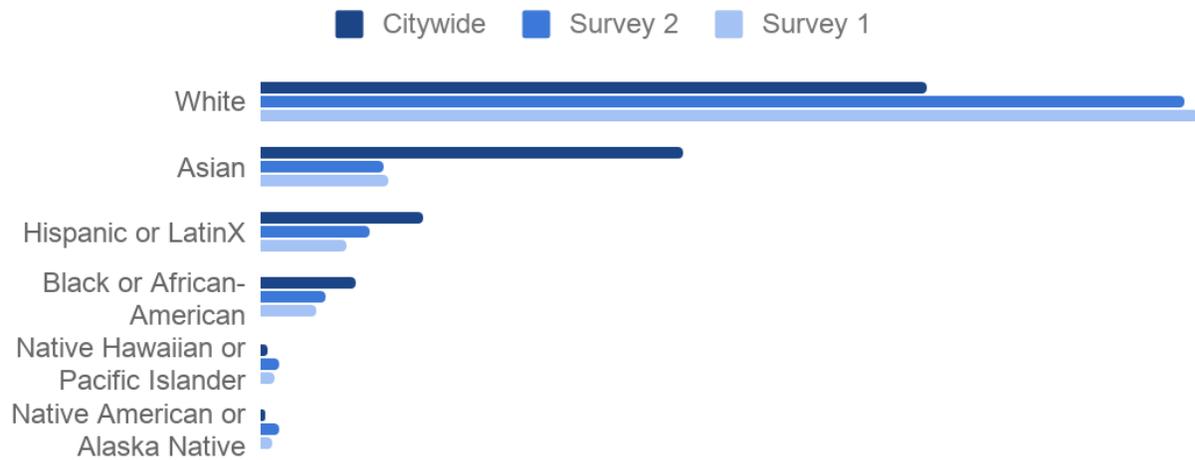
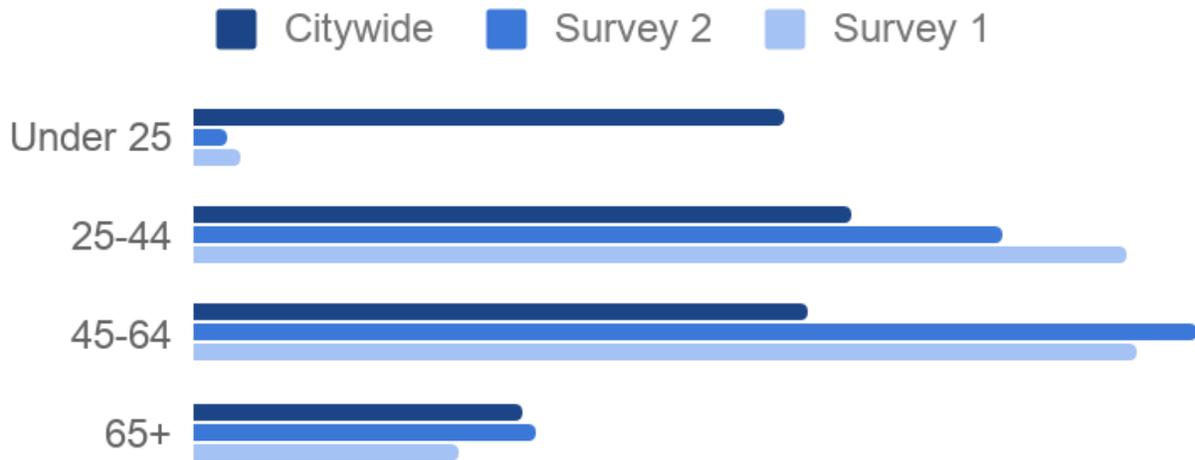


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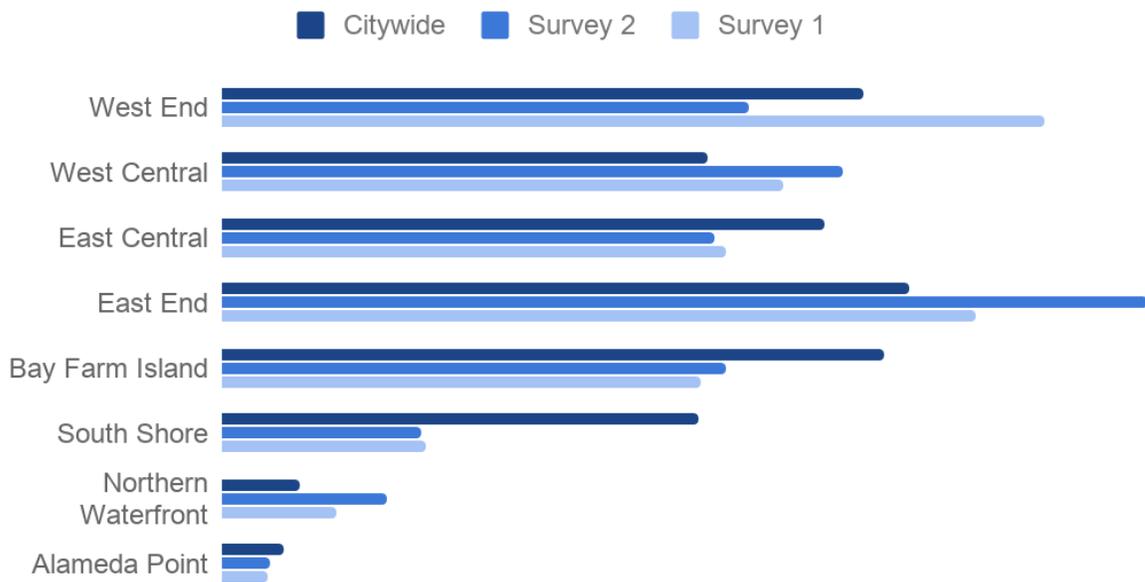
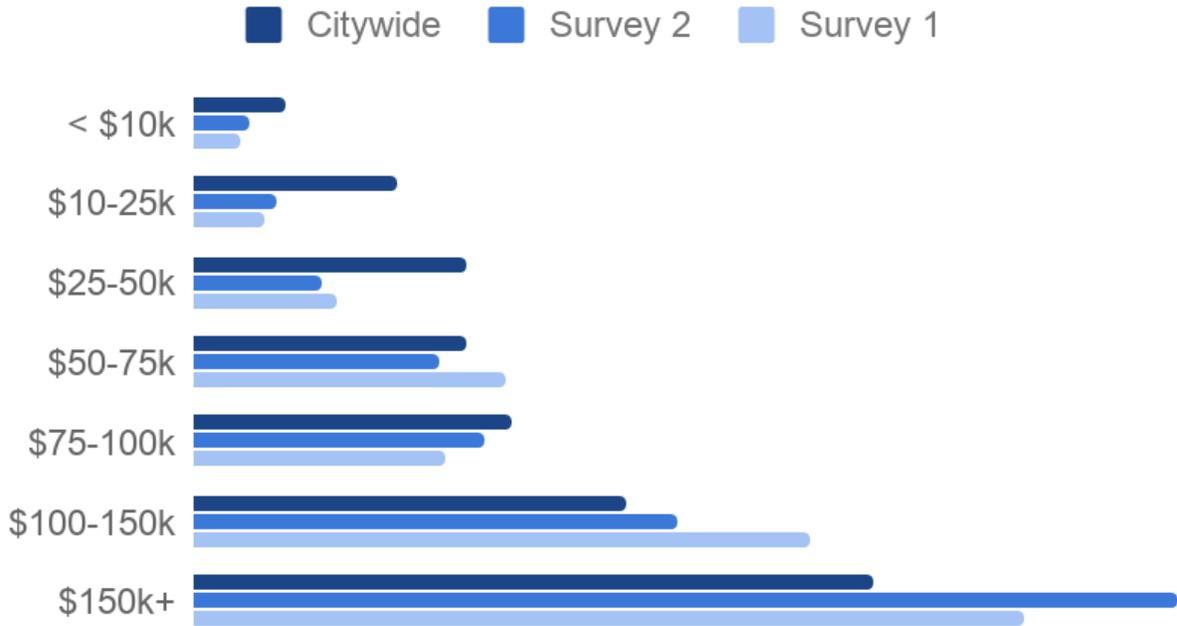
Exhibit 1: Who Is Taking the Survey



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Exhibit 2

Question #1

ALAMEDA'S NEIGHBORHOOD CHARACTER: WHAT ARE THOSE QUALITIES THAT MAKE ALAMEDA UNIQUE?

General Plan policies embrace and support the unique and irreplaceable qualities that give Alameda its unique historic character. Understanding what those qualities are is important, in order that future community design decisions and investments continue to support, enhance and maintain Alameda's neighborhood character. The characteristics that give Alameda its special character are:

- **WALKABILITY.** *Alameda, like all great small towns, is walkable. Short blocks connected by a traditional street grid, a network of public parks and open spaces, street trees, and human scaled buildings, make walking in Alameda pleasant and comfortable.*
- **LEAFY STREETS.** *The mature deciduous and evergreen trees along Alameda's city streets and in its parks are critical to Alameda's neighborhood character. Systematic planting of a variety of younger specimen trees in the future is essential to maintaining and expanding Alameda's urban forest for future generations.*
- **NEIGHBORHOODS AND CENTERS.** *Alameda is a city of neighborhoods and centers that has endured and evolved over time. By maintaining and enhancing mixed-use neighborhoods and nearby commercial main streets, centers and stations, living in Alameda feels more like living in a small town than living in a metropolitan city of 80,000. General Plan policies preserve and build on this neighborhood fabric to accommodate residential and commercial growth without losing its character.*
- **HUMAN SCALE.** *The majority of buildings (other than large institutional or employment buildings) are oriented towards the public right of way. It is critically important to retain a human scale while accommodating density and a diversity of building types.*
- **CONNECTED TO THE WATER AND OUTDOORS.** *Memorable towns and cities are often surrounded by natural areas or defined by natural features, such as a river or a lake. Alameda's island setting contributes to its distinctive feeling of being more connected to the outdoors. Alameda's street grid provides multiple ways to explore the outdoors and easily connect to the water's edge. Maintaining Alameda's network of public open spaces and parks and promoting improvements to retain and enhance access to the water for all Alamedans will be essential to preserving Alameda's unique character.*

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• **QUALITY ARCHITECTURE AND DESIGN.** *Although Alameda buildings represent a wide range of Bay Area regional architecture styles, they are well-crafted, comfortable with personality and color. Continuing to promote design excellence by ensuring that City development regulations express clear outcomes is essential*



Yes, just right

Sure

It's so important to preserve the historic homes and buildings and not allow them

Preserve what's good instead of crowding more in.

Sounds about right. I'm a little concerned about how much emphasis we put on preserving neighborhood character in general given it can be tricky to pin down.

Alameda is very unique, particularly given the historic nature of many of the buildings. We have water features in a few streets with a beautiful old growth trees. It's a special city and we should seek to preserve it.

We value the small town feel, we do not want large housing structures built that lack the character we have come to appreciate.

Addresses what I love about Alameda -- walkability, lots of trees, and charming neighborhoods

All of the points brought up in this question describe the best aspects of an enjoyable place to live.

Seems reasonable.

I moved here, and pay significant taxes to remain, for the architecture and lower density qualities present when I decided to become a resident.

They maintain the city's unique character.

Policy has been working enduring test of time

I like the tree lined streets. I like the small scale buildings. I would appreciate it if the city did not embrace massive new housing, mini-malls, and big box stores.

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I like the qualities as written.

I love the character of Alameda, and I think this survey captures well many of the essential aspects.

All of this sounds great, but with the caveat that we need more dense housing and less NIMBY'ism.

Alameda is a hidden Gem in the Bay Area with it's preserved, old buildings and trees, and a slower tempo than other sprawling cities nearby. We have to do everything possible to keep the character of our city which is why we all want to live here.

I love not needing to use a car if need be but I also like to hop in my car and get somewhere in a hop, skip, and jump

Everything listed above makes Alameda unique and a special place to live. I fear that all of these things are being put at risk with the amount of irresponsible and unnecessary development taking place all over the island. Some development is healthy...the level underway is irresponsible for having just four exits off the island. Additionally, the recent wave of architecture looks straight out of Emeryville and nothing is being done to preserve the architectural integrity of Alameda, which is possible to do.

I love the tree lined streets and architecture represented.

I agree with all of the statements.

leave the present character. tear down the multi-family garbage

Great exemplification of the values of our island town! Park networks, neighborhood commercial zones, mature urban forest, connection to the waterfront and beach, and of course our incredible local architecture and design aesthetic are all essential to creating "Alameda". Bravo!

Fantastic understanding of why Alameda is such a wonderful place to live

I love Alameda's walkability and bikability; have gotten to know it even more during Covid; the character of the various neighborhoods and the lovely waterfronts make it the great island community it is

It all sounds nice. But don't take my agreement with these broad statements as agreeing with specific public policies that someone may derive from them

I think you captured well the character of Alameda in these statements. Although I was born nearby, I spent my youth in Southern California suburbs. I had to learn to love the dense but walkable City of Alameda when I moved here, but now I love our tree-lined streets, that I can walk across the whole island easily, and our connection to the Bay. The water gives the feel of spaciousness and freedom.

