

City of Alameda General Plan and Housing Element Annual Report 2019



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This Annual Report is prepared for the review and consideration by:

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The residents and businesses of the City of Alameda, California.

This Annual Report was prepared by the City of Alameda Planning, Building and Transportation Department

Introduction

Pursuant to Government Code § 65300 et seq., every city and county in California is required to adopt and maintain an up-to-date General Plan, which establishes the local development and conservation policies necessary to guide physical development and protect the general health, safety and welfare of the community.

The Government Code also requires that the City Council annually review the adequacy of the General Plan and progress made to implement the city's regional housing need allocation (the "RHNA") by April 1 of each year.

This annual report on the status of the General Plan provides an opportunity for the Planning Board and City Council to consider the adequacy of the Alameda General Plan to ensure an integrated, internally consistent, and up-to-date General Plan. The City of Alameda General Plan is available for review on the City website.

This annual report is organized as follows:

- Status of General Plan and Implementing Zoning Code
- Priority General Plan Work Program for 2019 and 2020
- Progress toward meeting the City of Alameda's Regional Housing Need, and
- Annual Housing Program Evaluation

Government Code section 65300.5 requires that the General Plan provide an "integrated, internally consistent and compatible statement of policies for the adopting agency."

DID YOU KNOW?

The City of Alameda General Plan has 9 chapters or "elements":

Land Use

City Design

Transportation

Open Space and Conservation

Parks and Recreation

Housing

Safety and Noise

Alameda Point

Northern Waterfront

Status of the General Plan and Implementing Zoning Code

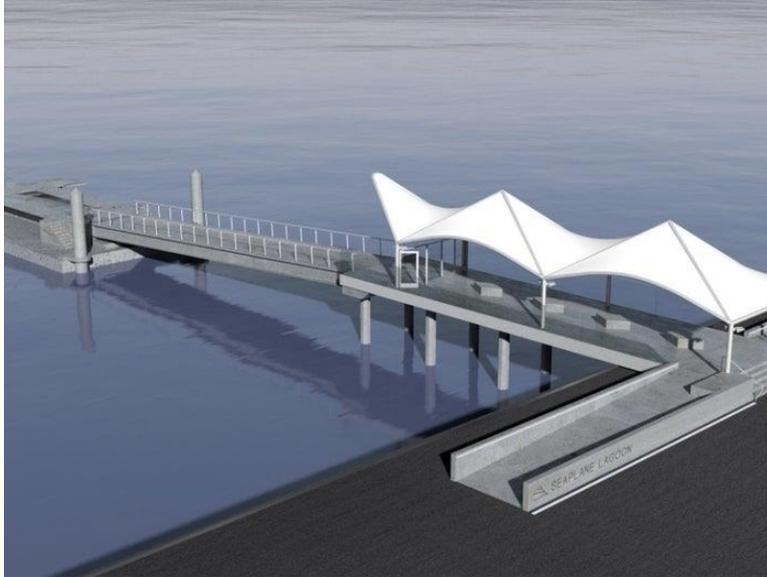


In 2019 construction began on the Cross Alameda Trail (CAT) between Main Street and Constitution Way, along Ralph Appezato Memorial Parkway (RAMP) and Atlantic Avenue. When complete, the trail will directly connect to the recently opened Jean Sweeney Open Space Park segment of CAT, creating 1.5 continuous miles of separated walking and bicycling trails.

The last comprehensive update of the General Plan occurred in 1991. Since 1991, the Alameda community, Planning Board, and City Council have been updating the General Plan and Zoning Code to address issue specific needs, such as the closure of Naval Air Station (NAS) Alameda in 1996, the loss of traditional maritime and industrial uses along the northern waterfront of Alameda, the loss of “auto row” on Park Street, the local and statewide housing shortage, and new State of California mandates and regulations.

General Plan Amendments: The major general plan amendments adopted since 1991 include adoption of the following:

- **NAS Alameda:** The Alameda Landing/Bayport General Plan Amendment was adopted in 1999; and the Alameda Point General Plan Element was adopted in 2003 and updated in 2014;



In 1996, the Alameda community identified the need for additional ferry services to serve the redevelopment of Alameda Point. In 2019, the partnership between the San Francisco Water Emergency Transportation Agency (WETA) and the City of Alameda began construction of the new Seaplane Lagoon Passenger Terminal.

