycle facilities, and consistent street tree plantings from Broadway to the Bridge approach. Remove or seismically reinforce the abandoned Fruitvale Rail Bridge, to prevent the risk of collapse on the Miller-Sweeney Bridge in the event of a large earthquake. (See also Abandoned Fruitvale Bridge spotlight in Health & Safety Element).
- d. **Bay Farm Island Bridge.** Ensure that the design for Bridgeview Park enhances the Bay Farm Island Bridge entry onto the Main Island. Maintain and enhance the wooden bike/ped bridge.

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Civic Center Design. Create an identifiable Civic Center District that supports a wide variety of civic, institutional, cultural, office, commercial, retail, and residential uses and provides a transition between the Park Street commercial district to the east and the neighborhoods to the west on Santa Clara and Central Avenues.

REFER TO 2010 CIVIC CENTER VISION PLAN?

Actions:

- a. **Centerpieces.** Preserve the City Hall, Carnegie Library, and Elks Club buildings as centerpieces of the Civic Center district. *Handwritten: Veterans Memorial Building, City Hall Public Garage*
- b. **Opportunity Sites.** Support and encourage the redevelopment and reuse of the corners opposite City Hall and the Carnegie Building with mixed-use development. *Handwritten: Either restore and incorporate the historic gas station at the northeast corner of Oak Street and Santa Clara Avenue or relocate it to a suitable site.*

LU033

Alameda Rail Station Design. Ensure that a future Alameda rail station is designed as an underground, urban station located within the fabric of the existing neighborhood or business district similar to Oakland's 12th Street and 19th Street BART stations. (See also Policies CC-8 and ME-10).

COMBINE WITH POLICY CC-8h

LU034

Parking Design. To maintain the historic character of Alameda and reduce the impact of automobile parking and trips on the environment and character of Alameda, design parking facilities in a manner that decreases their visibility in the urban environment. (See also Policy ME-21).

Actions:

- a. **Size.** Minimize the size and amount of land dedicated to off-street parking.
- b. **Design.** Design parking lots for shared and multiple uses, active parking management, and electric vehicle charging. Parking areas should be well landscaped with shade trees to reduce heat island effects from expansive asphalt surfaces and to screen cars from view. Ensure impacts on Alameda's stormwater system are minimized.
- c. **Location.** Place parking inside, below, or behind buildings. Avoid placing parking between the building and the public right of way or the waterfront wherever possible.