*One issue is what you think is "human scale." At some point, that can be fairly tall apartments, since humans being *IN* them, balconies of personal objects and plants, makes them feel more human.*

Quite good layout and content

Yes, to more trees and great architecture

As long as Alameda doesn't build high rises to house people I'm good with what's been said. The density housing will have an impact on Alameda. I've stated before, traffic is #1 problem. Not everyone can live here....some building should occur, but on a very small scale.

The statements exhibit what is needed in the community.

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I like these policies. But your aggressive plans to build in Alameda would result in less of this. No to turning homes and beautiful buildings into multi family dwellings!

There is the ability for a small town town living surrounded by large metropolitan centers of Oakland and San Francisco

yes, yes and yes! All the reasons we moved to Alameda and love it here. Also, I want to add that we love having so many small businesses, but I fear that we're losing them. Just in our neighborhood "station" alone, there are currently 3 empty storefronts, some have been empty for years. I hope that new commercial development draws more small businesses and less of the chain stores found in Alameda Point. Would love to have our own version of SF's Ferry building!

I didn't think the multiple choice options were fair. These statements were right, but I guess incomplete. I think the statement about buildings facing the street was ambiguous and weirdly added to the other statements that were true. If that is being used as an excuse to prevent the development of dense housing it should be rejected. I liked the statement that alameda includes mixed use neighborhoods. It's fantastic that homes and apartments are interspersed. During this housing crisis we need to move away from single home restrictive zoning and embrace density.

Very unique In architectural

All of the above

The small shops and businesses lend a small town atmosphere; the many trees give shade and oxygen to a walk; the street grid makes

Architecture and leafy streets! Also CHARACTER and charm

We walk a lot here, not only for exercise, but also when we go out. It's great that we don't need to drive.

Preserving unique historic homes and building is a good goal for the city. It is important to not let developers dictate the character of our city. Playful growth and preservation are what I support.

Maintainibg the small town unique neighborhood vibe is crucial to Alameda

Comfortable with personality, color, and a connection to the natural world

keep alameda alameda and stop building

Architecture and history is well maintained. Though more information displayed would be great.

I wanted to live in Alameda because it felt like a small, neighborhood, waterfront community from my hometown in the Midwest.

Because of Article 26 (Measure A) passed by the citizens of Alameda in 1973. Alameda would not be the city/town that it is today had this not happened. In addition to passing Article 26, the vote also removed 3 members of the heavily pro-development Council in favor of a more slow growth policy.

Walkability is super important. I don't really understand the human scale piece, I think we need to ensure there is enough housing for everyone so it may need to be a balance

Yes, as long as you keep Article 26 of the Charter, too. Absolute insanity that Alameda would consider throwing away what makes it unique.

The rain in Spain falls mainly on the plain.

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Alameda is a hidden gem of the east bay for its charm and quaint historical beauty.

Most statements are facts not opinions

Overall these points hit many of the reasons why my household members chose to move here. It is especially important to me and my partner that we are not dependent on our car locally. We love the older neighborhoods with large trees which provide shade during hot summers and the water activities we can partake in because of proximity to the beach. While I enjoy some of the architecture, I would like to see owners take more pride in keeping their homes maintained, especially older victorians. It's quite sad to see some beautiful homes falling apart or with junk littering their yards.

It describes our city's goals and existing condition

I love the quaintness and accessibility of Alameda, and, other than the area around the former base, I don't want it to change through overdevelopment

I do not believe in dense housing. City is unique because of space

I live on the old Naval base, in a city owned ranch house. We currently have a wonderful neighborhood with good friends in the homes around us, and have most of the things listed as desirable qualities: human scale, walkability, great mature trees, even lawns for our children to play on. I believe the City's current plan is to demolish our neighborhood and homes, and build more overpriced high-density condos. I'm fervently hoping that the plan will be changed, and the neighborhood we all love will be spared from the wrecking ball, and families won't be displaced from their homes and community.

YOu got the important parts - neighborhood feel, smaller-scale buildings, and victorian housing neighborhoods. It's a small town feel that is really lovely in the Bay Area.

There aren't any high rise buildings, which is great.

We need more trees and I love the old houses.

I've lived in Alameda 40 years and love the small town neighborhood feel. This is why I stay here. That being said, I STRONGLY feel that ALL THE BUILDING going on (especially on the West End) is only changing Alameda in a harmful way (incredible traffic through the tube now.....I can only imagine what the backup will be when all the units get sold. Please don't tell me that these people will all be using public transportation!)

Like the small town feel

90% of Alameda is who described

Small town community feel where neighbors respect each other's and kids can safely play walk outdoors

Sustainability in real estate and our relationship to the natural environment as an island with water all around is equally impacted by our health and buildings and development

These policies enhance Alameda's liveability.

Sounds good

I like the walk paths one of the the reasons we moved here.

These are all items that reflect what I want in Alameda

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Keeping the old style hometown feel is important to me and for maintaining the soul of this city.

Developers need to take into account the historic nature of this victorian community

mature trees, park atmospheres and public access, small businesses and unique older structures form the identity of a community and continue traditions that make our community identity.

I love the nature, the quietness, the freedom from busy-ness that the rest of the Bay Area is full of. I love the safety, the community, the access to nature..

Even in more industrialized or low income neighborhoods the residents should be able to feel safe at night walking around. Nowhere does it say homeless encampments. The city should do everything it can to enforce no overnight stays or pop up tents, etc. in the city of Alameda.

compared to other Cities

We should not only maintain but enhance the city's existing character! It's not about gentrification or preservation, but envisioning a future Alameda that both harkens to the past and embraces the future.

The small neighborhoods, many built up around train stations, add a lot to the feeling of being connected to our neighbors. That's missing in so many other cities these days. We can have a small town feel without having to have just single family homes.

Important to keep the small town feel of Alameda.

Consistency, that's why we live here.

Reads fine

Alameda has a cozy, small-town feel to it. It 's a city but doesn't have tall buildings or an anonymous feel to it. People smile and greet you because of the small-town atmosphere. Let's not lose that.

No, not quite

Stop with overbuilding and focus on the buildings we have. Sick of overpopulation. Architecture should be one of Alameda's biggest priorities because it's the only assets I find worthy at this point.

Human scale and Quality architecture and design are to vague they could be interpreted to strictly to inhibit The development necessary to address the housing crisis or reasonable updates to existing homes.

Too overreaching in one statement. Alameda nice as is.

I do not want 8 story apartment buildings built at South Shore Center.

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Walkability is an important aspirational goal but not currently true. Few parts of Alameda are genuinely friendly to pedestrians. It's hard to safELY get on and off the island on foot or by bicycle and enforcement of speed limits and other traffic laws is increasingly lax. A lot more work needs to be done before Alameda can claim to be a walkable city, just being not as bad as other cities is not good enough.

The architecture of this city makes no impact of me living in Alameda. If you want the waterfront to be accessible make big streets accessible by bikes and walkers. All that said, keep the trees! Love the tree lined streets

The small town feeling has deteriorated when the high density housing being built. Many of these new housing units are ugly and don't fit in with the existing neighborhoods. The new building on the left when entering Park Street being boxy and modern is awful planning. City needs to keep measure A to protect the small town feel and the neighborhoods that make our city preserved and unique.

still needs work

*These statements feel partially untruthful. For example, I would argue that Alameda is *not* walkable for many Alamedeans. If I want to purchase food, the absolute nearest location is a 10ish minute walk away. For many in my neighborhood, the 20-30+ minute walk to Park St is prohibitively long. I do agree that Alameda is green, and I appreciate that! I also feel like these statements are trying to make Alameda sounds like a "small town". Frankly, I don't care if I live in a small village, medium town, or enormous city; what I really want is to have frequent and meaningful human connections. Often this correlates with a small town, but small towns aren't perfect themselves, so let's say what we actually want rather than saying something that historically may have correlated with some of the things we want.*

I agree wholeheartedly with most of this, except with the architecture and design section. People associate the great things in Alameda with the architecture, but that is incidental, not causal. The city's design prior to the takeover of the automobile and its unique location are responsible for its character. While I agree that the city government should avoid building ugly government buildings, I believe the city government should stop trying to preserve the look of privately owned properties. We are in a housing crunch, and any regulations regarding aesthetics, just makes the city less livable. In the section of the city plan on safety, the risk of the city's old housing stock during an earthquake is raised. There should be nothing preventing a resident from bulldozing an old building that they own to build something new. It will de-risk the town during those events and allow the city to naturally evolve.

Doesn't adequately address a desire for older and senior citizens to be able to access everything described. Depends too much on walking and bicycling, which aren't applicable to them.

I think architecture is a much lower priority, even though I like architecture and Alameda's cute houses. Walkability, human scale, commercial/mixed use areas, and water are all much more important to me.

Descriptions are all rhetoric. None of the new buildings express "excellence" or take the surrounding neighborhoods into their design. It's all described as if commercial and residential is all "balanced" and "nice". We don't want to be like Emeryville. We don't want to destroy our historic buildings and neighborhoods with new construction and no new infrastructure.

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Walkability - yes, Leafy Streets - yes. Neighborhoods and Centers - character of neighborhoods must remain intact and include living, shopping and employment. increased density only on undeveloped sites. Employment centers in industrial areas must remain not be redeveloped into high density residential. Alameda Marina is an example of the wrong type of development - took out many employment opportunities (not just retail) and unique water oriented businesses that are a part of the fabric and history of Alameda that is important to maintain as part of civic identity. To maintain character of neighborhood and centers we cannot become a "bedroom community". Human Scale - housing developments must maintain public right of way orientation. Developments such as Bayport convey "you are not welcome if you don't live here". Penzoil PUD done much better. Connected - agree. Quality architecture and design - must be viewed as "neighborhoods" not just individual buildings. What makes Alameda architecturally unique is our neighborhoods of consistent historic architecture - Sterling and Garfield, Brady bunch land, mozart, chopin and verdi in addition to many more.

It should also add that we dont want traffic to get in and out of our town. Also the historic character should speak about preserving the architecture AND renovating horrible buildings.

Emphasis on maintaining historical / older homes and commercial buildings

THE NEW CITY PLANNERS ARE IGNORING SEA LEVEL RISE.

Little attention to maintaining and preserving historical buildings. No mention of the opportunity to use our surrounding water as a mechanism to use for transportation or recreation.

Reduction of the vehicular right of way in preference for pedestrian, then bicycling modes needs to be elevated.

I don't really have an opinion on the human scale thing and also, my priority is making sure everyone is housed. What those houses look like is less important to me.

It's aspirational. It describes how Alameda SHOULD be but we're not quite there yet.

we need more high den housing but also towards the East. Not everything should be burdened to the West.

The city is lacking in street trees.

I find alameda to be economically diverse as well and I want to ensure that the city can stay that way

Love a lot of this, but I'd like to see more of a intense, radical focus on climate leadership from the city

it feels much more car-centric than this is saying. I can't even park my bike most places.

I'd like to see even more trees planted on residential streets, and while I live on the East End, I think we could do more to make West End even more quaint.

You cut down all the trees on Park. With almost no reason.

It is already a good place to live. The less done by City Hall the better.

I do not agree that we celebrate our nature enough by allowing ugly building such as McDonalds across from the beach and letting people dump trash all over the beach. Also, there are so many hideous, poorly built homes and apartment complexes amongst the nicely maintained, lovely homes. It is really a jumbled mess with no clear point of view.

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Just leave Alameda alone. You will never be able to improve things when you are building multi units that will increase population and traffic. Why not build a pier that has restaurants. Or add a merry go round and miniature steam engine to a park. Quit worrying about trying to attract more to the island. Worry more about the folks that have roots planted in Alameda.

Alameda is walkable, but there is so much more the city can be doing to promote a safe, interesting, and connected pedestrian/bike infrastructure. Additionally, Alameda should consider rezoning certain areas to allow more small-scale commercial businesses across the island. This way, people could take walking/biking trips to neighborhood grocery stores, shops, restaurants, etc rather than hop in their car to cross town. Certain areas of the city are purely residential and far from anything commercial, which is an issue.

Primary feature is a safe, refuge in the heart of the Bay area - good quality of life but only minutes from airports and all the Bay area has to offer - arts and culture, great restaurants, excellent jobs, etc

Alameda has a unique naval history that is reflected in its architecture and historic businesses that's all really good but parks, parks, parks!!!

Local walkable schools with high caliber education needs to be added in some way.

It's ok to have some taller buildings!

Worried this will be used as an excuse by NIMBYs to block density. It doesn't say how we can have both.

I agree with most of the above, but I don't think design perfection (or ideals) and preservation should be barriers to equitable housing production that is much needed here.

Very close. I would just add a preference for maintaining the beauty and variety of architecture and different time periods while increasing access to housing. For example, making existing homes into multiple units should be easy and without excessive restrictions- no limits on square footage of an ADU within existing exterior walls for example.

We really can accommodate some taller buildings. Everyone was so freaked out that the movie theater would "loom" over the downtown. It doesn't. It's awesome. We need to build UP!

Build more housing.

Also think we need to address bike ability. Think it is such an important part of the island culture.

Alameda is still a car friendly city. An increasing in walk ability and other modes of transportation would help

I honestly don't know how to best comment on this section. On the one hand, this captures exactly what my family and I really like about walkability in Alameda: the sidewalks, the street grid, the mix of residential and commercial. On the other hand, I think a lot of this language is a way to glorify Alameda as it physically exists in its current condition and insist on NIMBY policies to never change anything. Let's be honest: portions of Alameda Island and much of Bay Farm Island are ranch houses with giant garages in front. They're kind of ugly to my eye. But is that really an issue that the city should address in such detail in its general plan? Similarly, the language about "human scale" is ill-defined. It has a carveout for institutional buildings, so maybe it's just a way to say we love the fact that we don't have large apartment buildings? I am not sure how to best express this thought but I hope city staff and consultants can narrow this list of topics down so that it can somehow capture in good faith what

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residents genuinely appreciate about Alameda's public physical realm, while leaving out of scope aesthetic concerns that may be proxies for other topics (such as presence or size of multi-family housing).

