



SAN FRANCISCO BAY RESTORATION AUTHORITY MEASURE AA

Organization	City of Alameda
Project Name	De-Pave Park Planning Project
Contact Person	Justin Long
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I. GRANT APPLICATION – PROJECT DESCRIPTION

1. Project Eligibility.

The City of Alameda is applying for funding to advance the planning and design De-Pave Park, located at Alameda Point on the San Francisco Bay. Funding from this grant program will allow the City to build upon the robust community engagement and successful work from the Masterplan and 30% design that was funded in part by a round 5 SFBRA Grant. This current grant request will advance the design to 90% and support regional and local permit applications. When completed (construction not funded by this grant), De-Pave Park will create vital habitat for aquatic species, shorebirds, waterfowl, and marine mammals within 22 acres of new wetlands, bayland and upland habitat, with public access and educational programming. Public access will include pedestrian trails, observation points, learning lab, interpretive educational signage and programs, restroom and parking lot, all accessible to people of all physical abilities. The park is planned to accept increased inundation as sea level rises to expand the wetlands, with continued public access from a raised boardwalk.

Securing a source of funding to assist the City with the design and permitting of this project is essential to the project’s success. With funding for this phase of work for De-Pave Park the community can take a critical step towards ecologically improving an area that historically was wetlands and is designed to embrace sea level rise by transitioning into more wetlands while maintaining public access.

2. Project and Site Description.

- **Briefly explain the need for the project (specific issues or underserved needs the project would address), including the history and context for the development of the project.**

This project provides critical wildlife habitat, tidal marshland, wetlands and uplands ecosystems in a dense urban area and Economically Disadvantaged Community. De-Pave Park is an ecological park that was originally envisioned in the Alameda Point Waterfront and Town Center Precise Plan. The park’s concept is to remove most of the existing concrete to create tidal wetlands and wildlife habitat. The park adapts to sea level rise by inundating over time and will create new public access to this rich wildlife habitat, complemented with environmental education. De-Pave Park will be a model for Climate Positive design through recycling existing materials and will have a very low carbon footprint, combined with native plantings to maximize carbon sequestration. This park will create unique public access to nature-based open space that is within walking and biking distance from many low-income residents, including a housing development for seniors and another for formerly homeless families.

De-Pave Park is included in the completed EIR, which was certified in 2014, as part of the Alameda Point Waterfront and Town Center Precise Plan. Other major infrastructure and park improvements equivalent in scope and scale have been constructed at Alameda Point under this completed EIR.

In 2019, the City Council prioritized De-Pave Park and in 2020 adopted the De-Pave Park Vision Plan, a high level plan developed with key community stakeholders. In 2021 the City of Alameda received Measure AA Round 5 funding to conduct a robust community engagement process, develop a Masterplan, 30% design documents, and complete a pre-application to BRRIT. Based on passionate community support for a “once in a generation” opportunity to create a new park that would prioritize nature, the Alameda City Council voted in 2023 to support a masterplan that will remove all the existing buildings within the project area to maximize habitat creation. The project was unanimously endorsed by the BCDC Design Review Board and heralded as a model for bayshore ecological parks.

While the City has committed \$75,000 toward the project design, the City cannot complete the design without additional funding resources. This grant will provide the necessary resources for the City to complete these design plans and get the project shovel-ready for additional funding.

- **Describe the major components of the project and your organization's role in each project component. Specify what portion of the project would be funded by this request.**

The City of Alameda owns the project site and will be the lead agency for the planning, permit applications, construction, programming, monitoring and management for De-Pave Park. The City is requesting funds to complete 90% design planning documents for De-Pave Park and secure permits. The planning process will build upon the extensive and inclusive community input by collaborating with local organizations to solicit feedback through a community engagement process. Below are the major components of the planning process and how the City will use funding from this grant to execute the scope of work.