- **Northern Waterfront:** The Northern Waterfront Element was adopted in 2007;
- **Park Street and Webster Street:** A comprehensive Park Street and Webster Street commercial retail policies update occurred in 2010;
- **Housing Element:** Comprehensive Housing Element updates were adopted in 2005; 2012, and 2014;
- **Transportation Element Amendments:** A comprehensive Transportation Element update occurred in 2008; and

DID YOU KNOW?

Plan Bay Area, the region's sustainability strategy, projects that the Bay Area population will increase by 25% between 2016 and 2040, an increase of almost 2 million people.

Alameda will continue to receive a regional housing need allocation every 8 years. It should be expected that the Alameda General Plan and Zoning Code will need to support construction of about 250 units per year or about 5,000 units over the next 20 years, which would increase the city's population by about 14% by 2040.

NAS Alameda and the Northern Waterfront are identified in Plan Bay Area as Priority Development Areas (PDAs).

In 2019, construction continued on the first phase of Alameda Point Site A consistent with the General Plan and zoning amendments approved in 2014. The first residential building to be completed will include 60 affordable units for low-income seniors.



DID YOU KNOW?

Prior to the 2017 accessory unit zoning amendments, Alameda added about 1 accessory unit or “granny flat” every 4 years.

In 2019, the City issued building permits for 26 accessory dwelling units, and zoning clearance for an additional 24.



- **Safety and Noise Element:** A comprehensive Safety and Noise Element update occurred in 2017.

Zoning Amendments: The major Zoning Code amendments to implement General Plan policies and meet State mandates since 1991 include adoption of the following:

- **NAS Alameda:** Alameda Point Comprehensive Zoning Amendment in 2014;
- **Northern Waterfront:** Northern Waterfront Master Plans for major mixed use sites including Bayport Neighborhood (2000), Alameda Landing (2006), Grand Marina (2009), Del Monte (2014), Alameda Marina (2018), and Encinal Terminals (2018);
- **Park Street and Webster Street:** North Park Street comprehensive zoning amendment in 2010, the comprehensive update to the Park Street and Webster Street parking ordinance requirements in 2011, and the commercial permit streamlining amendments in 2014;

➤ **Housing Amendments:**

- Inclusionary Housing Ordinance in 2003;
- Affordable Housing Density Bonus Ordinance in 2010;
- Multifamily Combining District Ordinance in 2012;
- Rent Stabilization Ordinance in 2016;

In 2019, the City of Alameda approved the final design review permits for 360 multi-family rental units and 8 work/live rental units to implement the Alameda Marina Master Plan at 1815 Clement Avenue.



- Residential Design Review streamlining amendments in 2016;
- Universal Design Ordinance in 2017;
- Accessory Dwelling Unit Ordinance in 2017; and
- Shared Living Ordinance in 2017
- Streamlining Design Review for Small Residential Additions 2019
- Work/live Ordinance amendments in 2019

General Plan Work Program 2020

Government Code section 65400 (a) requires that the planning agency (Planning, Building, and Transportation Department) annually make recommendations to the legislative body (the City Council) regarding “reasonable and practical means for implementing the general plan or element of the general plan, so that it will serve as an effective guide for the orderly growth and development, preservation and conservation of open-space land and natural resources”.

Based upon a review of the status of the General Plan, recent City Council referrals, the progress made in 2019 meeting housing goals, and current community priorities and concerns, the Planning Department recommends that the Planning Board and City Council complete a comprehensive update of the General Plan in 2020 to accomplish the following objectives:

Comprehensive Citywide Update. The General Plan has not been comprehensively updated since 1991. The 1991 General Plan is designed to be a plan for the period 1990 through 2010. The General Plan should be updated and amended to address period 2020 through 2040.

General Plan Policy Numbering and Format Consistency: The current General Plan elements do not have a consistent policy numbering system. Each of the elements or “chapters” should have a consistent numbering system to allow for effective cross referencing and policy references and ensure an “internally consistent” General Plan. The most recent Safety and Noise Element update utilizes an effective policy numbering system that can be used for all of the elements.