The historical aspect of the island's architecture should be emphasized;

The 70s architecture is ugly and need not be preserved

While this certainly describes the mid-island neighborhoods, places like West End and Alameda Point have shoddy McMansion homes, few trees, and (except for the recently constructed bike/walking trail) zero outdoorsy feelings/trails.

Should be more specific about keep open access to bay and waterways.

Making bungalow style homes historic causes too many problems for property owners who want to make an addition to their home so much harder and costly. It doesn't make sense.

Measure Z if passed will take it all away

"Maintaining community character" feels exclusionary without explicit inclusion of language on supporting a diversity of housing types and lifestyles.

Making sure we have a well-connected bike infrastructure that allows all abilities to access safely is important.

Human scale needs to be better defined. Limiting building heights and size due to aesthetic reasons should be less important than how many people are housed, especially during a housing shortage. Instead, efforts should be made to ensure that maintaining "character" does not make development unaffordable.

*We seriously need to ACTIVELY protect historic housing in Alameda. I am all for changing Measure A so that can build ****not-upscale!**** multi-unit housing -- AND, that ordinance was crucial to saving so many old Victorians, colonial revivals, etc. houses.*

Most of my friends, neighbors and colleagues would like to see less density, historical architecture retained, policing of speeding and safety so our kids can ride bikes, so mature trees aren't tagged for cutting down and cut down and replaced with tiny little trees, the endless development just isn't OK. Some of the words here sound nice but it isn't actually how our city leaders operate.

Low crime. Safety. Good police presence.

Obviously Alameda's trees and historic architecture are charming. I fully support any effort to dedicate time, funding, and effort into urban planning with an eye towards retaining these aspects of the community. However, I can think of some related "unique" aspects of the town that are far less savory — a remarkable abundance of gorgeous Victorian homes that have been divided up into four or even five separate, cramped one-bedroom or studio rental units. That's not charming, but it is technically "human scale" in an urban planning sense. While I certainly don't want to see our entire waterfront rezoned for development, I live on the side of the island where said water is full of expensive pleasure boats and

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warehouses. It feels a bit disingenuous to characterize this entire city as an "urban forest" when much of it has been, and continues to be, haphazardly developed in ways that are neither efficient nor beautiful.

It's close, but it overlooks the need for pedestrian and bike traffic improvements, among other details

Trees and plants should be chosen for their ability to support pollinators and not optics. No more crepe myrtles.

remove "irreplaceable qualities" from the statement. Life is evolution, we can't be stuck in time and use language in our policies that promote being stuck in time.

Spaces like Alameda Landing have little character and add a lot of dense housing that doesn't match with the rest of the island.

Missing the acknowledgement of Alameda's rich history, in its buildings and its landmarks, and how that should be preserved

Lacks statements about diversity, equity, and inclusivity

Walkability and connected to water are the only two that actually matter to me - I actually find most of the other qualities to be detractors - trees spreading pollen and dropping leaves & crap all over the sidewalks & cars; lack of tall buildings means not enough housing; etc.

The speeding & reckless traffic makes it harder to walk the streets without impediments. Webster St does t have much in the way of vendors or shopping. The architecture of the new construction is NOT AT ALL like the Victorian classical style that I came to enjoy in Alameda.

Alameda actively discourages commercial development in residential neighborhoods

You didn't emphasize community & people. It's the people & community that make a difference

I think we can maintain all of the above and still fit in some more dense housing options near bus lines to accommodate for varied income levels and the unhoused.

The higher density without adequate parking spaces is diminishing the small town feel. Adequate parking is essential. Adequate parking is essential to a small town feel. Public transportation as easily accessible as it's purported to be. Those that say "people should take public transportation to work" should try it themselves. Not everyone works 9-5 M-F, nor does public transportation connect to where people work. Current density is not taking traffic into consideration. Access by car is a necessity, 880 will not widen and is almost to capacity, and will be impacted with upcoming tolls. Rising crime lessens the small town feel. Speed bumps and concrete blocks closing streets is not the answer. So sad to have a beautiful city that's one of a kind in landscape in architecture, that doesn't appreciate it's uniqueness.

The new mass structures being built on the west end do not reflect Alameda's architecture or style, nor do they reflect the interest of maintaining Alameda's "small town" feel.

I don't see a mention of the historical neighborhoods, and beautiful Victorian and Craftsman homes.

Design review should not be used as a tool to limit or stonewall needed housing.

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I'm concerned about the statement about mixed use neighborhoods. I'm not sure what you envision in your statement.

Not sure exactly what "human-scaled" buildings is referring to - having a more walkable community goes hand-and-hand with density. The more people come together and avoid driving from far-apart homes, the more walkable our community becomes.

The history and historical buildings/old neighborhoods and the small town charm, the fact that it is not too crowded.

Agree with maintaining the character of Alameda architecture. But design review process is far too arduous and picky.

I would add ease of access to the social and natural riches of the entire bay area.

Alameda is mostly residential in my opinion and good walkability/transportation doesn't necessarily apply to all of Alameda. I will say thought that Alameda is much more bike-friendly than walk-friendly, which is still a great thing!

All the leafy streets in the world don't mean anything if the quaintness is used as an excuse to keep people out, who end up having to live on the street

Accessibility to SF and Oakland; overflow from SF and Oakland; diversity from Oakland.

I don't agree that the quality of the buildings is great, especially the housing. There are, of course, some very beautiful victorians in Alameda.

It appears that you attempting to make residential mixed use into trying to validate measure Z, which I strongly oppose

Alameda has made some poor decisions, I think, in regards to greenery. 1) Even after many sycamores started dying, more have been planted and--alas, are dying (for example, by Del Monte).

this presumes we have read the general plan.

Cutting down the Park Street trees is not indicative of the "mature tree" assertion.

Add "adaptable." too much focus on the "Old racist Alameda" approach. Descriptions are right, but add "ability to adapt and evolve to accomodate all members of community"

Alameda Point and North Shore developments will severely impact traffic and congestion. This will severely impact the small town feel mentioned earlier.

Important to include the sense of public safety - a safe and friendly community for families and people of all ages (and something we're at risk of losing given current events)

Not enough mixed housing.

Small town feel and friendliness. Small unique stores are important, sprinkled throughout the island. Stores like botique shops and small groceries.

What you describe is "nice", but can't be fully enjoyed without foundational elements in place. These are low crime and safety (this has been eroding over the past 3-5 years) and quality of education for kids (and kids to and from school safely). All this connected and the core items under what you discuss are diminishing making what you want to achieve in Alameda more difficult/less likely.

Housing people is more important than preserving an archaic vision of what Alameda should look like.

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Need a better explanation of terms.

widen sidewalks along shoreline. PAking difficult to get to water access. Trails along water near private porerty not well marked.

Upset when I see plans to build apartment/ condos to replace numerous businesses along the South Shore Mall simply because the owners of the mall haven't figured out what type of businesses would thrive there and actively seek out those companies and negotiating rents etc. Instead they just want to your the market with the rentals etc. This increases the population and would make the traffic many times worse than it is now.

To preserve the boating industry along the waterfront

I think City planning has gone way too far on the idea of preserving the historic homes.

needs more, not enough about history etc

There is so much diversity in our town. As to what the citizens opinions

No, not at all

Alameda needs more homes. People are living on the streets but a bunch of Boomer NIMBY's won't let homes be built on vacant lots.

I disagree with quality architecture and design. Alameda's mandate to preserve historical Victorian buildings does not benefit the population but contribute to people living in dilapidated housing and cramped living spaces. While historical preservation is important, it should not be an iron fist.

Homeowners should have the ability to tear down and rebuild a modern house. Likewise, landlords would be more inclined to update exteriors and buildings if there are no draconian and restrictive measures preventing them to do so with ease.

No, what's makes it unique is Article 26 in the Charter to protect against unruly upzoning by a politically-motivated council

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This reads as it is trying to hide what many residents really want; exclusionary zoning and historical building ordinances that ensure unaffordable housing.

My government is against my ethnic group.

Seemingly laudable statemnts, once again too high level and, most important, seem to intentional omit anything about preserving our historic homes and buildings, reducing all to architecture.

Too much focus on neighborhood character. You cannot have all these things, and meet your housing goals.

You cannot ignore that a huge percentage of Alameda thinks there is too much traffic. Simply wishing everybody will bike and walk is not realistic.

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Exhibit 3

Question #3

POLICY FROM THE MOBILITY ELEMENT:

Pedestrian and Bicycle Travel. Reduce greenhouse gas emissions and reliance on the single occupancy vehicles, improve public health and safety, and enhance quality of life by making Alameda a city where people of all ages, abilities, income levels and backgrounds can safely, conveniently, and comfortably walk and bike to their destinations.

Actions:

- **Community.** Foster a strong culture of walking and bicycling.
- **Connectivity and Comfort.** *Develop a well-connected network of pedestrian and bicycle facilities that are comfortable and convenient for people of all ages and abilities.*
- **Equity.** *Ensure that comfortable bicycle and pedestrian facilities are implemented equitably throughout the city.*
- **Safety.** *Increase the safety of all people bicycling and walking by improving the design of streets, enforcing traffic laws, and educating the public.*
- **Sidewalks.** *Provide wider sidewalks in areas with higher pedestrian volumes to accommodate persons with disabilities, sidewalk cafes and other pedestrian friendly activities. Discourage the installation of fixed barriers for sidewalk cafes that permanently narrow effective sidewalk width when alternative methods are feasible.*
- **Bicycle Lanes.** *Provide separated bicycle lanes instead of unprotected, standard bicycle lanes, unless not feasible.*
- **Street Trees.** *Add street trees to provide shade, a more pleasant walking and bicycling environment, and to sequester greenhouse gases. Avoid tree species with aggressive roots that may cause sidewalk damage.*



Excellent

Good, but needs work

Bad

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Excellent policy

Climate change action is very important to me

Love having wider sidewalks and more trees

more bike lanes and walkable neighborhoods, especially more safe routes to school!

I am thinking of the manner in which Shoreline Drive has been reconfigured and am fully in favor of this sort of design. It is safer, and allows cars to park on both sides of the street as well. I have been using that corridor since 1980 for morning jogging (and, now that I am 67 years old, walking along the path. I no longer have to fear bicycles whizzing by me, since they have their own designated path.

Making the city more cycle friendly would be a great way to improve the city. There are not enough places to lock your bike currently on the main streets in Alameda.

n/a

Making Alameda more walk-and-bike friendly is absolutely essential to all of our goals, including housing density, climate sustainability, and health and wellness.

Given the size and topography of the island, it is perfect for walking and bicycling. We should promote and enhance this aspect of transportation

I think this is a great policy. I also think the city should consider how we will adapt to the advent of level 5 self driving autonomy and what that could mean for this plan. More specifically, if that drives down car ownership, do we change street design in any way such as installing designated dropoff locations on Webster and Park, even narrower roads, even wider sidewalks

I like it! My only quibble is with "Ensure that comfortable bicycle and pedestrian facilities are implemented equitably throughout the city." It seems wasteful to have the same pedestrian/biking requirements in areas that have very low pedestrian and biking traffic. For example, if the city spends an average of \$1,000 annually to maintain a sidewalk that maybe 1 person a day walks on, that seems absurd. I think this sort of analysis is important since policies like this affect the cost of all development proposals.

I agree with all the policies. There has been a shocking increase in the violation of traffic laws in the last 6 months, which needs to be addressed soon. It is impacting pedestrian and biker safety.

Great policy. The slow streets program is a good guide for the reduction or elimination of car usage of streets. We can utilize streets for a variety of endeavors, and should boldly rethink city transit away from the automobile. Bring back the tram!!

Yes, yes, yes! Alameda has so much potential to be a truly great bicycle and pedestrian city. More bicycle thoroughways without stops (possible roundabouts?) are needed. Keep on improving sidewalks but sidewalk maintenance needs to be prioritized. Many sidewalks are very hazardous, including one where I took a fall about a year ago that is more than an inch bumped up. Although the EMTs came and the sidewalk was marked as a hazard the next day, it still sits un-repaired. A good policy would be similar to the graffiti ordinance requiring removal in 24 hours, although I would be satisfied with 7 calendar days. Maintaining existing sidewalks would truly show that government cares about people.

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Equity is good start regarding cars vs bikes and pedestrian but eventually I hope there are safe corridors where pedestrians and bikes are the preferred, if not only, mode of transportation (park street is approaching this I think!)

we have GOT to get away from so many cars.

Protected bike lanes make a huge difference, especially when it comes to children feeling safe on bikes.

We live on a mostly flat area and bicycling should be the preferred method for transportation if there were protected bike lanes and ample Destination parking

In thinking about wider sidewalks and more tree planting, please forecast the root growth of trees and either provide wider planters, pick a tree species whose roots don't spread laterally as much, or improve sidewalk reinforcement and thickness so that the walking surface is not impacted greatly by the tree roots. This is just a suggestion and understand that sometimes trees will grow as trees do.