1. The City will continue its partnership on De-Pave Park with the San Francisco Estuary Institute (SFEI) to seek advice on habitat planning, construction and monitoring. SFEI has been a highly valued partner on the project. This work will be funded by the City.
2. The City will partner with Literacy for Environmental Justice (LEJ) to develop the framework of a community stewardship program that ultimately will assist to build, maintain and monitor De-Pave Park. LEJ has deep experience in building these types of programs and will provide its expertise for the program structure. The City had intended to partner with LEJ in the previous phase of design, but realized that this engagement was premature at the 30% design phase. In the future construction phase the City will seek to partner with LEJ in native plant collection and propagation. This work will be funded by the City
3. The City will build out the capacity of this program by also partnering with Alameda Point Collaborative and its existing Ploughshares Nursery, which is a job training program for formerly homeless individuals, to grow plants for the park. This later program build out also includes working with local communities to create a robust volunteer program for this work. The work to build the partnerships, community stewardship program infrastructure and volunteer development will be funded by the City. This partnership will be coordinated and integrated with LEJ. This work will be funded by the City
4. The City will partner with local indigenous tribes to seek guidance on the design and educational program for De-Pave Park. This work is funded by the City.
5. The City will prepare a Request for Proposals for planning and design services and contract with the highest qualified consultant team to complete the design documents and permit applications. The City will be the lead agency for this work. City staff will work closely with the design team and department staff from Building, Planning, Public Works, Transportation (bike/ped), Fire and Police which will all review and provide plan input. The CA State Coastal Conservancy is also committed to providing design guidelines for De-Pave Park. This work will be funded by the grant.
6. The city will continue to coordinate with BRRIT and incorporate feedback to finalize the design and secure regional regulatory permits for BCDC, RWQCB and additional federal agencies, as required. This work will be funded by the grant.

- **Explain the project's goals and expected outcomes.**

1. **Community engagement and support.** The first critical goal for this project stage is to continue to build community support through engagement activities. City staff and the design team is committed to listening and responding to community needs and interests. This includes directly meeting with people in targeted groups and organizations – to meet them where they are, rather than expecting them to attend a larger public meeting. It

also means ensuring that the planning process is accessible to people with physical disabilities so they can engage in the process in a meaningful way. Outreach and decision-making exercises will be created in multiple languages and in ways in which young people connect and relate. Local organization leaders will be empowered to identify issues and propose solutions to make De-Pave Park publicly accessible to everyone. The Master Plan process has been very successful in soliciting feedback from residents on how they want the park access to work for them; what would make them want to visit the park and what interests them about the park. This phase of work will continue that positive relationship with community.

2. **Community stewardship program.** The second goal and expected outcome is to partner with Literacy for Environmental Justice (LEJ) and indigenous tribes to build the framework and structure for a sustainable Community Stewardship Program. LEJ successfully created this type of program with a native plant nursery and workforce development in Southeast San Francisco. The LEJ staff will provide their expertise and industry nursery connections to create a similar model in Alameda. The outcome is a detailed plan from LEJ that City staff will then implement with Alameda Point Collaborative.
3. **“A place for people to experience the natural world in transition”.** This is a quote from one of the community stakeholders that has been participating in the De-Pave Park planning process, and elegantly summarizes the goals of the park design. De-Pave Park aims to create a place that is primarily for nature, while providing unique public access to enjoy nature and the Bay. De-Pave Park will be an inclusive place for everyone, and its “VIP Stakeholders” will be the flora and fauna of the Bay shoreline.
4. **Design and regional permit documents.** Advance the design to 60% construction documents based on feedback incorporated from the 30% schematic design process. The design team will include, at minimum, a landscape architect, civil engineer, hydrologist, and ecologist/biologist. SFEI scientists and experts will consult on the design to ensure the appropriate plant species are included and review the overall design components for viability and Coastal Conservancy will provide design guidelines. A pre-application has been developed and submitted to the SF Bay Restoration Regulatory Integration Team (BRRIT) and feedback incorporated to improve the design. The outcome from this phase of work will be construction documents required for regional permit applications.
5. **Regional Permitting.** Submit regional permit applications to the SF Bay Conservation and Development Commission (BCDC), Regional Water Quality Control Board (RWQCB), US Fish and Wildlife and other federal agencies, as required.
6. **Complete Design Documents.** Advance design documents from 60% to 90% to create a “shovel ready” project. The team will coordinate with local agencies to ensure that all aspects of the project are code compliant and feasible. A critical component of the project is the detailed construction cost estimate that has already been created as part of the 30% design phase. The team will continue to update the cost estimate and use it to guide decisions for budget planning on the project implementation.
7. **Secure local construction permits.** The City will seek all local permits, so the project is ready to implement upon securing funds for construction.

- **Describe the project location, including site characteristics that are tied to your project objectives**

The existing site of De-Pave Park consists of old Navy concrete runways and this planned project will deconstruct and reuse that concrete into beneficial habitat. The City of Alameda owns the project site and is responsible for maintenance and management. The park is located directly adjacent to existing wetlands managed by the Veterans Administration (VA) and will eventually connect to them with sea level rise. The VA, due to its internal legal requirements, is unable to publicly confirm its role as a project partner but City staff is already working in partnership with the VA staff responsible for managing its wetlands at Alameda Point. Connecting these wetland habitats would create a critical habitat corridor for wildlife.