Addressing the Climate Change Crises: The 1991 General Plan does not address the fundamental and significant changes that must occur locally and regionally to prepare for Climate Change and reduce greenhouse gas emissions in Alameda. In 2019, the completed a citywide Climate Action and Resiliency Plan. To effectively implement the strategies in the Climate Action Plan and ensure that land use, development, transportation and open space policies all support climate action, the comprehensive update must integrate climate action policies, strategies and objectives throughout the General Plan. Furthermore, the general plan must include a policy foundation in support of the zoning regulations. To implement the Climate Action Plan strategies, zoning amendments will likely be necessary to address greenhouse gas emissions from existing housing, new development, and transportation. In addition, amendments will be necessary to ensure compliance with rising sea levels and FEMA requirements.

Open Space and Parks: The Open Space and Parks Element of the General Plan has not been updated since 1991. This element needs to be updated to recognize recently constructed parks at Jean Sweeney Open Space and Estuary Park and the new planned parks at Alameda Point and along the Northern Waterfront. A comprehensive update should address recent community debates regarding site specific development proposals and adjacent neighborhood requests for more open space zoning and parks.

Addressing the Housing Crises: In 2022, the City of Alameda will be required to update its Housing Element of the General Plan to accommodate the Regional Housing Need for 2023 through 2030. The 2020 update should serve to establish the areas of the City of Alameda that are appropriate for additional housing to accommodate the regional and local housing need. When the City receives its RHNA allocation in 2021 (and again in 2028), an updated 2020 land use element should provide guidance as to the areas where the additional housing opportunities should be located.

- o Elderly and Homeless Housing and Services: With the worsening statewide and local housing crises and the increasing need for housing for the elderly and services and facilities for the homeless, the General Plan should be amended to establish better citywide policies and appropriate locations for senior housing, permanent supportive housing, homeless services and shelters, temporary warming centers for the homeless, permanent support housing, and shelters and facilities for the homeless.
- o “Work Force” and Middle Income Housing: Housing that is affordable to the average working family is a significant need in Alameda. Although the Housing Element provides some policy support for actions to support this need, a more comprehensive policy framework would be important to support any future ordinances or adjustments to existing ordinances and/or fees to encourage and facilitate the provision of work force housing.
- o Assisted Living and Senior Housing Facilities: Alameda should be reviewing and amending the citywide residential and commercial district policies and regulations to address appropriate locations and requirements for senior restricted or assisted housing, co-living/cooperative living facilities.

General Plan Update – Work in Progress

Staff is preparing comprehensive update of the General Plan and is inviting the Planning Board, City Council and Alameda public to review and comment on the work in progress. The existing General Plan and the draft Update Work in Progress are available for public review at: <https://www.alamedaca.gov/Departments/Planning-Building-and-Transportation/Planning-Division/General-Plan>.

As shown below and on the City of Alameda General Plan Update page, the current Alameda General Plan includes an introductory chapter and nine (9) elements: Land Use, City Design, Transportation, Open Space and Conservation, Parks and Recreation, Safety and Noise, Alameda Point (AP), Northern Waterfront, and Housing.

The following table depicts the current organization of the General Plan and staff's recommended outline for the updated General Plan. The major organizational changes are summarized as bullets under each Element and described in more detail below the table.

On the City website, reviewers may review each element of the current General Plan and the work in progress on each updated Element. The status of each updated element is described below.