Localized long-term road closures encourage biking and walking and are safer for pedestrians

more bicycles! good!

Non powered transport is best for many reason and should be a priority. But please plan for the worst bad weather days and for those who can't walk or ride bikes too. And if there is actually a pedestrian bridge from the Alameda Point to Jack London, model it after European styles (baricaded lane for ER vehicles, potential evacuation lane). Consider worst case scenario in planning.

Safety is important.

I do think bicyclists need to heed traffic rules however!!!

I'm a novice cyclist who would bike more for errands and commute if there were protected bike lanes.

More protected bicycle lanes please

Attention to pedestrian and biker needs

we need to plant as many trees as we can immediately, especially in front of the high school

I walk and bicycle a lot. However, the city needs to enforce safe driving laws. I've been hit twice over the years. When we moved here people didn't flip u-turns in the middle of Park St., they didn't double park all over the island, and they didn't speed as often. Pre-pandemic, I observed these actions fairly often. I've also almost been hit by a car three times as a pedestrian.

The equity part is excellent. And it's a concrete statement with actionable.

Improvement of sidewalks, trees, and bike lanes as well as enforcement of traffic laws I am

We moved here because of how bikeable and walkable Alameda is. Also LOVE any plan that promotes more trees.

Critical to include consideration for pedestrians to encourage walking to and from public transportation.

I think all of these are valuable and concrete actions to pursue. I do think it's important for the city to find ways to improve ped/bike safety and connectivity along and across state-owned roads. It's a shame to have such good city-level plans but then have "blank spots" of inaction where Caltrans is instead in charge.

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It is important to remember that many disabled people cannot use methods other than cars to get some places, so a fully anti-car approach is inherently ableist and should not be pursued.

It hit all the points. I'm most focused on speeding and traffic design to sloooow down cars

I love the walk ability of the streets and tree lined streets add to the health of a neighborhood.

Love it

our town is excellent for as much out of the car travel as possible.

It all sounds great

We need fewer cars and more people walking and biking.

It is very comprehensive

I run and bike here everyday. I almost get hit by cars everyday.

LOL. Nice policy. Have you tried riding a bike on Webster recently. The cars stuck behind you aren't happy.

I concur with the statements

It maintains Alameda's charm, but is inclusive of all of its neighborhoods

Climate change scares me - as an older person who has been stuck at home for 6 months. A sense of community, and ability to know my neighbors, walk/bike to shopping, and stay connected is very important. As I get older, it will be critical to have connected community where all people can move safely around town.

bike & ped lanes for transport to ferries! walkable streets/parks

It will maintain the essence of the city.

I remember being in middle school when a classmate got hit by a car and killed. This is why I am always for improving bike safety in Alameda which is already so much better than any city I can think of.

d

Alameda is flat - Take advantage of that

It would be nice if APD sited speeders. Encinal, Lincoln and Santa Clara are freeways.

Connectivity is key. A nice bike lane or leafy street here and there is all fine and good, but USELESS if it doesn't connect to get residents to places they need to go.

We need to plan now because cars will have to be electric by 2035. We need to also offset the urban heat island with trees. Alameda needs more green and open space, not more housing, in order to increase quality of life, wellness, environmental health and lower density.

If this policy is true, close park street to cars (except for service cars for the businesses) April-October, Covid-19 or not

Would look beautiful on the west end

yes good

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I work with special needs families and it is important to have accessible access to being outdoors and enjoy the city.

lighted cross walks should also be included and maintenance of bike paths

Less cars, better environment

focuses on walkability and cycling

Alameda has such promise and has made great progress recently but more immediate action to make our city walkable and bike-able. I think the recent study said that 70% of all vehicle related injuries were to pedestrians and bicyclists! Protected bike and walkways are the only way to insure drivers keep a safe distance. I get it I drive to but folks really need to learn patience and respect for others. Plus walking and biking really is such a relaxing way to appreciate our island city - and it's businesses!

Good policy, but needs work

Bicycling and walking are great ways to explore Alameda if you are not leaving the island. However we generally need a car when leaving the island. Please take this type of traffic into consideration when decreasing the width of thoroughfares to add bike lanes. You may be directly causing rush hour traffic jams to be much worse.

Biking lanes are great. Making them separated adds a lot of complexit and cost. Let's just choose to put some additional biking routes on some of the slower neighborhood streets.

Bike theft is a big problem in Alameda. Providing spaces for people to secure their bikes (at the beach, in shopping/entertainment districts) is key to people feeling comfortable biking to and from home

Accessibility for those who cannot walk or bike

I love all of this, but the reason I don't ride my bike anywhere is because there's so much crime I'm afraid my bike will get ripped off even if I lock it.

We need safe walkways and bicycle lanes, but we can't decrease the vehicle lanes. As a parent we need to get our child to school and after school activities on the island. Taking the bus or riding your bike does not work.

Most of our streets do not need two lanes, make streets smaller and give us more bike lanes and larger sidewalks. I would love to see the installation of fixed barriers for sidewalk cafes and make sidewalks bigger buy making streets smaller

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I would love more bike lanes! As a cyclist and a mom, I would also love to stop seeing people biking in the sidewalk. It's terrifying have a cyclist going 20 mph on the sidewalk with a double wide stroller k can't move out of the way as they never yield to you.

Bike lane "improvements" have it been improvements...

I think we need a specific call-out for reducing any multi-lane roads

Bike lanes are important, but not to the points the streets are too narrow for drivers. (I am referring to Shoreline Drive, it is now dangerous to park and exit the car when driving in the lane next to the beach) If people can't park, it discourages shopping.

This is fine, but this is focused on infrastructure implementation. If the place I want to go (e.g. bar, restaurant, hardware store) is too far to walk or bike, then it doesn't matter how much greenspace there is or how many bike lanes there are. I would rather see changes to zoning regulations to allow mixed commercial and residential. With that being said, I wholeheartedly agree with the policy, it just feels like it might not matter how nice the roads are if places people want to go are too far apart. (Obviously, more bike lanes / dedicated bike paths will increase the threshold of what "too far a distance" is, so definitely a productive policy!)

Look at these issues from a variety of perspectives. Walking, biking, and driving conditions.

Will this be a gift from local government or do you want my property taxes raised? Look at my squinty eyes looking at you!

Great to encourage walking and biking, but those that work off island still need effective roads and exit routes

All of this only works if there is adequate lighting to support these thoroughfares. Otherwise people will continue to use cars for up to 12+ (e.g. winter) hours of day without sunlight.

I feel motorists are purposely being inconvenienced and they should all blend together in a team. Motor, bike, walk, etc. Think of everyone not just a specific agenda to make Alameda a no car town. I can't believe I heard that as an idea.

Needs public input. Again, all rhetoric, sounds like a lot of destroying existing neighborhoods

Bike lanes - although I am a big fan of walking and biking, it is not always an option. Efficiency of errand running is of high value as well because car trips are sometimes necessary and it is best to make one well planned trip instead of many single purpose trips. To this end, it is important to accommodate cars - short term parking on main streets. It clearly is the vision to make it impossible to use a car unless going to a shopping center. Shopping Centers are not consistent with the neighborhood, walkability concepts.

Needs to promote bicycling as a way to commute out of the Island (and thus reduce traffic)

**INCREASED BUILDING AND OFFICIALS IGNORING POPULATION DENSITY. IS CRAZY
INCREASING BUS'S TO CATER TO BUILDER SPECIAL INCENTIVES IS SO OBVIOUS .
DESTROYING OUR TOWN**

We want wider sidewalks for pedestrians, cafes, bike lanes plus roads for automobiles and buses, plus expanding for more houses - where is all this land coming from? Need to cut down on development for houses and think about the quality of life for people who live here.

Cyclists should also follow all traffic laws.

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unclear on the the bicycle details

we do not want to create auto bottlenecks

Let me make it clear: I do not want to see any more 2-lane roads turned into 1-lane roads with bike lanes. I am a cyclist and I think we have plenty of bike lanes currently. I like the ones that have been built. I would also like to see a focus on traffic laws, especially following speed limits. I think that will be the best thing that could be done for pedestrians and cyclists. Finally, there is too much crime in certain parts of the West End to feel safe walking around.

There are already too many bike lanes in town. Enough is enough

power cables? All the trees with the power cables running through them make me very nervous re: storms. Also please stop with palm trees. That does not enhance bike-ability.

provide for bike storage safety, as bicycle thefts are notoriously high in this area.

I like this aspiration but quite frankly this seems unbelievable given people's reliance on cars including Uber/Lyft. I want more bike lanes as a bicyclist but as a driver they reduce capacity.

We need public transit in areas severely lacking

My answer here is due to the comment about trees for shade, etc. I live on Central and have so many leaves in my front and back yard and the city does little to help clean them. I'd prefer more city assistance here. Otherwise, no problem with this.

Like the trees. What you've done with the bike lanes to date on Shoreline is lousy. I love the concept of street dining on Park Street but would few more safe on the sidewalk. And traffic is impacted.

This is excellent, but it should also include components which make transit/mobility spaces accessible for disabled people

Sidewalk cafes should be encouraged along with well designed barriers. Bicycle Lanes ... on wide streets should be seperated, by on other streets there should be shared lanes

I like all of these ideas. I live on Pacific and have loved our street being a slow street. I would like this to be permanent, and for other streets to permanently be slow streets as well.

No to protected bike lanes!

I do ot see the consideration for the fact that some streets are more heavily trafficked.

Park street is a long way from the west end. Some of us still need to drive and park. Cyclist already feel they have all the rights and don't seem interested if following the laws or sharing the roads.

Choose trees that are native to the area, flowering trees, and in some places edible trees and plants

dont take away parking and driving lanes as you add 20,000 people if you care about the environment...but maybe you all don't

This policy seems to focus on biking and walking use, but less on the infrastructure needed to support bikes/walkers when they get to their destination. More bike racks, lockers, and public restrooms/water fountains would support folks as they walk and bike.

We need more free tiny transit.

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"Equity" means explicitly deprioritizing cars and free publicly subsidized car storage. Take away the inequitably apportioned travel lanes and parking from drivers and use that space for walking/cycling/humans.

Alameda is still a car friendly city. Streets like Lincoln need a serious speed diet with protected bike lanes.

Put bike lanes on streets that are big enough to have cars safely pass them

Again, ensuring the policy has equity built in not just geographically but to be inclusive of people with all kinds of needs, backgrounds, mobility challenges, etc.

Don't make bikes number one priority

To encourage bicycling, need to improve bike parking and theft prevention. And bike share is great.

META -- you're using bureaucrat-speak! c'mon! Could edit your text down by 2/3. ANYHOW - need bicycle renting places easy to use, need BIKE RACKS for goodness sake! you need to be putting such details in your survey questions.

Does this mean you won't require developers to provide parking? Folks with babies and toddlers and multiple kids can't ride their bikes everywhere. Also, what about all the bike thefts? I know 10+ families that have bikes stolen downtown, locked up, but stolen. How about safety for bike parking? How about police presence to ticket speeders and other traffic violations? I wouldn't let my children ride their bikes in Alameda just given the close calls I've encountered, how fast and reckless people drive. What is being done to get people to slow down and follow traffic rules?

I like protected bike lanes etc. but there needs to be a recognition that some people have to drive to pick up kids from daycares etc. can't practically do that on a bike and work 9 to 5. Another egress off island should be a priority if development continues.

If trees support pollinators, good. Need more safe places to park a bike.

Pathways that bicycles and pedestrians use together should enforce yielding to pedestrians.

Every policy that seeks to increase bicycling and walking always seeks to decrease driving. STOP!!!!!!! I'm middle aged, but I have a "hidden" chronic disability. The harder you make it for me to drive and park here, the less I want to live here and the less I shop here - I will go to places that do their city planning in such a way as to say they see me and want my dollars. When you get ride of a vehicle lane to add a bike lane, you're telling me to go elsewhere. When you eliminate parking, you're telling me that my dollars don't matter as much as the dollars of fully able-bodied people.

We are far from ideal but better than most cities. If we reduce new construction and improve what we have to make it friendlier for walking we will achieve these goals

Need to encourage small businesses/restaurants in largely residential portions of the city with incentives such as reduced permit fees and grants for improvements

Sometimes the ideas are better than the execution

We must meet the extreme challenges of climate change with extreme solutions. I think the city should consider more aggressive deterrents to gas vehicles. Perhaps incentives for local businesses to use electric vehicles, etc.

keep bike lanes off of major streets

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While my family may enjoy getting around by bike or foot, I realize that not everyone may feel that way. Many people have disabilities or are aging and need other transportation options. Life is hard enough for those with mobility problems and disabilities. I hope you would not make choices that would make their lives harder. For all residents, during inclement weather, they will need cars to get around and for also running errands. I think having more bike friendly solutions is great but the city should not expect that people won't use their cars.

No mention is made of the quality of sidewalks and bike paths, which currently render them useless for those with disabilities

I am generally in favor of many of the stated goals, but it is not realistic to believe that people will give up vehicles. I'm not in favor of causing traffic problems to meet a goal that will be more realistically met by moving away from internal combustion engines to electric vehicles.

Why not have permanent barriers for sidewalk cafes and remove parking or a lane of traffic? I love the parklets on Park St right now and one less lane of traffic.

Improve bike-ability.