De-Pave Park is designed to create additional subtidal, intertidal, transitional and upland habitats and connection corridors to reduce wildlife habitat fragmentation. This park plan would create a vital urban roosting place, feeding area and wintering ground for migratory birds on the Pacific Flyover migration route, including the least terns which nest on the nearby old Navy runways that are part of the Alameda Wildlife Refuge. This habitat creation in the fragmented and vulnerable marshes of the Center San Francisco Bay could also provide critical stepping stones for endangered salt marsh species such as the Ridgway's rail. By including eelgrass, oysters and native upland flora in the design, it will increase the absorption of available nitrates, atmospheric sulfur, carbon dioxide and methane and help sequester harmful greenhouse gasses. The eelgrass and oyster colonies will help mitigate wave action onto the shoreline, reduce erosion and provide protection against surge and storm runoff flooding.

Lastly, in just four years after construction, De-Pave Park will sequester more carbon than is emitted to build and maintain it by re-using materials on site and maximizing native planting areas. After this, the park will continue to sequester large amounts of carbon. If the existing concrete remains, the site will not offset its own carbon footprint for 220 years.

3. Specific Tasks.

#	Task Name	Description
1	Community Stewardship Program	With LEJ and local indigenous tribes, create a detailed framework for this program as well as identify connections with nurseries familiar with native wetland species. This will create the green infrastructure and workforce development for plant propagation, ongoing restoration, maintenance and management of De-Pave Park
2	Advance design from 30% to 60% design documents	Based on the 30% documents, cost estimate, and BRRIT comments, the City and design team will advance the technical design to regional environmental permit documentation.
3	Secure Regional permits	Prepare and submit permits to regional agencies including BCDC, US Army Corps of Engineers, RWACB and US Fish and Wildlife.
4	Advance design from 60% to 90% design documents	Based on the 60% documents, agency comments, cost estimate, and BRRIT comments, the City and design team will advance the technical design to final construction permit and bid documentation.
5	Secure Local Permits	Prepare applications and secure permits from City agencies for construction

4. Work Products and Schedule.

#	Task Name	Work Products	Estimated Completion Date
1	Contract with a design team to complete the 90% documents	Request for Proposals, select the highest qualified team and execute a contract.	06/30/2025
2	MOU with SFEI for science consultation and LEJ/Tribes for Stewardship Program	Memorandum of Understanding(s) with SF Estuary Institute to advise and provide science consultation for the park design, construction and initial establishment years, and with LEJ/Tribes for Community Stewardship Program.	06/30/2025
3	Advance design from 30% to 60% design documents	60% design documents sufficient for regional permitting	12/30/2025
4	Secure Regional permits	Completed regional permit application and comment responses.	01/30/2026-1/30/2027
5	Advance design from 60% to 90% design documents	90% design documents sufficient for bidding and construction permit application	06/30/2026
6	Secure local permits	Complete local permit applications and comment responses	06/30/2026-12/30/2026

5. Project Partners.

The City has built strong community partnerships in the interest of successfully completing this project. Those partnerships include: California State Coastal Conservancy, SF Estuary Institute, Literacy for Environmental Justice, Alameda Point Collaborative, SF Baykeeper, Golden Gate Audubon Society, Sierra Club, Community Action for a Sustainable Alameda (CASA), and Friends of Alameda Wildlife Reserve. Stakeholders from many of these organizations provided detailed input into the De-Pave Park Vision Plan. As we work to complete 90% design, all our partners will continue to provide input and galvanize residents to participate throughout the process. Our partners will have the following specific roles in this project:

California State Coastal Conservancy: De-Pave Park will be a “synergistic” project with the Coastal Conservancy’s Living Shorelines Collaborative. The Coastal Conservancy will provide design guidelines, permitting pathways and best practices from its demonstration sites for oyster beds and eelgrass, bayland and subtidal habitats.

SF Estuary Institute (SFEI): SFEI will be a key partner and science advisor to help define environmental and regional ecological and geomorphic issues to consider in design, provide scientific consultation to inform the design, and help develop a plant species list and habitat evolution concepts.

Literacy for Environmental Justice (LEJ), Alameda Point Collaborative (APC) and local indigenous tribes: LEJ will provide their expertise to create the framework of a Community Stewardship Program that the City will implement in a future project phase. This program will create the green infrastructure and workforce development for plant propagation, ongoing restoration, plant maintenance and management of De-Pave Park. APC will develop, with input from local tribes, a green infrastructure and workforce development program for this work and help guide an educational / interpretive program for the park. APC provides supportive housing and services to formerly homeless, including job development through its Ploughshares Nursery. They have the interest and capacity to serve as the plant propagation nursery and provide the job training.