Current General Plan Contents

Proposed Update Table of Contents

Introduction

Introduction **(Draft Complete)**

Land Use

Land Use and City Design **(in progress.)**

City Design

- o Combine Land Use and City Design Elements
- o Add Alameda Point Land Use policies

- Transportation
 - Add Northern Waterfront Land Use policies
- Open Space and Conservation
 - Climate Action and Conservation **(Draft Complete)**
- Parks and Recreation
 - Transportation **(in progress.)**
 - Add AP and NW Transportation policies
 - Open Space, Parks and Recreation **(Draft Complete)**
 - Combine existing Chapters 5 and 6 and move Conservation to Climate Action Element
 - Add AP and NW Open Space and Recreation policies
- Safety and Noise
 - Alameda Point
 - Northern Waterfront
- Housing
 - Safety and Noise **(Draft complete)**
 - Add Air Quality
 - Update with Climate Action, AP and NW
 - Housing **(Update to occur in 2021)**

Progress toward Meeting the Regional Housing Need: Housing Element Annual Report 2019

Government Code Section 65400 requires the City to annually consider the prior year's progress meeting the City of Alameda's regional housing needs allocations (RHNA).



In 2019, the Alameda Housing Authority in partnership with Eden Housing began construction on the first of two buildings serving low-income families and seniors at Alameda Point's Site A. The building consists of 60 units for low-income seniors.

In 2019, Alameda made significant progress toward meeting its Regional Housing Needs Allocation (RHNA), but more work is still needed to achieve local and state affordable housing objectives.

Building Permits Issued: In 2019, the City issued Building Permits for 682 residential units.

Project	No. of units	Affordable Units		
		VL	Low	Mod.
Alameda Point Block 6	32	0	0	0
Alameda Point Block 8	60	31	28	0
Alameda Point Block 9	200			
Del Monte	362	0	0	24
759 Pacific Avenue SFD	1			
Accessory Units (citywide)	27	0	0	0
Total	682	31	28	24

Number of Units Approved

In 2019, the City approved design review applications for 759 new housing units.

Project	Entitlement	No. of units	Very Low	Low	Moderate
Alameda Landing Waterfront	Design Review	357	15	12	21
Alameda Marina Phase I	Design Review	360 + 8 Work-Live	0	0	0
ADU's and single units	Zoning Clearance	24	0	0	0
Total		749	15	12	21

After many years of community input and planning, building permits were issued in 2019 and work finally began to rehabilitate and reuse the historic Del Monte Warehouse for 362 residential units, including 24 affordable units and 30,000 square feet of commercial space.



Applications Received

In 2019, the City received new land use entitlement applications for 24 Accessory Dwelling Units. The City also received and approved the Design Review applications to build the 749 units for previously entitled projects at Alameda Landing and Alameda Marina.

Applications Denied: In 2019, the City did not deny any land use or development applications for new residential units.

Four Year Progress Report: Alameda's RHNA for housing construction during the current eight year cycle (2015 to 2023) is 1,723 housing units. Of the 1,723 units, the City's RHNA includes the need for 222 extremely low income units, 222 very low income units, 248 low income units, 283 moderate income units, and 748 above moderate income units.

In the first five years of the eight year cycle, Alameda issued building permits for 1,301 housing units. During the next and final three years of the 8-year cycle, Alameda hopes to be able to issue

at least the 420 building permits needed to meet the City's 8-year goal of 1,723 building permits. The projects that are expected to receive building permits in the next 3 years include:

- Alameda Point Site A: 30 more for-sale townhome units on Block 6; 60 for-sale townhome units on Block 7; 70 more deed restricted affordable very low and low income multifamily rental units at Block 8; and 200 multifamily units at Block 11;
- 1435 Webster Street: 9 multifamily units, including two affordable units;
- Rosefield Village: 80 deed restricted very low and low income units;
- Alameda Marina Phase 1: 360 multifamily units, including approximately 30 affordable units; and
- McKay Avenue Wellness Center: 90 assisted living units for extremely low income households.

If these building permits are issued, Alameda will have met its RHNA goal for 1,723 units over the 8 year period. Although the total number of units may be provided, the proportion of those units affordable to lower income households will fall short. To meet the goal for affordable units, the City will need to significantly increase financial resources available for affordable housing. High land and construction costs makes it financially infeasible to require that 50% of the units in each market rate project be deed restricted for affordable housing. (See the Inclusionary Housing Program analysis in next section for more information.)

For these reasons, although Alameda should meet its goal of 1,723 total units for this 8 year period, Alameda will not meet its RHNA goals for deed restricted affordable housing.