All of these things should be top priority. Emphasis on connectivity from neighborhoods to public spaces (Park/Webster, parks, etc.)

separate bike lanes seems unnecessary and money could be better used on preventing crime.

need more bicycle lanes on all major streets (except Park and Webster)

Street-lined trees are great: but please plant trees that are not susceptible to disease and that can be pruned without looking like they've been hacked off.

needs clarification

Alameda already has all of it. Nothing more is needed.

I'm for making walking very safe and for having bike lanes but don't want driving made difficult with reduced lanes to accommodate bike lanes. I don't agree with trying to force people out of their cars.

Great policy when it comes to biking and walking but with all the new homes getting built on the west end it is important to make sure that our roads are good enough to get everyone across and on and off the island. The entrances and exits to the island have been getting increasingly clogged and unfortunately not all of us live and work here.

I would like to see more safety for pedestrians. More blinking cross walks and stop signs along Fernside (between high street and Garfield) to slow people down and allow pedestrians to cross safely

Thinly dispersed resources, combined with inadequate public transit options around the city and to BART and ferry services, compels people to drive and undermines the efficacy of any plan that favors bikes and pedestrians over cars. I take the ferry to work every weekday, but I have to drive to the terminal. Likewise, my son shouldn't be expected to bike back and forth across the island at 9pm to get to the one pool in Alameda that accomodates HS sports. Even if you live on one of the so-called transit corridors like Park or Webster, there are no truly feasible options to get off the island that don't involve driving. The Loop Shuttle only runs three days a week and has a different route each day. (Seriously, what is that?) And there will always be times when driving is simply the only option. Any comprehensive, responsible, realisitic plan for Alameda must accomodate all forms of transportation - walking, biking, and yes, driving. Expand and improve bike lanes, pedestrian walkways, and intra-island shuttle services. Build

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more public facilities. And encourage smart, safe driving. Yes to all. And please, do something about that poorly designed new right turn at Atlantic & Constitution. That thing is a death trap for everyone.

Bicycle lanes need to be provided with careful consideration of pedestrian and vehicle safety. Persons suddenly opening car doors on Shoreline in the tight traffic lanes - perhaps post 15 MPH on these tight lane streets.

Some protected bike lanes cause more problems than solutions and make it unsafe for drivers and walkers. New street on the base, is terrible, hard to turn into the lane, saw someone driving in bike lane because it's as wide as a lane and looks like a lane

greenhouse gases does not belong here. that is political, the rest is social

Need to account for buses and commuting when planning changes that remove lanes or restrict the flow of traffic given few routes off of the island.

I think we need more public garages, especially around busy retail areas like Park and Webster. This will keep traffic nearer to the tube and bridges and encourages walking. More bike stands would encourage biking as well. Hard to find a place to lock a bike on Webster and Park

I was born in Alameda 1946, many changes have occurred. The fill (south shore) was not there then ! I remember Grand St @ Palmar Court headed south being the Bay ! (also it was the Encinal Yacht Club) Traffic was a lot slower then (and a lot less Pushey @ safer)! I do like the way the Alameda Theater turned out thought , very much ! The thing that most distresses me is this urge to build ,build,build every time a patch of dirt appears ! THERE is only so many ways off this island ! Multi-level apts will not help this ! It will just turn Alameda into a mini-Los Angeles with as much traffic !!! As for affordable housing for get it ! there is nothing like that in the bay area . Look around you homeless every where. The only people that can address that is the federal government...Good luck with that one !

I don't like separated lanes that use a barrier. Parking cars between the roads and bike lanes is ugly. Safe, clean public transit reduces the need for cars for folks who are not hearty enough to bicycle.

One size does not fit all

This policy doesn't go far enough in its vision for automobile traffic reduction, or rather it's unwritten. Part of the explicit goal should be the elimination of traffic, particular cross or pass through traffic; let's encourage people to drive around, not through, Alameda!

I rode my bicycle to work at the base for many years. A great way to go (as long as the rain and wind are not TOO strong). There should be good safe bike and pedestrian lanes. But don't frown on people who are not able for one reason or another cannot participate. There is a need for safe use of streets for clean-running vehicles. Having a bus nearby does not help someone with arthritis in her knees get her shopping done. Staying in and have stuff delivered takes away the bonding of running into friends and neighbors, the business given to shops whose windows catch your eye, accomplishing a number of tasks in one trip, and feeling free. I would consider both types of travel necessary, so neither is dominant.

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There are other modes of transportation to consider other than bikes. Scooters, skateboards, in-line skating and etc need appropriately wide lanes for safe travel. Please keep this in consideration when planning the lanes. The bike lane along shoreline is an example of a poor design made only for bikes and is way too narrow to do other activities safely.

Need more slow streets and bike lanes

Needs to address education, too many believe they have the right to be on devices and are not aware of their surroundings.

All good point. But want to make sure that this does not include reducing lanes if doing so would impact traffic. Public transit also relies on those roads and becomes less attractive if there is congestion - especially during peak commute times. Also should be something to reduce the amount of ride-sharing which has greatly impacted traffic in recent years, and reduced the use of public transit.

Bicycle lanes on Bay Farm should be replaced and maintained. They exist but currently unusable

Pretty weak policy, could be better

We need sidewalk cafes. Been to Paris or Fountainbleu? Edgartown? Don't ruin quaintness for overpopulation and overbuilding.

There seems to be a tendency to want to turn major streets like Otis from 4 lanes into 2 lanes. I don't support that. Especially with what happened to Shoreline. If you don't feel comfortable biking across the island on Otis, then take Shoreline or the new (upcoming) cross Alameda bike path on Clement.

Lead objective is very oriented at young people, when we are a nation and island people growing older. Bikes and walking may be nice sounding from a climate and exercise perspective but do not reflect our own citizenry and the direction of our aging populations.

I don't see more bike lanes as a way of getting people out of cars. We have designated slow streets now as a result of COVID-19, and they are not overly used. It may not have been so necessary. Same with taking away traffic lanes to accommodate more bike lanes. Alameda is bike friendly now. I support walking bike lanes within new developments if it's feasible.

People are still going to drive. Not everyone can take public transportation to their destination. The bicycle lanes are important, but it should not impede the flow of traffic. Traffic is awful going across town now and not everyone is going to bike to get someplace. I do agree with having good bike routes, but not just having them jammed in, like Park Street right now. It looks so haphazard

Implies walking and biking facilities everywhere which is not practical. Should designate the areas where it is essential to focus the investment. We have many biking lanes already that are not used at all. No mention of increasing pedestrian only zones. Trees are good for shade but severely restrict the use of sidewalks. We have to walk around them. Very useful in pedestrian plazas.

These are very loaded statements. Of course we want public safety. The push for forcing people out of their "single occupancy vehicles" is very disingenuous. What about disabled people? Is everyone expected to go grocery shopping by foot, bicycle or bus? This is sounding more and more like only able bodied people with no children who can easily go shopping

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This only address pedestrians and cyclists and negatively impacts those who require a car to drive for their job or to/from daycare to pick up/drop off children, etc. The argument that it lowers emissions ignores that cars will be energy efficient/electric. Almost excluding certain populations/demographics that are not able to walk/cycle to their destinations.

Again, looks good but not nearly enough detail about how would accomplish and does not mention improving local public transportation,

There are many people who cannot bike to work(due to location and/or disability). Bike paths should not interfere with the high-traffic routes on/off the island. The bike path on Atlantic also presents a new hazard. Before this path was built, if a car heading west is trying to make a left turn into the Starbucks at Webster, they would only be watching for oncoming traffic on the left side of the road to clear. However, because the bike path is two-way, a bicyclist can be traveling the same direction as the car on what would normally be the wrong side of the road. In addition to the fact that checking for both directions of traffic on one side of the road is abnormal, a bicyclist traveling the same direction as the car could easily be in the car's blind spot when a motorist attempts to turn. Additionally, I have seen multiple instances of bicyclists incorrectly crossing to the other side of the road to get to the path, cutting across both directions of traffic before the median on the east side of the intersection at Constitution. If a car is turning left onto Atlantic, heading east, they cannot see the bicyclist who is traveling against traffic until after they have completed their turn. The two-way bike path encourages this dangerous choice to travel against oncoming traffic. Should additional bike paths be built, they need to follow standard flow of traffic.

Lots of political talk.

It appears that you are promoting removing lanes of traffic. While this is a great goal, it is not practical as we are adding too many new homes without new infrastructure to alleviate traffic gridlock

I'm always dissatisfied when lanes are taken away from our roads. It makes driving more dangerous and stressful (like on South Shore. What a mess!) Please stop making the roads smaller. Bike lanes are great but please consider the safety for everyone before doing so.

bicycle lanes and policies towards walking and bicycling sounds great but with bad traffic and plans to add more housing is not sustainable . People cant bike and walk, everywhere (for shopping as an example) for various reasons, not everyone is young to carry bags for miles. I have other priority that includes safety of my family so i prefer our tax dollars go to safety

single occupancy vehicles are necessary for everyday life here. To build thousands of new units and expect people to take public transportation to work or off the island is not realistic.

1) mobility includes cars. That's reality. Nothing here speaks to traffic flows of vehicles. 2) Lower sense of safety and increase crime means less walking and biking.

If you want to encourage bike and walking, you have to make it SAFE. Roads without cars.

I'm concerned that this policy is a screen for spending tons of money on fancy bike lanes that aren't used very much. I support wider sidewalks and preventing barriers that narrow the sidewalks.

I'm a walker and trying to get in a good walk sucks! The traffic in the early am before covid wa

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Bad policy

Ignores needs of business/commerce. Alameda fine as is.

there are more than enough bike lanes already which are only usable by the able bodied. bring back the trolley system so all can get around the island with less pollution and traffic

The streets are already crowded with cars during non-pandemic commuting. Adding bike lanes doesn't magically take people out of their cars. Adding bike lanes only clogs streets and creates more traffic, and more emissions!

need more safety esp shoreline too many speeders

Let's be real, biking is not practical for more than pleasure for most Alamedans

Most people drive! Duh! Expand bicycle lanes? No! That's a weekend thing....how about that bike bridge going to the main island. I don't see a lot of traffic on that...and how much was that? Could we have done without that? Yup. What they did to the Southshore area was terrible. I couldn't imagine living over there. The parking is so tight...and if someone is moving...blocking the one lane, wow. I can see bike lanes around a park area...and I think what we have now is sufficient. Most people bike for fun, it's not their basic transportation. Putting in the warning lights when pedestrians cross are a good idea. There should be more of them, and it will slow traffic down.

Alameda has already been a good town for bikes. We don't need bike lanes. It is already what we want. We need very little from City Hall.

Enough with the bicycle space and wider sidewalks. Ppl drive and they like their cars. You need to accept this.

While the use of bicycles may be good for getting around Alameda. They are impracticable for most people trying to get to work. Each of these peoposals will make use of a car much more difficult. You are ignoring the needs of a significant portion of your constituency.

There are only 4 ways off the island and increasing routes for bikes and pedestrians causes more congestion and unsafe roads for cars and pedestrians.

Not everyone can ride bikes and the roads in Alameda are not bike friendly

Oh no, here we go again with more bicycles and busses. Guess what? I like my car.

My government is against my ethnic group.

Bite me

Forces and shames due paying car drivers to ride bikes

No more bike lanes. they are not being used except for recreation.

This ignores the vital importance of accessibility of Alameda to the rest of the Bay Area. There is currently no viable alternative to the automobile for this access, nor is there likely to be such within the life of this proposed General Plan.

Not happening if you keep approving big housing developments. Build build build and no one grasp that we cannot make 2 lane street into 4 lanes streets or make magic an extra bridge or tunnel

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I don't ride bicycles and we spend a ton of money on bike lanes and the bikers STILL ride on the sidewalks!

sounds stupid (sorry), too aggressive, remove Agenda 21 language,

This seems like it was written by a very small minority of city planners who want everybody to bicycle around the city. Unrealistic.

Exhibit 4

Question #5

Policy from Conservation and Climate Action Element:

Trees and Sequestration. Preserve, maintain, and expand the number of trees in Alameda on both public and private property to increase carbon sequestration and reduce heat island effects.

Actions:

- **New Development and Parking Lots.** *Require trees in new development and in new parking lots.*
- **Resilient Urban Forest.** *Increase the tree canopy in Alameda with water efficient, shade-producing, fire resistant tree species.*
- **Public Parks and Lands.** *Utilize public parks and public lands, such as Alameda Point to significantly increase the urban forest.*
- **Resilient Urban Forest and Master Tree Plan.** *Maintain an up-to-date, climate friendly Master Tree Plan that selects water efficient, shade-producing, fire-resistant tree species adapted to Alameda's changing climate; includes design of new tree wells to allow better infiltration of stormwater; promotes sidewalk gardens and other sidewalk landscaping; expands greenery in the public right-of-way and removes impervious surfaces; reduces the conflicts between trees, tree roots, and other public infrastructure such as sidewalks and streets; and identifies funding for both expansion and maintenance of the urban forest.*



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Excellent policy

Sounds good

I love our trees and I always welcome more.

Trees make a city beautiful and they are good for the environment

I love to see more trees or green open space for all our residents.

More trees are great!!!

n/a

I like the idea of the tree wells. I like the use of devices for catching and holding rain water.

Street trees are one of the things I love about Alameda

The mature trees and leafy canopy make some of our neighborhoods very beautiful and shady on hot days. It would be great if all our neighborhoods looked like that.

yay trees

This seems great, but I'm not sure what the implications of "reduces the conflicts between trees, tree roots, and other public infrastructure such as sidewalks and streets" are. For example, I do not think we should be removing sidewalks for the sake of trees.