San Leandro Bay/Oakland-Alameda Adaptation Working Group: This is a multi-agency and multi-jurisdictional group to coordinate San Leandro Bay/Oakland-Alameda Estuary flood and adaptation projects to protect and restore water quality, habitat, and adjacent community vitality. The City recognizes that adapting to sea level rise requires a holistic effort that crosses jurisdictional boundaries and necessitates diverse collaboration among agencies and communities. The Planning Area is defined by the [SFEI San Leandro Operational Landscape Unit](#) boundary and encompasses all of the Alameda shoreline including Crown Beach and Seaplane Lagoon where De-Pave is located. Working Group partners include East Oakland Collective, West Oakland Environmental Indicators Project, Alameda County Flood Control District, SF Baykeeper, California State Coastal Conservancy, Caltrans, Cities of Oakland and San Leandro, CASA, East Bay Municipal Utility District (EBMUD), East Bay Regional Parks District, Greenbelt Alliance, Metropolitan Transportation Commission (MTC), Port of Oakland/Oakland International Airport, BCDC, San Francisco Bay Trail/Association of Bay Area Governments, SFEI, San Francisco Estuary Partnership (SFEP), RWQCB, Sogorea Te’ Land Trust, UC Berkeley, US Army Corps of Engineers, US Coast Guard. All of these partners are accessible for input and consultation through the planning and design of De-Pave Park.

6. Community Support, Involvement and Benefits.

SFEI and SF Baykeeper will provide technical and scientific advice throughout the planning process and as leaders in this field, will be critical partners to identify issues and solutions. Once the park is built, SF Baykeeper will conduct educational and stewardship activities, including beach cleanups at De-Pave Park. Audubon, Sierra Club and CASA will actively help advocate for additional funding. APC residents, who live at Alameda Point, participated in a site tour and design input charrettes and APC will be implementing the plant propagation and maintenance for the Community Stewardship program. Their residents already stated they are interested in this park for the serenity it provides and as a healing space to overcome trauma; educational and recreational opportunities for the more than 270 formerly homeless children living at Alameda Point; and for the employment and job training opportunities through the Community Stewardship Program.

The San Leandro Working Group will provide design input, especially as it relates to the holistic approach with the planning area, and assist with connections with its non-profit organizations, regional agencies, and local Indigenous communities.

The project will continue to seek community input through the design process with broad community outreach and engagement to ensure the public access meets the entire needs of our community and draws their interest, so they engage and benefit from interacting with the park and learning about their local SF Bay environment and climate change impacts. The City has deep connections within the Alameda community and will outreach with the many organizations listed in Potential Partners to solicit input through multiple platforms of engagement and seek involvement, active participation and decision making from residents throughout our community. The City has been hosting De-Pave Park tours and events for Alameda Point residents to understand initial questions, concerns and ideas on they want from this park as well as education about the existing wildlife and their habitat. We plan to continue this environmental education during the design process. The public materials and meetings will include educational information about climate change and sea level rise, its impacts on residents, how this project would be a demonstration site for climate adaptation to “welcome the water”, carbon sequestration and wildlife habitat.

7. Measuring Success.

The City will continue to evaluate and report on the effectiveness of the design process by tracking community involvement and comparing it to our goals and outcomes, such as: the number of public surveys completed, the number of participants that attended public input meetings, and the diversity of public participation, including disadvantaged community members and young people. Additionally, upon completion of the 90% design, the project’s carbon sequestration will be quantified. City staff will fund and implement the evaluation and reporting described above.

8. Applicant History.

Since 2017, the City completed construction of two new parks totaling 14 acres including securing and managing grant funds with all required documentation. Examples include a \$4 million Land and Water Conservation grant through the California Natural Resources Agency, and a \$2.5 million Active Transportation Program (ATP) grant through Caltrans. These were complex project requiring project management of soil contamination, regional permits and all levels of project design and construction. In 2020, the City completed a full boat launch renovation including in-water work and regional permitting. We accomplished these projects through close collaboration between City departments and with regional regulatory agencies, funders and nonprofit partners.