Housing Program Analysis

Alameda Point's first waterfront, mixed use homes and ground floor retail services began construction in 2019. The first residents will move in when the adjacent Seaplane Lagoon Ferry Terminal with regular service to San Francisco opens in 2020.



I. Funding for Affordable Housing

Funding for affordable, low cost housing is the single biggest challenge facing Alameda, the region, and the State of California. With high land costs, high construction costs, and the elimination of redevelopment in California in 2012, federal, state and local financial subsidies for affordable housing are extremely limited and highly competitive. Recent action by the State Legislature, specifically Senate Bill 2 and Senate Bill 3, will increase funding at the State level to support construction of affordable housing on the local level. However, recent actions by Congress to change the Federal Tax Code have made affordable housing tax credits less valuable, which has made financing of affordable housing on the local level more difficult.

In 2020, staff recommends that the Planning Board and City Council continue to discuss potential local strategies to create new funding sources for affordable housing in Alameda.

II. Accessory Dwelling Unit (ADU) Program

Housing Element Program 4.1 establishes the need to support accessory dwelling units, which are small one-bedroom or studio units built on properties that are already occupied by a single-family home in an existing neighborhood. These units provide an excellent way for a community to add small, affordable units that are attractive to small households, seniors, and/or residents with a disability. On July 5, 2017, the City Council adopted a series of amendments to the Accessory Dwelling Unit Ordinance to bring the City's ordinance into conformance with state law. Under the former ordinance, the City approved only two ADUs in the last eight years.

In 2019, Alameda received and approved 24 ADU applications and issued 26 building permits for ADUs. The ADUs are predominantly located in existing basements or garages in the backyard. The ADU applications are evenly divided, with a near 50-50 split, between backyard cottages and units within the walls of existing homes. The ADUs are quite small. The average size of the ADUs is between 500 and 600 square feet. The ADUs are evenly distributed across Alameda. There is not a concentration of ADUs in any particular neighborhood.

In 2020, staff recommends that the City Council approve additional Planning Board recommended amendments to the ADU ordinance to lower costs for ADU construction in Alameda and ensure consistency with recent changes to State Law.

III. Senior Housing, Assisted Living, and Homeless Shelters

Housing Element Policy HE-4 states: "Encourage and support new residential opportunities for senior citizens, including senior housing projects, multifamily housing projects with accessible and small housing units, assisted living projects, and in-law units." The AMC does not currently include a definition of "assisted living" or adequate guidance on where in the City senior assisted living or senior restricted housing may be permitted. In 2016, the City Council denied an Assisted Living facility application in the Harbor Bay Business Park partially based on the fact that the site zoning did not specifically address whether assisted living is a permitted use on the property.

Staff recommends that the Planning Board and City Council consider addressing this deficiency in the AMC and in the General Plan update.

In 2019, homelessness became a bigger concern in Alameda and as a result, deficiencies in the City's regulatory documents became apparent. The AMC definition of "emergency shelter" is in need of updating. Furthermore, the AMC only permits emergency shelters on fewer than five properties in the entire City. The City of Alameda has a single emergency shelter on leased property, which is one of the five properties described above. The current shelter is in need of major improvements.

Given the increasing need for homeless services and facilities, staff recommends that the Planning Board and City Council consider updating the General Plan and Zoning Code to reflect current best practices for serving homeless individuals and families.

IV. Design Review Program and Streamlining

The Housing Element includes programs and policies (Program 1.3 and 3.1) that emphasize the need to expedite the development review process for projects that include affordable housing and special needs housing. Prioritizing and expediting the design review process for projects with affordable housing and special needs housing should continue.

In 2017, the State Legislature made a number of changes to state law to limit the use of "subjective" design review standards by local agencies in the review of housing development

proposals. As a result, it is important that the City of Alameda review its design review standards to clearly articulate “objective design standards” for residential design in Alameda.

Staff recommends that the Planning Board and City Council hold public hearings in 2020 to identify and adopt new objective design review standards for Alameda that will streamline the review process for residential projects and ensure compliance with State law.