Trees are excellent to counteract global warming. However, existing Redwood and Oak trees NEED to be protected!

Tree policy great, but issue here is related to the irresponsible and unnecessary development taking place

More green land and reuse of Alameda point for the Alameda citizens is good.

I completely agree that streets, parking lots, parks, etc. filled with trees will definitely enhance the overall quality of our community.

Trees are essential! I was very upset years ago when trees were suddenly removed from Park Street! Streets with trees are part of what make this town lovely, not to mention the environmental impact

This is an excellent policy that if implemented will help us both locally with heat and weather, and help influence climate change.

Re the urban forest: is there a place where fruit trees might be allowed? Seems like it could help some with food insecurity. I think there's a place near Portland that does this.

Oh. My previous comment should go here :) Also please get rid of palm trees, their branches are heinous.

Yes, to more trees and beneficial trees

Planting more trees (the right kind for the area) is very important. For health reasons since trees give off oxygen and they are beautiful. Trees are \$ and who will maintain them? That takes money.

Bonus points for native and bird-friendly trees!

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Tress are great and will improve oxygen.

Trees provide shade and increase neighborhood value and add to the character of the neighborhood

Ah! I should have read on further before writing my tree/sidewalk comment. You are thinking of it already. Awesome! I'm glad you're looking at Alameda Point and thinking it needs more trees. I love that you will have a Master Tree Plan.

Trees are great and beautify the city. This is a good plan.

We need trees for climate change

Love the trees in Alameda.

covers one of the most important areas of a small town atmosphere

Trees and parks are important for our environment and to keep in touch with nature.

Support trees and good drainage

Yes! More trees!

We need so many more trees and more work in this area, but the policy seems sound to me.

Yes, more trees, less hyper dense housing.

master tree plan should be useable. Tree suggestions for streetscape should be appropriate for height and roots. Currently tree plan is a confusing horrible two volume document

Alameda has some fabulous tree-lined streets. But others are sadly lacking. I would love to see more action on this by the city. Please also see the way that Friends of the Urban Forest in San Francisco uses street-tree maintenance as an opportunity to engage and employ young people from underprivileged background. Street trees do require a fair amount of labor, so it can be an opportunity not just a cost.

Especially interested in replanting redwoods

The more trees the better.

Trees help the environment and make things feel better

Urban green space is essential for so many reasons

I'd like to keep and maintain old trees and require planting of new trees. They are what make Alameda so special!!

More trees is always promoted but little action. I bought a tree to put in sidewalk median consistent with general tree plan that exists and tried to get permission to plant it and it was a joke. City said I needed insurance and a permit. I actually tried to call to get permit and show up at city hall got run around and no one ever called me back.

Also, provide a community vegetable garden

Trees are great

We need more green space and less construction of new apartments and homes. We are crowded enough as it is.

This is a great policy, but the city needs to not underfund tree maintenance. Perhaps we can shift some

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funds from the police.

Jean Sweeney Park's lack of shade is a problem. While it's a nice (start to the park), we find ourselves going to other parks because of it.

It supports a healthy community

Alameda is unique because of the open space and greenery

We need more trees and nature, always.

Hardscaping is not environmentally friendly. With climate change, rain (when it comes) needs to nourish plantings. Trees & appropriate plants clean our air, provide a calm & pleasant environment - and can provide opportunities for Alamedans who do not have yards/gardens opportunities to interact with nature.

Policy seems good, no further comment.

Love trees! Need the oxygen they produce and as it gets warmer, we need their shade even more!

It makes me so sad to see so many yards bare of trees.

Trees and greenery are not only beautiful, but great for the environment.

d

Yes! More trees please!

Respecting community respecting the landscape and architecture and the members just like respecting laws are important

We need more gardens, open space, botanical gardens, tree groves, nature trails and waterfronts

I like trees

Low income housing for us black and brown people is beautiful.

Trees are great

I would love to have a professional horticulturalist of some kind to create the approved street trees list, so that we focus on native trees when possible, and not overrun our air with pollen (by only planting male trees to avoid fruit). Can you also explore adding compost to soils in treewells and parks, to help sequester carbon, therefore work to reverse climate change?

Park St. used to be lined with gorgeous shade trees until the City hacked them down (in the cover of night, I might add) to improve parking and access to storefronts. Irony.

Alameda trees are what drew us here. They are a treasured asset

so I can breath ..on joke also trees are much more calming than cars or multi storie buildings ..

more trees and please plant fruit trees if doing new planting

Trees are gorgeous, function to cool the island, increase quality of life. I like the idea of technology to support tree growth without wrecking sidewalks, streets, sewer lines and foundations. I want to have no barriers to walking or using wheelchairs for people who need hard surfaces.

Stop cutting down existing trees.

More trees is a very good goal!

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Trees are good :)

Also, needs to address replacement of trees not native to the area, replacement should be addressed before an existing tree be removed.

We love this plan!

I am pleased to see a renewed focus on the urban forest and would like to see better pruning policies near power lines.

OMG our tree-scape really is a blessing - think Gibbons and Central Ave and Lincoln and Franklin parks!

Good policy, but needs work

We need a real urban forest, alameda is horrible... it's so behind in this! Put trees up not houses.

all good but do we really need to use our limited land for more parking lots?

Also have to focus on planting more street trees in underserved areas some. The East side has a ton of beautiful tree lined streets the west side has blocks without any or with trees with very small canopy providing little shade

Add language to the effect that these policies will not prevent homeowners from removing trees from their property

I'm wary of tree requirements reducing available land for development. Trees are great. I love trees. They are relatively easy to plant, but they really don't provide that much greenhouse gas savings. You need to plant about 20 trees to equal the impact of one EV.

Have too many new large developments and overcrowded spaces that are getting xerascaped rather than trees.

City has planted trees in sidewalk strips that were improperly selected (too large) and are throwing good \$ after bad fixing root damage issues instead of replacing "bad" trees with good. An urban forest is important but selection is paramount

It's actually excellent policy, as long as native species are kept on the list as a top priority.

I like the idea of maintaining trees but wonder if there is a hidden agenda I'm not seeing.

Just ensure that the proper types of trees and landscaping are planted. There should be no trees that have droppings that damage car paint or make the sidewalks gooey and slick for walkers.

This is a fine policy, but in my opinion it's less impactful than other changes.

Many locations for urban forests are ignored - Sweeney, College of Alameda, new Appezato trail. Also, landscaping requirements from prior Conditional Use Permits are not enforced over the long period - look for the missing trees throughout Marina Village.s

All trees are flammable

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I generally agree, but consider this less important than walkability (item 1), for example

Add to this enforcement of restricted tree removal on private property.

Alameda Point would be a good place for vertical gardens to produce food

Soil can hold much more carbon than trees can, and you MUST have good root zones for healthy trees. This policy focuses on the canopy without recognizing the foundation the canopy is built upon.

Plan seems to be limited to trees. There are also lower plants, which could be added to available areas, instead of trees with woodchips underneath.

too many homes have concrete perimeters. encourage trees and gardens with tax breaks on private property.

I support expansion of the urban ecosystem, but insist on expansion from "trees" to a genuine embrace of native plants of the Bay Area. East Bay Parks has excellent staff (such as at the Botanic Garden) who deeply know native plants which provide not only sequestration, but pollination and fauna support to reinforce and reintegrate the urban with the eco. More than trees!

I like the policy but what is the cost? I prioritize safety for cyclists and pedestrians above more trees.

It needs to touch on enforcement, and retrofitting of developments that were SUPPOSED to have these infrastructures but got away with forgetting to do it. Like South Shore.

good policy but a bit weak on sequestration. Perhaps covered elsewhere, but living roofs, reflective design, etc should be included in new development regs and in City buildings with incentives for private land and business owners

Trees are nice, but I wouldn't prioritize them

I love this but please protect our existing trees. Don't just take them down because the roots are in the way.

How will the expanded garden areas of the expanded sidewalks? Parking lots trees sound good, but how does the design work with the mature trees and parking? Parking requirements should be reduced.

I think adding and improving park space should be a stronger focus

How can owners and renters be a part of the solution?

if a homeowner must cut a tree down, they must replace it either on their property or in a park

Encouraging timber products in construction is a great way to sequester carbon. No mention.

Move beyond thinking about trees to thinking about landscape artitecture which includes wetland restoation, irrigation, ground landscaping through elevation and path creation and cummunity building.

fine

This seems to focus heavily on public property. How will private landowners be incentivized to plant and maintain trees? Also, i would like to see school grounds included in this plan. They have massive potential as green spaces which benefits our climate and our children's health, wellness, and learning.

Replace parking lots with trees/forests, don't just sprinkle some around the edges.

Underground utilities so we can have a safe urban forest

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I would like to see a plan to update trees in established neighborhoods where junk trees that haven't grown in 20 years were planted. We should have a systemic plan for which kinds of trees are planted throughout the city and better overall maintenance of the ones that exist.

Tress are an important part of Alameda.

We shouldn't be making any new parking lots.

Re master tree plans -- make sure is clear that this will not mean "we will destroy existing trees and plant only trees on our plan". That happened in several southern California cities, to awful effect. ALSO need: tree giveaways, brief workshops on how to plant trees (and they get a sapling).

Nothing about trees being beneficial to pollinators. They can meet all the above needs AND support bees and butterflies and birds.

Some trees need to be removed for various reasons, but the existing law prevents removal. Public works should be able to decide.

Didn't see anything in there about selecting only anti-allergen trees. Non-deciduous. And there needs to be way more emphasis on ongoing tree maintenance - twice I've had my car damaged by fallen tree branches after especially windy days, so, if you can keep up the trees on a frequent strict schedule, don't start adding more stuff that you can't take care of.

City needs to remove diseased trees that spread to private trees (fireblight in pears)

Still don't understand why you cut down all the trees are park st. Also need more trees on the west end.

Density that does not include adequate parking (i.e, 3-4 BDRM, w/ 1.25 parking spaces). Front yards cemented w/ multiple cars parked in the front of the house is NOT conducive with a small town feel.

Better detail but still not enough. What do you mean expand greenery into public right of way and replace impervious surfaces?

its good as is

Require all parking lot upgrades to comply with new stormwater management / containment systems; Require a policy of replacing historic Sycamore trees on Central Avenue with same trees, even through there are root infiltration issues

I support adding more trees, but I wouldn't want it to take away more parking spaces in the downtown areas.

We should also reduce parking requirements for new development

Does not mention use of native species. Should mention replacing some grass areas with native plants, e.g., the north of the Senior residences near the tube.

I'm not in favor of the multitude home that are being built and no schools.

Fire resistance is not exactly a huge concern (we're not in the hills) and I would not prioritize that over beauty. Continuity on streets is key, as is a focus on species that actually cast dappled shade. The black locust trees are gorgeous and while non-native they should be continued. The new conical shaped trees that are upright (and dense) are not good - shade footprint is heavy but small. They are also just ugly.

Trees aren't the only way to make sure new developments are eco-friendly. Not sure how much this really applies to Alameda but producing waste is a much bigger issue for the environment in my opinion.

Sounds nice

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Agree as long as the tree inventory does not include New Zealand Christmas Trees

Do NOT let NIMBYS use "trees" as an excuse to prevent development. Ditch parking lots entirely- they should be parking garages if anything to take up less land (and leave more land for trees).

Tree roots under sidewalks are problem. My husband fell after trips on one. Replacement trees must be researched to ensure they're appropriate. Some Bay Farm trees drop messy fruit onto sidewalks.

I like including tree but having strict policies concerns me.

Increase plants in all areas including roofs

Oppose the requirement for trees within private sector development. OK to recommend and suggest types

Policy is fine and Alameda does well on Environment issues - policies here far exceed world efforts. This said, Alameda is 0.0001% of world population. Climate change should not be in priorities of Alameda policy.

Trees and greenery add to the small town feel and the appeal of Alameda

Pick the right trees. Trees that bleed sap on vehicles is frustrating.

I believe that it is not only trees, but the greater issue lies around the surface area covered by parking lots. A lot of it prevents ground water permeability and only one lot in the whole city utilizes a mixture of paver and grass to provide some of that groundwater return. I do understand the infeasibility where standard accessible parking is concerned and this should be exempted, however the rest of the parking lot can remain relatively unaffected by this.

use of the word resilient is a political word. fire resistant will limit tree options and is unnecessary--haven't you seen only the trees are standing in the recent house fires?

What about encouraging vertical gardens?

I think trees are important in parks, but please also preserve sport courts and areas with smooth flat pavement for activities you can't do on grass like roller skating, skateboarding, etc. The municipal code is already so restrictive on these recreational activities.

take out that "resilient" Agenda 21 term

Again, really good policy, but am concerned about using public right-of-way for this purpose if it results in higher traffic congestion.

Fire resistant trees? Don't be an idiot - despite what you read on the news Alameda is SUPER LOW WILDFIRE RISK

Pretty weak policy, could be better

Alameda should really disallow the development of ANY new parking lots and take a hard look at how automobile traffic, on a small, flat, temperate island, is so widely utilized and accepted.

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Alameda Climate

Why not just keep things the way they are?

Bad policy

Alameda is already known for its tree lined streets. We don't need City Hall to do this. It already is that way.

Trees grow where they will and how they will. How will you prevent trees from impeding upon infrastructure? You need to think of more than just good shade trees, but also trees, and their place, etc, that will limit intrusion on infrastructure.