9. Barriers and Risks.

Soil remediation is a consideration but is not a significant risk. The environmental condition of De-Pave Park was reviewed as part of the transfer of the land from the Navy to the City and there is limited soil contamination identified with a clear management and remediation plan in place. The De-Pave Park site was originally included within an area previously characterized and remediated as a petroleum site. However, this was addressed with the majority of the park area closed by RWQCB with no restrictions. A small area around an existing was closed with restrictions that are very manageable for the park development. These restrictions include no residential land use, requirement of a soil management plan for grading and excavation, no shallow groundwater use, notifying the RWQCB and decommissioning existing monitoring wells. The restriction of shallow ground water simply means it’s not suitable for drinking or other uses such as irrigation. Neither are proposed for the park and domestic potable water would be utilized for both drinking and irrigation. There is an existing Site Management Plan for Alameda Point for this project construction. This will most likely require that the petroleum product is either excavated and appropriately disposed or treated with a chemical oxidant to turn it into water and carbon dioxide. Vapor intrusion measures may be required for the restrooms based on feedback from RWQCB.

10. Environmental Review.

- The proposed project (mark the appropriate box):
 - Is exempt under CEQA. Provide the CEQA Guidelines exemption number and specify how the project meets the terms of the exemption.

Requires a Neg Dec, MND, or EIR. Specify which: EIR
CEQA lead agency (the agency preparing the document): _____
(Expected) Date for adoption or certification of CEQA document: Completed February 2014

- **Describe how CEQA applies to your proposed project and address the status and timing of CEQA compliance.**

The City completed an Environmental Impact Report for all of Alameda Point in 2014. De-Pave Park was included as a project within the EIR and any project construction will conform to all mitigation measures required in the adopted EIR. The City has completed other major projects under this EIR including construction of a new ferry terminal, phase 1 waterfront park and rehabilitated seawall, and other major infrastructure.

11. Bay Trail or Water Trail Public Access.

De-Pave Park is directly adjacent to and connected with a future Bay Trail alignment around Alameda Point and the bicycle/pedestrian path running the length of the park will be a Bay Trail spur. The staging area with parking and a restroom would be the connection point to the Bay Trail that then continues along Seaplane Lagoon. De-Pave Park also includes a beach at the corner of the park that may be identified as a Water Trail Landing Site. There is an existing Water Trail trailhead within half a mile at the Encinal Boat Launch Facility and Beach. Staff met with the State Coastal Conservancy who expressed strong interest in multiple Water Trail landing sites around the Alameda shoreline.

12. Permitting and Mitigation. Not applicable.

13. Acquisitions. Not applicable.

II. GRANT APPLICATION – PRELIMINARY BUDGET

In Kind Services: SF Baykeeper is a partner and collaborator that is volunteering its staff expertise on this project through coordinating shoreline cleanups, contributing ecology science knowledge and assisting with public education. This is estimated at \$5,000 of staff time. Additionally, the Alameda Youth Committee, a youth leadership group, will assist with public input meetings, valued at \$1,800.

Contingency Costs: Contingency costs for the 90% design are to account for the often widely varying cost proposals from design teams. It is important that the City identifies and secures the most qualified design team for this very specific project type and will negotiate proposed costs before finalizing a contract agreement. Contingency costs included for the schematic design is both good practice and to account for any design changes based on revisions from permit review by regional agencies.

Other Funds: The City of Alameda committed \$75,000 of matching funds for this planning portion of the project and these funds are secured. There are additional revenues generated from housing development elsewhere in the city that may be allocated for future construction. Additionally, the City is actively exploring potential construction funding from the Navy which is in need of wetlands mitigation acreage at Alameda Point. This could fund most of the project construction.

Operation and Maintenance. The City of Alameda Recreation and Parks Department will be responsible for operations and maintenance once the park opens and as the third oldest park system in California, this department has a strong record of experience. The specific maintenance and management requirements for De-Pave Park will be addressed in the Community Sustainability Program framework developed through this grant. This will include building in a long-term system and facilities for habitat maintenance. The department will engage outside consultants for long-term maintenance as needed.

Uncertainties. There are no budget uncertainties.

III. GRANT APPLICATION - PRIORITIZATION CRITERIA

1. Greatest positive impact.

De-Pave Park, once developed, will create a vital habitat, feeding ground and rookery for essential wildlife both endemic to this region and on migratory corridors. The park will be an incredible educational opportunity for the public as a wetlands park within a dense urban setting that is readily accessible to the Alameda community and beyond. Additionally, the natural and added barriers that will be created will reduce sediment erosion from the shore and bay and create storm surge protection from sea level rise. This park welcomes sea level rise and the design will adapt and maintain the viability of the habitat as it morphs into wetlands with continued recreational and educational public access. This intentional climate change resilience can be a role model for shoreline park development around the SF Bay. This project converts what is currently a swath of impervious concrete surface that results in storm runoff and pollutants flowing directly into the Bay, into an open space with over 90% impermeable surface that reduces runoff, improves ground water quality and reduces flooding from heavy downpours. The project design will utilize Climate Positive design and is estimated to be carbon net neutral within only four years, largely due to the plan to crush and re-use all concrete onsite, and will then sequester 8,268 tons of carbon over the next 50 years. De-Park Park will be a high profile example and model of how to design to maximize carbon sequestration. Funding for the 90% design and permitting is necessary in order to proceed with the development of this impactful project.