V. Inclusionary Housing Program

Housing Element Program 2.1 establishes the need to continue to implement the City of Alameda inclusionary housing program. Although not required by State law, the City of Alameda adopted an Inclusionary Housing Ordinance in 2003, which requires that 15% of all units in projects of 10 or more units must be deed-restricted for very low- (4%), low- (4%) and moderate-(7%) income households. Projects with between five and nine units can pay an in-lieu fee instead of providing affordable units. Projects with less than five units are exempt from the Ordinance.

On September 19, 2017, the City Council held a public workshop to consider a 2016 City Council referral directing staff and the Planning Board to consider revisions of Alameda's Inclusionary Housing requirements to “increase the overall percentage of required affordable units as defined by the current Housing Element of Alameda's General Plan and State housing laws within residential developments”. At the 2017 hearing, the City Council decided not to amend the City's Inclusionary Housing Ordinance.

The staff review of the program finds that:

State Housing Law. Increasing the inclusionary requirement is not needed to remain in compliance with Housing Element Law. In fact, the State of California considers inclusionary housing ordinances to be a *constraint* on the production of housing in California. For that reason, the State mandates that the City annually evaluate its inclusionary housing ordinance to determine if it is constraining housing development.

The City's current 15% inclusionary requirement is comprised of requirements for 4% very low-, 4% low- and 7% moderate-income units, which ensures that each project does not automatically qualify for an affordable housing density bonus. When a project triggers a density bonus, the result is that the number of units in the project increases and the actual percentage of affordable units in the project goes down, not up. However, the City could consider changing the distribution of units within the 15% requirement such that applicants would be required to increase the percentages more significantly to justify a density bonus.

Deed-Restricted Unit impacts on the financial feasibility of housing projects. In 2019, housing construction costs continued to be a major financial burden for housing production in Alameda and the Bay Area. In Alameda, recently approved residential projects, including major planned residential projects such as the Site A and Del Monte projects, are struggling to absorb rapidly increasing construction costs. Given California's land and construction costs, the 15% deed-restricted units in each residential project must be financially subsidized by the 85% of the units that are not deed-restricted. (This financial relationship between market-rate housing and deed-restricted affordable housing is the foundation of the State Density Bonus law, which grants market-rate bonus units in return for deed-restricted affordable units.) The deed-restricted unit subsidies must be covered by either the cost to the buyer or renter of the 85% market-rate units, the developer's return on investment, or the price received by the seller of the land. If the subsidies grow to the point where the costs cannot be passed onto the buyer or renter, cannot

be absorbed by the developer, or cannot be taken out of the land price, the housing project will become financially infeasible. If the projects become infeasible, then the inclusionary requirement becomes a constraint on housing production.

If increasing the inclusionary requirement results in residential projects becoming financially infeasible, then the decision to increase the inclusionary requirement will not increase the construction of affordable housing; it will decrease the production of affordable housing. If increasing the inclusionary requirement can be absorbed by increasing the cost of the market-rate units, then the change to the inclusionary ordinance will decrease the ability of each project to provide lower cost, market-rate “middle income” units, because the market-rate units may need to be designed as larger, more expensive units to help off-set the financial subsidies required to cover the additional deed-restricted units.

Inclusionary Housing Requirements in Other Cities. A brief survey of other cities reveals three general findings:

Alameda's requirement for 15% inclusionary units that includes very low-, low-, and moderate-income housing exceeds the requirements of most neighboring cities and the few neighboring cities that require more than 15% either do not require low- and very low-income units or allow developers to pay in-lieu fees instead of providing the units.

Alameda's inclusionary requirement applies equally to ownership and rental projects. Most other cities surveyed have different requirements based on whether or not the housing being built is ownership or rental. Staff believes these differences were the result of changes those cities made to address the court case *Palmer/Sixth Street Properties, L.P. v. City of Los Angeles* (2009) 175 Cal.App.4th 1396 (Palmer), which prevented cities from imposing deed restrictions on rental units. Because Alameda historically, since 1972 and the passage of Measure A, has had very few rental projects, staff never revised the Inclusionary Ordinance to address rental housing. In 2017, the State Legislature passed AB 1505, which effectively overrode the limitations imposed by the Palmer case.