My government is against my ethnic group

We have enough trees. We need more police.

no new development or parking lots

Where will you get the funds. Alameda doesn't have funds to cover city employee pensions

You need to deal with what you have now and then move on.

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Exhibit 5

Question #7

Policy from Land Use and City Design Element:

Neighborhood Design: *Protect and restore Alameda's distinctive architecture and landscapes of all periods and styles.*

Actions:

- **Architectural and Landscape Design.** *Require that infill development and alterations to existing buildings respect and enhance the residential character and architectural and landscape design quality of the neighborhood. Require that exterior changes to existing buildings be consistent with the building's existing or original architectural design whenever feasible.*
- **Design Standards.** *Maintain objective design standards and guidelines for high quality architectural and landscape design.*
- **Demolition Controls.** *Maintain strong demolition controls for historic residential architecture.*
- **Prohibit Barriers.** *Prohibit the use of sound walls and physical barriers that physically and visually separate neighbors from the public street.*



Excellent

Bad

Excellent policy

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I agree with this. If residents want a modern looking building and to isolate themselves move to suburbs

Extremely important not to allow demolition or degradation of historic buildings

Limit ugly plain mixed use and condo developments. Ruins character of city and overcrowding.

you're talking to someone who used to be on the board in the architectural preservation society. So yes to all of this.

I don't want the island to have additional cookie cutter housing.

Continue to maintain demolition control for old homes...with the exception of homes worth less than the cost to save them by a large margin. A certain mansion in central comes to mind.

As long as infill is going to be allowed, keeping a steady hand on the quality of the design is important.

This is critical. The ugly apartment blocks from the 70s can't be repeated.

LARGE BUILDINGS HAVE BLOCKED THE VIEWS OF THE SURROUNDING MOUNTAINS. TALL BUILDINGS HAVE CHANGED THE WIND AND WEATHER MOVEMENT, INCREASING HARSH EFFECTS ON PEOPLE

All historic architecture on the island should be protected and preserved.

One of Alameda's best qualities is the historic and charming architecture, for which the preservation should be a very high priority.

Love Alameda's older homes and would hate to see them not be maintained

It should be easier to upgrade older buildings for energy efficiency. I think people want to both maintain historical integrity and improve energy efficiency.

Preservation of historical building has to be considered.

A agree with this. We should also do something with the derelict properties in town. Help the owners comply. There are old, beautiful homes that have fallen apart because at times these regulations are too strict.

I am bothered by the amount of street dumping, poor yard maintenance, and even parking of cars/RVs/boats in front yards. I wish there was a way to encourage Alamedans to care about the appearance of their yards/streets.

Fremont-style developments and "modern" architecture will irrevocably deface the aesthetic of the city critical to keep Alameda special and the built space is key to that

Preservation is good.

I do think there should be limits on how long a structure can stand empty

provides for an open atmosphere in neighborhoods. Is why my husband and I did not buy in Harbor Bay when we moved here,

Architectural integrity is important. It's subjective certainly, but I believe it has value.

Supportive of historic preservation and good design requires oversight.

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keep alameda alameda

More should be done about the loophole of letting building deteriorate so owners can demolish historical buildings.

It will be interesting to see how you square these lovely statements with what the real intentions of the planning director, staff, board and council .

My only concern is making sure that demolition controls aren't weaponized to prevent necessary development. We see this in neighboring cities where a neighborhood will argue for the historical relevance of a gas station to prevent building affordable housing.

Great policy but this needs to be followed. Continuously weakening residential design and preservation ordinances does not maintain this policy

I love the charm of the island. With new styles and new designs without regulation it's going to feel very odd and off

our architecture is the core of Alameda charm, build on it!

New construction shouldn't look like prisons or blocks. Preserve the look of Alameda with classical architecture.

I will believe it when I see it

Good

We must preserve the character and heritage of buildings.

It's pretty good. But the building department is overworked and can't ensure these things.

I like the idea of not separating anyone from the rest of the neighborhood too much. I think that it would enhance feelings of community.

Good except I don't understand the part about preventing sound or physical barriers.

Maybe create financial initiatives for people to buy and/or restore decrepit historical houses (Victorians, Craftsman, etc.)

Continually impressed with these efforts.

Part of Alameda's charm is the architectural diversity and historic nature on the main island. I would be very disappointed to see it change to generic cookie cutter tract houses or McMansions designed to maximize the size of the house without any regard for neighborhood character. Multi-unit housing needs to be held to the same standard of maintaining the neighborhoods quality and character.

As a landscape designer, I appreciate the focus on landscapes as well as the architecture. There is obviously some passion among SOME of the residents, it would be nice to have the city providing better landscape design and maintenance on city-managed land, as well as guidance/regulation on residential/business.

Keeping our town's unique architecture is vital to our city's identity

YOU KNOW WHY !!!!!

sounds good, a little vague

We have great architecture here in Alameda (except the 70's block buildings)

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Consistent policy to preserve city's character

I own what I call an hysterical (historical) home. I'm proud of it and hope the city takes the time to take care of all our historical homes

Keep Alameda Beautiful

Yup, that's one of the things everyone loves about Alameda. I heard that Alameda has more Victorians than any other town in CA/US!

Good policy, but needs work

We need the strongest historical preservation standards possible, because that's all we've got going I think!

Not all streets are created equal. It is unfair to prevent home ownership living on busy streets from creating reasonable barriers to reduce noise or increase privacy

"Require that exterior changes to existing buildings be consistent with the building's existing or original architectural design whenever feasible." This implies that there is no such thing as thoughtful, contextual modern design that can blend harmoniously with historic buildings and neighborhoods. Yes there is a lot of terrible contemporary architecture, but a well educated and open minded planning commission could weed out careless design, be it a historical revival style or a modern style. Historical revival can be poorly done as well.

New development should be limited until transportation issues resolved. Nothing should be done that creates a net increase in motor vehicle traffic.

Policy should not be overly restrictive - home owners should be allowed to put in double panes windows regardless of age of house

There has to be a balance between affordable housing and maintaining the historical character of Alameda. We need to retain some but not all of the current architecture. The historical status of buildings should not be used as a way to prevent affordable housing from being built in a neighborhood. Some historical houses should be retained but not all.

The city should have some control but not be oppressive to property owners. Too many regulations and boards and reviewers leads to stalemates. This will force people to just sell and move.

Explain, all the variances of the past 8 years, please.

Better response to housing or property related questions as I've contacted but no response despite multiple attempts. Absolutely terrible

Barriers are not necessary unless city over-builds.

Not sure about the prohibiting of barriers?

I think that higher density housing should be restricted to the vacant parcels and land currently under development. Alameda Point and other newer developments are prime examples. These housing

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solutions are out of proportion for existing neighborhoods.

I would like more info. No Victorian should be demolished.

NO DEMOLITION of existing historic buildings and homes

YES!!! I believe we already have this type of guideline....enforcement is what is lacking - many clear violations happen with no consequences.

Alameda's architecture (among other things) make it a unique and a special place to live. I fear that all of these things are being put at risk with the amount of irresponsible and unnecessary development taking place all over the island. Some development is healthy...the level underway is irresponsible for having just four exits off the island. Additionally, the recent wave of architecture looks straight out of Emeryville and nothing is being done to preserve the architectural integrity of Alameda, which is possible to do. I fear it may be too late to go back in time and make all of the architecture adhere to architecture integrity.

Need to enforce policy if this is adopted by more than planting a tree for illegal demolition. More attention to preserving historic buildings - these are what Alameda is known for.

Affordable housing and dense development priorities

Be open to newer architecture styles for new buildings. Currently many new buildings are just bland.

Good policy and like the intent. Cautious of scope creep and overreach as it may impact modernization, livability and practicality of homes as residents maintain them to modern condition. Furthermore, a framework for adapting design guidelines and architectural feel for the future should be established. Will this be by committee, by city council, by whom?

Good policy, but strongly caution against dis-incentivizing homeowners and developers from building and expanding for the good of the community

developers need to provide open space and sport and rec facilities for our children and community and not just get a free ride

"Require that exterior changes to existing buildings be consistent with the building's existing or original architectural design whenever feasible." Cross out "whenever feasible" fudge words that don't belong in a policy. Otherwise I completely agree.

Strive to maintain distinct architecture in town. Most new development looks exactly the same and you lose community character.

I don't agree with this: Prohibit Barriers. Prohibit the use of sound walls, etc. I live on Central and no one goes 25 mph. The street noise can be so loud that it wakes my child. If I want to reduce the noise to have a more pleasant home I should be able to.

What's wrong with sound barriers?

Good design is nice, but it should not be used as an excuse to slow development

What's wrong with sound walls? If they protect the neighborhood from a busy street...

Some of the building in Alameda are so terrible looking. This is written as if the original architecture should be closely maintained, but if it was originally ugly, than it should be changed. There needs to be a panel that reviews architecture that have a great aesthetic eye and knowledge of landscape and architecture.

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The cost of permitting and updating historical housing is still too difficult and expensive to navigate and deal with. This leads to many historic houses falling into disrepair. More needs to be done to make updating historic residences easier.

Generally approve but need to make sure that the design review allows for diverse buildings. Not everything looking like it's from 1850

All good, unless we foolishly vote to repeal Article 26.

Neighborhood character in Alameda is already great because it's a combination of multifamily buildings and single family residential. This should continue -- Alameda MUST build more housing (including multifamily); "preserving neighborhood character" should NEVER be used to prevent new multifamily homes from being built, regardless of neighborhood. Additionally, though it is important to try and match the architectural styles of new buildings to our old ones, the design standards should never become so expensive that they preclude building affordable units. Affordable, multifamily homes are what make Alameda great and should continue to be weighed higher than the rather vague "neighborhood character".

We need to be careful with the over regulation of architectural points of view. There needs to be a balance of conservation, while allowing new and inspired design.

The details of this policy will be key. And please ban gas leaf blowers.

Historic preservation can be too over aggressive if not done right. Also, more sound walls may be needed since cars commonly drive 50+ mph on streets now

Is there another policy for historical preservation ?

if a house was originally plain or of an undesirable style, it should be able to be upgraded

Not sure about the barriers component of the policy.

When building infill housing, inquire if plans will cause the disruption or displacement of existing renters. Building of quality should be enhanced but I am fine if poorly build and designed building gets a radical quality facelift.

How does new construction factor into this? I think this should have to fall under the same rules and regulations.

With many small lots some acceptance of fences and high hedges should be allowed

Historical preservation is used to STOP renovations. Requiring homeowners to re-create styles from the past is prohibitive. Cost is too high. Each project should be evaluated based on the homeowner's ability to accommodate the preferred look, but exceptions should be possible.

I own a wooden house that is quite large. 30k to paint it every 15 years is unreasonable and impossible for me. If I need to change to siding I should be able to.

Historic architecture does not apply only to residential buildings; some of the buildings that give a small town hand specifically Alameda) character are its institutional and historical commercial spaces.

The city makes it too hard on residents who want to make changes to their property.

While I want to preserve our architectural heritage, I also want to allow for the integration of new innovations and looks that maybe didn't exist before. Preserving old structures has to still be purpose driven for how they are used. And the "preserving look and feel" language feels very exclusionary to me, the Alameda of the past has not always encouraged diversity of backgrounds and I would like that to

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change.

STRONG demo controls should be maintained for all architecture, not just based on year

I think this policy could be used to limit development. I like the idea but we don't want to make it impossible to take care of existing homes

Alameda has an extreme process to get building permits. Won't this make it harder?

Again, great, as long as you preserve Article 26.

1) Limit horrible developers/flippers' ability to gut Victorians, preserving outside facade.

It's a good start but needs more. Less density, less development, help to upkeep existing historical buildings, requirements for signs in downtown areas, less chains, less nail salons and boba shops, make this a unique destination, not just another Fremont. Telluride has done it, we can do it.

What about ADUs?

There may be some cases where a barrier wall is needed so it should not be prohibited.

The cost associated with design requirements are difficult for many homeowners to adhere to, and often require expensive consultations with outside designers. Financial assistance/tax credits should be available to people in need.

We are a community in transit. We will be moving and that is part of our lives.

Taller buildings being planned not consistent with small town feel or maintaining Alameda's unique characteristics...

Not sure about the last point, what falls into the category of barriers? Nothing wrong with maintaining existing character, but I would also argue that people have different tastes and should be allowed to modernize buildings within reason.

Need to make the historic preservation of victorians and culturally protected buildings stronger, especially with the measure that revokes Measure A on the ballot; There should not be any incentive to tear down a historic Victorian to build a boxy apartment complex; Maybe the historical preservation society should have planning and design review input on all historic buildings that are slated for remodel / demolition; keep or strengthen existing restrictions on destroying or modifying historic homes

I don't like I filling!

Have you seen the horrible, disruptive "daylight strong" street lights in central/west Alameda? Can't blame people for wanting to put up barriers. As we get more density, there must be a way to soundproof & reduce light pollution. And new developments purported to "fit with the neighborhood" look exactly like the new developments in Emeryville & Walnut Creek. Major fail...

I think this may go a little far toward telling private property owners what they can or can't do with their own homes. I'm in favor of reducing demolition.

What defines historic architecture? Are hideous buildings from the 50s historic? In the 1960s, Victorians were considered hideous. This is too vague and open to interpretation. We should have the flexibility to make our neighborhoods more walkable by allowing more residents to live within a walkable distance while protecting truly historic buildings.

