

2025-26 and 2026-27 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	Emergency Vehicle Preemption	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	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.
5	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).
6	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
7	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).
8	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).
9	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).
10	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
11	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).
12	Marina and Waterfront Repair	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).
13	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).

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14	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).
15	Fleet EV Charging at City Facilities	Chapter 3, CC-6	Climate-Friendly Vehicles and Equipment. Reduce transportation greenhouse gas emissions by promoting, and when appropriate, requiring the use of low and zero emission vehicles and equipment and supporting the use of micro-mobility devices to reduce energy use and carbon emissions from personal vehicles. (See also Policies ME-14 and ME 21). d. City Fleet Vehicles and Equipment. Replace public fleet vehicles and other equipment (such as leaf blowers, water heating and HVAC systems) with clean energy powered vehicles and equipment.
16	ADA Transition Plan Implementation Buildings	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).
17	Reimagined Interior Space at the Main Library	Chapter 2, LU-8	Arts and Culture. Support and promote a diversity of arts and cultural facilities and programs throughout the city for people of all ages. (See also Policy LU-11).
18	Library Automated Material Handling	Chapter 2, LU-8	Arts and Culture. Support and promote a diversity of arts and cultural facilities and programs throughout the city for people of all ages. (See also Policy LU-11).
19	Replace and Upgrade Security Cameras - Public Libraries	Chapter 2, LU-8	Arts and Culture. Support and promote a diversity of arts and cultural facilities and programs throughout the city for people of all ages. (See also Policy LU-11).
20	Alameda Point Big Whites Preservation Effort	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.
21	Alameda Point Facility Rehabilitation	Chapter 2, Policy LU-21	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
22	Alameda Point Pier 2 Rehabilitation	Chapter 2, Policy LU-20	Alameda Point Enterprise Sub-District. Support the development of the Enterprise District for employment and business uses, including office, research and development, bio-technology and high tech manufacturing and sales, light and heavy industrial, maritime, community serving and destination retail, and similar and compatible uses.
23	Day center Relocation	Chapter 2, LU-2	Complete Neighborhoods. Maintain complete, safe, healthy, and connected neighborhoods that support a mix of uses and meet the needs of residents of all ages, physical abilities, cultural backgrounds and incomes. (See also Policy LU-15). f. Multi-family and Shared Housing. Permit well-designed multi-family and shared housing opportunities, including co-housing, congregate housing, senior assisted living, single room occupancy housing, transitional housing, emergency warming shelters, and shelters for the homeless in all residential zoning districts and in all mixed-use zoning districts

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24	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).
25	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.
26	ADA Transition Plan Implementation Parks	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).
27	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).
28	Safe Routes to School	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).
29	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).
30	Neighborhood Greenways	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).
31	Stargell Ave Complete Streets with Roundabouts	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).
32	Westline Drive Bus Que Jump Lane	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	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).

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34	Oakland Alameda Estuary Bridge	Chapter 4, Policy ME-15	<p>Estuary Crossings. Work with Oakland, Alameda County, Caltrans, the Alameda County Transportation Commission, the State of California, the US Coast Guard, and other local, regional and federal partners to improve and ensure the maintenance and safe operations of Alameda's existing bridges and tubes, and improve bicycle, pedestrian and transit access between Alameda and Oakland.</p> <p>b. West Alameda to Oakland Bicycle and Pedestrian Bridge. Prioritize work with Oakland, Caltrans, the Alameda County Transportation Commission, the State of California, the US Coast Guard, and other relevant agencies to design, fund, construct and operate a bicycle and pedestrian bridge from West Alameda to Oakland in order to increase bicycle and pedestrian access across the estuary.</p>
35	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).
36	Public EV Charging	Chapter 3, CC-6	<p>Climate-Friendly Vehicles and Equipment. Reduce transportation greenhouse gas emissions by promoting, and when appropriate, requiring the use of low and zero emission vehicles and equipment and supporting the use of micro-mobility devices to reduce energy use and carbon emissions from personal vehicles. (See also Policies ME-14 and ME-21).</p> <p>a. EV Charging. Support the increase in supply of publicly accessible electric vehicle charging stations in Alameda.</p>
37	Bay Farm Adaptation Project	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).
38	Oakland-Alameda Estuary Adaptation Project	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).