Habitat area include:

- 6.65 acres of intertidal marsh habitat, expanding to approximately 13 acres with 6 feet of sea level rise.
- 7.88 acres of upland coastal scrub (reducing in size with sea level rise).
- .35 acres of gravel beach
- 0.3 acres of submerged aquatic habitat.

2. Greatest long-term impact.

The adaptive nature of De-Pave Park's design ensures this habitat will continue to change and provide incredible habitat benefits and public access for generations to come. Through our partnership with LEJ and APC to build a sustainable, long-term Community Stewardship Program, the City will implement appropriate habitat management and maintenance as well as a sense of community and local stewardship in the park. Additionally, key partners such as SFEI and Baykeeper bring a complement of scientists, conservationists and Bay-specific knowledge to design and create appropriate habitat and a sustainable monitoring and management program. With a healthy wetland ecosystem, the long-term impacts are incredible for the protection of coastal cities such as Alameda. These wetlands, in addition to the anticipated inclusion of oyster reefs and eelgrass, help mitigate the effects of climate change by sequestering and sinking atmospheric carbon and other harmful gasses.

This project's adaptive design to convert to boardwalks for public access as sea level rises, ensures future generations will enjoy and learn from the park and its habitat. This also builds stewardship for the environment as the public directly observes and learns about wetland wildlife and plants in the park.

3. Leveraging resources and partnerships.

De-Pave Park leverages federal resources through its potential physical connectivity with VA wetlands, which amplifies the habitat impact. With this grant funding, the City will enter into critical public/private partnerships with SFEI, for scientific consultation, and LEJ to build the framework of a Community Stewardship Program that will ultimately incorporate the expertise of APC to create a job development

program for economically disadvantaged people in Alameda. Additionally, the City of Alameda committed \$75,000 of matching funds for this planning portion of the project and these funds are secured. There are additional revenues generated from development that may be allocated for future construction. The City is also actively exploring potential construction funding from the Navy which is in need of wetlands mitigation acreage at Alameda Point. This could fund most of the project construction. We will also be leveraging resources from the Coastal Conservancy's Living Shorelines Collaborative. The Coastal Conservancy will provide design guidelines, permitting pathways and best practices from its demonstration sites for oyster beds and eelgrass, bayland and subtidal habitats.

4. Economically disadvantaged communities.

According to the SFBRA 80% Area Median Income Map, the De-Pave Park project is located within an economically disadvantaged community. It is less than one mile from a senior affordable housing site and Alameda Point Collaborative which provides supportive housing for formerly homeless families. The Map identified the project location's census tract and block group as a "low-income community," with a median household income of only \$39,310. Additionally, CalEnviroScreen identifies the project location as having a disproportionate environmental and health burden, being in the 70-75 percentile of impacted communities across the State.

The project is also within two miles of a future affordable housing development, including Habitat for Humanity homes and housing dedicated to veterans. These communities often lack access to parks and open space, which is critical for mental health, physical health and child development. De-Pave Park provides an opportunity to bring an outdoor nature experience within walking and biking distance to many residents who are challenged for transportation and access to regional outdoor spaces, even in nearby Oakland and Hayward. Just as importantly, the Community Stewardship Program that will be developed from this grant, is intended to provide workforce development for residents of Alameda Point Collaborative, students from the nearby College of Alameda community college and other people from economically disadvantaged communities.

5. Benefits to economy.

The planning phase of this project, for which we are currently seeking funding, will benefit the economy in less significant ways than the next phase for the construction and long-term maintenance of the park. With future funding, the project will be constructed under the City's Project Stabilization Agreement which requires union labor and local workforce to ensure employment opportunities for local residents and labor apprentice training. In addition, the implementation of the Community Stewardship Program in subsequent project implementation phases will benefit Alameda's economy. With this funding, LEJ will build our program framework based on their successful model that native plants can be grown nearby in an urban zone. Building on APC's successful work at their Ploughshares Nursery, which is a local native nursery that provides workforce development for their residents, this Community Stewardship Program will provide meaningful job opportunities, young adult apprenticeships with green-skills training and volunteerism for local residents. In addition, rather than trucking in plants for wetland development from miles away, APC will grow the plants locally, with local labor.