Alameda is the most restrictive city regarding the option to pay in-lieu fees. In Alameda, only projects with nine or fewer units may pay in-lieu fees. Most other cities allow residential projects to pay fees in lieu of building the units. Oakland only collects fees. It also appears that in cities where in-lieu fees are allowed: 1) many developers choose to pay the fee rather than build the units, and 2) those cities tend to receive less density bonus applications because paying a fee does not qualify a project for a density bonus.

Recommendations Regarding Inclusionary Housing Ordinance: The Inclusionary Housing Ordinance is producing much needed deed-restricted housing. Although deed-restricted housing requirements do pose additional financial obligations on housing projects in Alameda, staff believes that the 15-year record of housing projects being constructed with the 15% requirement proves that the requirement is not posing a constraint on housing development.

State law imposes requirements on any City that wishes to amend an existing Inclusionary Housing Ordinance. Pursuant to AB 1505 any ordinance amended or adopted after September 2017 is subject to a higher level of review by the State of California to ensure that the ordinance is not imposing an undue financial constraint on housing production.

Staff does not recommend any changes to the Inclusionary Housing Ordinance at this time.

VI. Density Bonus Program

In 1979, the State legislature enacted the Density Bonus Law (Government Code Sections 65915-65918) to address the shortage of affordable housing in California. The statute imposes a mandatory density bonus program that requires cities to permit the construction of additional residential units and, if requested by applicants, provide reduced parking standards, regulatory incentives/concessions and waivers to developers who construct a certain percentage of affordable housing that meets the statutory criteria. Specifically, a developer who includes specified amounts of low-, very low-, or in some cases, moderate-income housing, is entitled to:

- A density bonus to help cover the costs of the affordable units. State law specifies exactly what percentage of additional units (up to a 35 percent increase) must be provided.
- Reduced parking requirements.
- Up to three regulatory incentives and/or concessions from city development standards or regulations that result in “identifiable and actual cost reductions” to provide affordable housing.
- An unlimited number of waivers from city development standards, such as in Alameda's case, the Alameda Municipal Code (AMC) Section 30-53 Multiple Dwelling Units Prohibited, that would “physically preclude” the project from developing at the density allowed under the Density Bonus Law.

In 2010, in compliance with State law, the City adopted AMC Section 30-17, Density Bonus Ordinance. Since its adoption in 2010, every major housing development in Alameda has taken advantage of the Density Bonus Ordinance to increase the number of deed-restricted units in the project, increase the number of market rate units in the project, and waive any zoning standards that physically preclude the project from realizing the total number of units provided by the zoning district and the State Density Bonus Law.

The provisions of the City's Density Bonus Ordinance are largely dictated by State law; therefore, the City is not able to fundamentally change any of the basic requirements. Staff does not recommend any changes to the Ordinance at this time.

VII. Universal Design Program

Housing Element Program 4.2 establishes the need for a Universal Design Ordinance to better serve the City's senior population, residents that wish to “age in place”, and the 16% of Alameda families that report living with a family member with a disability. On October 17, 2017, the City Council approved a citywide Universal Design Ordinance that is designed to ensure that 100% of Alameda's new homes are “visit-able” by any visitor with mobility issues or a physical disability and that 30% of the new homes in all large-scale developments (over 10 units) are designed to be “live-able” by a person with mobility issues or a physical disability.

To date, all projects have complied with the ordinance. Staff has not received any complaints from the development community regarding the new regulations.

VIII. Conclusions and Priorities for 2020

Although the City is making progress to address its housing needs, the City's regulatory framework governing housing development can continue to be improved to facilitate high quality, diverse housing for the Alameda community. The implementation priorities for the next year should be:

- Continue to expedite the review of projects that include affordable and special needs housing.
- Complete Zoning amendments to support supportive housing, homeless shelters and other homeless services and housing initiatives and assisted living projects.
- Complete Zoning amendments to approve new "objective design standards" for new housing to expedite and streamline the residential design review process.
- Continue to explore new funding sources for affordable housing.
- Continue to review local zoning codes and local costs to build housing in Alameda to ensure that local codes and fees are not a constraint on housing development or on certain types of housing desired.
- Continue to improve transportation facilities and services to support the existing and future population of Alameda.