De-Pave Park is also anticipated to be a regional draw as a model ecological park. This benefits the local Alameda economy as people shop and eat at nearby restaurants and stores at Alameda Point and the nearby Webster Street Business District.

6. Engage youth and young adults.

Through the funding of this grant award, a wide and diverse range of youth organizations will be directly involved in meaningful community engagement throughout the master plan process, by conducting community meetings directed toward youth and online surveys. This will include organizations such as APC, Alameda Youth Committee, Youth Alameda Activists, Alameda Boys and Girls Club, Alameda Housing Authority, and Girls Inc. of the Island City. Specifically, the Alameda Youth Committee is a youth leadership development group of the Recreation and Parks Department and will be engaged to assist with gathering input from their peers on the De-Pave Design. This may be directly in their classrooms, through distributing surveys and bringing other feedback from their peers to the process.

This grant award will fund the development of the Community Stewardship Program design in collaboration with LEJ. The future program implementation, not funded by this grant, will provide youth education, volunteer engagement opportunities, and young adult internship programs to provide nature connection programming, and green job training. This includes engaging over 270 formerly homeless youth residents living at Alameda Point, students from the College of Alameda and Alameda Unified School District. The Alameda Recreation and Parks Department has a long history of hiring, training and empowering young people to work in its programs and parks. Through its engagement with APC for green workforce development and job training, we will continue to do so for De-Pave Park maintenance and management through the Community Stewardship Program.

7. Monitoring, maintenance, and stewardship.

Since this grant request is for the planning phase of the project, the monitoring, maintenance and stewardship will be implemented in a future phase. However, the plan development will begin now through the Community Stewardship Program. With LEJ's consultation, the ongoing maintenance and stewardship of De-Pave Park will include a workforce of young people and disadvantaged residents as well as volunteers consisting of local residents, businesses and organizations to manage the local plant propagation nursery at APC and through the Community Stewardship Program that will continually monitor and maintain the site. In addition, SF Baykeeper will monitor sea level rise as the park continues to adapt and change over time through its existing drone program. Lastly, we will utilize a Citizen Science Program for monitoring in collaboration with Alameda chapters of Golden Gate Audubon Society and Sierra Club as well as Friends of Alameda Wildlife Refuge, all of which have active members that already visit the site on a weekly basis and have taken thousands of photographs of local wildlife and habitat. All of this data will be uploaded and utilized to continually adjust and adapt the maintenance strategies.

8. Coastal Conservancy's San Francisco Bay Area Conservancy Program.

The City has identified several ways in which De-Pave Park is consistent with the Conservancy's Program Criteria.

- **Are supported by adopted local or regional plans:** De-Pave Park is identified as a priority project in the adopted local plans that are consistent with many of the Conservancy's San Francisco Bay Area Conservancy Program's Criteria: Alameda Point Waterfront and Town Center Plan, and City of Alameda Climate Action and Resiliency Plan.
- **Are multijurisdictional or serve a regional constituency:** This project is multi-jurisdictional in that it creates connected tidal marsh habitat across federal and city lands. The project is adjacent and connected to a future section of the SF Bay Trail and also provides a sandy landing beach to connect with the SF Bay Water Trail and nearby trailhead at Encinal Boat Launch and Beach.
- **Can be implemented in a timely way:** Once awarded, the City can immediately advance the design process for De-Pave Park. The City plans to complete 60% design and apply for regional

permits by early 2026, and complete 90% design and be shovel ready by the end of 2026. Concurrently, the City will be identifying and securing construction funding.

- **Provide opportunities for benefits that could be lost if the project is not quickly implemented:** As a direct result from the funding granted by the Authority in Round 5, De-Pave Park has inspired the community with a positive vision for climate resilience. Without funding from this grant for the advancement of the design and permitting of this critical habitat and public access focused project, the opportunity for the realization of the project will be significantly delayed or lost altogether. In several Regional Plans cited in the grant guidelines for this program, it is noted that “protecting and restoring subtidal habitat within the constraints and challenges of an urbanized estuary” (San Francisco Bay Subtidal Habitat Goals Report: Conservation Planning for the Submerged Areas of the Bay. (2010)) is a priority for long term, sustainable regional planning. Once developed, De-Pave Park will help advance the goals of restoring subtidal habitat in an urbanized area, in addition to providing increased public access to the recreational and educational features of the shoreline in a sustainable way.
- **Include matching funds from other sources of funding or assistance:** The City of Alameda committed \$75,000 of matching funds for this planning portion of the project and these funds are secured. There are additional revenues generated from development that may be allocated for future construction. Additionally, the City is actively exploring potential construction funding from the Navy which is in need of wetlands mitigation acreage at Alameda Point. This could fund most of the project construction. Additionally, we will be leveraging resources from the Coastal Conservancy’s Living Shorelines Collaborative. The Coastal Conservancy will provide design guidelines, permitting pathways and best practices from its demonstration sites for oyster beds and eelgrass, bayland and subtidal habitats.

9. San Francisco Bay Conservation and Development Commission’s Coastal Management Program.

The De-Pave Park Masterplan was unanimously and enthusiastically endorsed by the BCDC Design Review Board. De-Pave Park directly addresses BCDC’s mission to increase, restore and conserve habitat grounds for subtidal, tidal and upland fauna and flora with the emphasis on creating and implementing adaptive management strategies for project design and project management. This project will bolster endemic wildlife, aquatic species and vegetation to ensure a complete habitat is provided with increased habitat connectivity, allowing for biodiversity and longevity of species. It would also provide a safe resting, feeding and wintering ground for migratory birds allowing for a rich, thriving habitat. This project would also greatly increase public access to this part of the City of Alameda.

Specifically, the project will implement several Bay Plan elements most relevant to this grant program, including climate change resilience, adaptive management, public access, and habitat goals. The restoration of subtidal zones with a living shoreline lessens mechanical wave impacts, reduces coastal flooding and storm runoff, reduces sediment and shoreline erosion and creates opportunities for atmospheric carbon absorption and sink. Planned components also include eelgrass beds grown upon fill from Bay sediment, native oyster colonies, coarse-grained pocket beaches, and habitat jetties from onsite recycled concrete, in order to support existing aquatic invertebrate, fisheries, marine mammals and sediment-dwelling benthic organisms.

10. San Francisco Bay Joint Venture’s Implementation Strategy.

De-Pave Park is included in the current Joint Venture project list and included on the EcoAtlas. De-Pave Park directly addresses the mission of the San Francisco Bay Joint Venture to enhance habitats in the SF

Bay. The project creates 6.65 acres of new wetlands and 7.88 acres of upland coastal scrub that will transition to intertidal wetlands as sea level rises.

11. Tribal Engagement. Please describe your Tribal engagement efforts and outcomes. Examples of tribal engagement include good faith, documented efforts to work with tribes traditionally and culturally affiliated to the project area in the following types of ways:

- a. Communicate, consult, or engage with tribes who are traditionally and culturally affiliated to the project area as early as possible in project development.
- b. Work with tribes to enable traditional stewardship and cultural practices on ancestral land and co-management of their ancestral lands and natural resources.
- c. Assist tribes to regain access to their ancestral lands on the coast.
- d. Incorporate indigenous voices, leadership, and perspectives, including traditional ecological knowledge, indigenous stewardship, and educational programs.
- e. Respect tribal knowledge and concerns in the project.
- f. Protect archaeological and cultural resources or mitigate to the extent feasible impacts to these resources.
- g. Include tribal land acknowledgement and accurate historical information in signage, communications, and other project information.

GRANT APPLICATION CHECKLIST

A complete application will consist of the following files:

- Grant application:
 - PDF cover pages
 - Project description section I
 - Preliminary budget section II
 - Prioritization criteria section III
- Project maps and design plans (in one pdf file, 10 MB maximum size)
- Project photos (in jpg format)
- Optional: Support letters from community representatives

Project Maps and Graphics. Provide the following project graphics with your application. Project maps and design plans should be combined into one pdf file with a maximum size of 10 MB. Project photos should be provided in jpg format.

- Regional Map – Clearly identify the project’s location in relation to prominent area features and significant natural and recreational resources, including regional trails and protected lands.
- Site-Scale Map – Show the location of project elements in relation to natural and man-made features on-site or nearby. Any key features discussed in the project description should be shown.
- Design Plan – Construction projects should include one or more design drawings or graphics indicating the intended site improvements.
- Site Photos – One or more clear photos of the project site

✓ I have reviewed the **Grant Agreement Provisions** listed in the Request for Proposals and understand the likely requirements for receiving and administering Measure AA Funds.

Applications should be emailed to grants@sfbayrestore.org. If you are unable to email your application, you may mail your application materials to the following address:

San Francisco Bay Restoration Authority
c/o State Coastal Conservancy
1515 Clay Street, 10th Floor
Oakland, CA 94612

Grant applications must be received by the San Francisco Bay Restoration Authority by October 4, 2024.