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I am uncertain about the "barriers" ... I don't know enough about this topic. In theory, it sounds good overall

Good policy but design review needs to be expedited and is currently way too strict.

All for preserving historical elements, as long as it's not at the cost of more affordable housing, which should outweigh a nice old wall

Housing solutions. Permitting assistance on the ground so improvements and building can happen, like accessory dwellings.

Good start

Might be too restricting

permit center decisions can seem arbitrary. im not opposed to design change or some fence / barriers depends on what public streets you talking about . If its a busy traffic street people should have a right to protect themselves from noise and pollution

Infringes on individual rights.

Old historic buildings should not be turned into housing

There are too many junky victorians that haven't been kept up. You either need to give \$ to restore them or let them be taken down and replaced with similar designs

Alameda's architecture is nice, but providing housing for middle and low income people is far more important than design.

"all styles" is in question. There are a number of areas in the city where new housing has already ignored the character of the "older" areas. Verrado, in Phoenix area is an interesting development of new houses that incorporate some variations in architectural presentation of homes.

Need some teeth with some development. A historic was torn down for a parking lot. Ugly vinyl windows added in historic building. Make them redo the windows

This brings up an issue related to poverty. There are many in this town who may own or are on their way to owning their home and the justification of having to meet certain architectural requirements to exterior facades or improvements is a form of discrimination against those who do not have enough money. The city should identify buildings of significance and risk categories to determine whether or not a building should meet certain requirements rather than imposing it city wide for all houses of a certain age.

it is too broad. also, the recent construction doesnt follow these rules.

I think we should make special rules around Victorians to make sure it is difficult to tear one down. Also alterations to the exterior should be reviewed by a design committee to preserve the original look and feel.

You need to show how this works

Agree with everything except prohibit barriers, people should be able to do that if they wish.

Not all old buildings need to be saved, newer building materials are often more efficient and affordable. New buildings can be designed to look like a different period.

Need to clarify what is defined as historic structure - just because something is old doesn't make it historic

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There were historic homes demolished to make way for hideous apt buildings. I'd like to see these apt buildings retained but altered to more attractively fit into the neighborhoods around them. Clinton is an excellent example of a mix of historic homes (apt and single family) and super ugly apt added later.

Pretty weak policy, could be better

prohibit barriers seems unnecessary. if needed allow them

The city, planners, builders, homeowners, businesses should work with AAPS (preservation society) to ensure the new buildings or remodeled building fit in the the surround historic homes. Much of that new housing on Buena Vista on the west side of Del Monte on the corner is just awful. Doesn't blend it, too cheap looking, I find nothing attractive about it. Same goes with the new building on the left near the Park Street Bridge. Square and boxy doesn't represent our city....that building looks like a big mistake.

This feels like it limits progress and tries to live in the past. I understand that we don't want 1 tenant/owner to permanently alter something for a whole neighborhood, but let's not stop change altogether please.

This policy sounds too NIMBY for my taste. Fashions change. Aesthetics change. I don't think it makes sense to try to freeze Alameda to a particular era, or to give every resident veto power over the style of new construction. It seems to be impossible to simultaneously fulfill the goals of both this policy and the need for a higher supply of more affordable housing.

Needs to be a balance between preservation and making things better without limiting us.

All of this sounds great but is and will continue to be to the detriment of more dense housing.

unclear what gates and barriers means--i don't see them. there should not be "infill" housing. houses are too close as it is.

I am not sure what specific policies are being proposed. Are you telling home owners that they can't update their homes without following regulations? If so, what are the regulations. There is too much room for interpretation here.

Good aspirational statements but no action steps are outlined here. "controls" and "protections" are in the eye of the beholder. .

The new developments going in are not a nod to Alameda's history. The fact is it may cost more money to add pleasing architecture, but without a committee overseeing it, we will continue to gain ho-hum new development with minimal outside space at a cost of a million dollars or more per unit. There was a missed opportunity down at Alameda Landing to create storefronts that we're more unique or even Victorian looking. Instead the architecture there is nothing of significance and when you park there you feel you could be anywhere- feels very cookie cutter.

I have no problem with barriers.

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This sounds like status quo, not a plan. Can't we do better than just maintain existing planning controls? What about a plan for the very extensive waterfront of our island which has been extremely neglected (it is only addressed when a development is being designed, not for all areas)

These concepts are ok in theory, but will likely be used instrumentally to block increases in housing stock. The general plan needs to set clear and reasonable guidelines to prevent obstruction of housing development. I agree that design and preservation have some role, but it shouldn't supersede good planning for regional housing needs.

Do not privilege "character" to the extent that it reduces new units. Do not make new housing prohibitively expensive by forcing it through years of arbitrary review and \$\$\$\$ of extra costs. Addressing the housing and climate crises are more important than arguing about building facades.

As a blanket policy, this opens the door for bureaucratic overreach. Needs more specifics. This should be more applicable to new developments. Some policies are overly restrictive and increase the cost to maintain homes. This leaves room for those who can't afford expensive replacements to skip the update altogether and devalue the property in the long run.

does not have anything about affordable housing or inclusivity

Current requirements to maintain original character are excessive, especially when a fair number of buildings and homes are falling apart. If people want to improve their own home in a style that is not consistent with the original design, they should be able to.

I understand the spirit of this in terms of preservation but "alterations to existing buildings" could get real hairy, real fast. For example, if I own a 1907 house and the chimney is failing, will I get docked for removing the chimney completely? This policy needs more work on defining the specifics of what would be allowed/not allowed.

Again too vague to be useful.

Traffic is getting worse and the city is approving too many condo/town homes built and no schools!

Infill, where permitted, should match the existing neighborhood (not compliment it). People wanted Measure A for a reason - ugly apartment buildings next to gorgeous victorians killed large swaths of Alameda's charm.

no more infills, no more new developments. too densely populated

This is just a tool for NIMBYS to prevent non-whites from living here. Maintaining victorian facades is fine, but make sure this policy does NOT become a NIMBY weapon.

The old craftsman are really cool but more than architectural style I think quality of buildings are more important. Many of the new homes getting built are just cheap. Craftsman and Victorians are still great today because they are still standing!

These declarations are too broad to have any applied, enforceable, meaning. It sounds like anything goes, as long as it has that certain neighborhood je ne sais quoi, objectively speaking.

The wording here leaves too much room for interpretation and misuse. Some of the old houses have hedges and brick walls. I don't want to see them removed. How high would a fence have to be to be prohibited? Also, our building permits to repair or update existing residential property seems to be very, very behind. What needs to be addressed to make that more functional?

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Alameda is proud of its wooden houses. In this age and probable future of sweeping fires, we have lots of fodder for a large scale fire. We are not exempt because we live on an island. Some victims of city destructions by fire are looking at fireproof or fire retardant materials. Standards need to be adaptable enough to survive climate change and pandemics.

Too much focus on maintaining "character " can prohibit progress and new construction.

Its already a mish mash, and the city is poor at enforcement

I disagree with the sound walls/barriers component. This is needed in some neighborhoods

Bad policy

I don't want any new development to get held up by a claim for preserving "historic residential architecture". Yes, many beautiful homes were built a long time ago. Yet many of those homes are not well maintained today. If we go down the route of preserving historic homes I'd like things mapped out well in advance. It can't just be a flag someone throws out every time we develop. We could do a historical survey and/or create an annual/total cap on the number of historic properties that can be demolished. The answer should not be zero.

Overreaching. Planning department is overbearing and selective in its discrimination.

Invite builders to add a mix of different and even modern design elements in new architecture. The existing architecture in Alameda is not derived from one era. Why exclude design from the current era?

if that is truly what you want to do, why are you putting Z on the ballot???? talking out both sides of your mouth here. i don't for a minute believe this is the current council's intention

Give up on the architecture, we need to worry about the volume of housing and the affordability of housing not what houses look like

Preserving old buildings has value, but it's not so valuable that it should worsen the housing shortage

Preserving architectural character isn't a priority

There needs to be respect for property rights. You can incentive the behaviors you want, but we should hesitate to forbid a property owner from doing what they want with their property.

Technologies are invented and exist solely to benefit and improve human lives. 1800s housing have small closets, small spaces, toxic materials, and poor wiring and plumbing. Why does Alameda force people to live in outdated houses? Why can't Alameda designate a few landmarks to preserve history and let people choose to live in the 2020s? Is it really that bad that a neighborhood is lined with modern houses? Does that really destroy a city's character? What kind of character does Alameda want to project? A stubborn old man who refuse to use a smartphone and drives a 1920s truck, deferring all questions to 'its the way it has always been done' and afraid to even think about a change? Times change, people change, buildings and architecture should as well. I don't understand why Alameda is desperately glorifying the days of slavery, discrimination, poverty when people lived really hard lives.

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The intent of this policy feels like a good idea, but I fear in practice this will make executing other policies much harder. Specifically, it will be difficult to make changes (which may be improvements!) if there are too strict of "keep things the same" guidelines. This policy seems to have the goal of "keep things the same". Maybe that's what most people want, but not me.

Cities need to evolve. In a period of severe housing shortages and homelessness combined with the risks of earthquakes and rising sea levels, the city should deregulate protections for historic buildings. It increases the cost of living and adds bureaucracy where none is needed.

Many of the HOAs have these requirements already (Bay Farm). Applying HOA rules to the entire city is not going to be looked at well. While the style of new and renovated architecture is important, the language of these mandates is too strong and restrictive. Alameda should not be kept as it was in 1906 and architecture should reflect this. I agree that new, cheap, boxy architecture is not desired, so compatibility with existing architecture is important, but should be phrased and policed more flexibly than this states.

We already have this. We don't need City Hall to do anything. We already have nice homes

Prohibition of barriers is a bad policy when applied to neighborhoods that face a safety risk, particularly at interface points with non-residential Oakland zones. My neighborhood near the estuary in the East End is under near constant threat of package theft, home invasion, car burglary, and personal harm. In my 10 years as a tax-paying Alameda resident, my home has been invaded twice, my car stolen once, thousands of dollars of personal property stolen, and I have personally witnessed drug exchanges, sexual misconduct, and personal threats to the safety of my family and others that are certainly not in keeping with the character of the Alameda community we all expect. As an example, a well-designed and thoughtful barrier along Tilden Avenue would serve as a helpful element of a comprehensive program to protect this neighborhood while acting as a welcome element to a high-throughput gateway of our city. This example may be applied to other Alameda neighborhoods.

These types of policies seem good on paper but when implemented increase the cost of development and prevent denser housing. The result is people living in tents and decrepit vehicles. We need to accept that times change and make building more housing of all types a priority over conservative policies like this.

My backyard addition to my 1910 house was subjected to excessive design review.

This is another coded way of saying that we would like to enforce unaffordable housing. We need to be able to adapt to the changing times and increasing population. We need denser housing and better public transportation. We don't need to enforce that the railing on an 1895 Victorian looks like it did 125 years ago.

"Residential character" and similar words just mean added bureaucracy for any residential construction. This adds delays, which cost money, which in turn contributes to housing unaffordability.

This looks like a set of policies that will let obstructionists block any and all change, or drive up the timelines and costs for anything. No, I don't want our neighbors to build unsafe or unpermitted gigantic walls next to our lot. Then again, I don't think Alameda needs a special city commission that permits signage (as in Santa Barbara). Finally, for what it's worth, a certain amount of Alamedans already in HOAs--let them dictate the color of each other's house paint by arguing on their HOA board.

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Maintaining a strict element of aesthetic design to match with the surrounding neighborhood is superfluous to making sure that there's enough housing in a housing shortage. Design standards should not be so strict that they stymie innovation and progress. Hewing to nostalgia caters to folks who can afford it.

This is an architectural historians policy, not a policy for inclusiveness in Alameda. Remove language like "protect and restore" which tries to stop time and progress. Use language like "encourage and enhance" which provides fluidity and opportunity for design evaluation which still engaging with the existing character. Remove "demolition controls" as an action. The existing code addresses this and it shouldn't be a policy, especially when Alameda isn't meeting its housing needs. Remove the 2nd sentence of the Architectural design action - exterior changes to buildings shouldn't have to consistent with the existing design, especially if it's already an ugly building. The first sentence is enough for a policy action. Remove "guidelines" from the design standards action. Objective design standards should be the bar, end of story. Remove "sound walls" from the prohibit barriers action.. a sound wall is a physical barrier so it's redundant to call them out as separate from a physical barrier.

My government is against my ethnic group

Bite me

New design made to look like traditional design actually damages the historic value of the historical design. It can muddy the waters by hiding when renovations were done and what was replaced. Department of the Interior historical renovation standards do not allow fake historical additions on historical buildings. New construction should look new and should reflect the time and place where it was built.

Don't get stuck in the past - allow modern homes to be constructed even houses around it are from different era

We already have this policy.

Too much control

We need more housing, this will hinder that.

Too much focus on historic preservation will prevent the City from meeting its housing goals and obligations.

This is not equitable. Craftsman style houses are discoursged from being 2 full stories while Colonial Revival can more easily be 2 full stories. And, we are not allowed to change the style of a house built before 1942, even if it is ugly!!!!!!!!!!!!!!

2 policies are bad--neighbors should be allowed to be back or separate from the street, and in-fill should be prohibited. i dont like the tricky terms you use to make the polices sound innocuous when in fact they have much more power than the ambiguous language makes it sound like.

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Exhibit 6

Question #9

Vibrant Commercial Districts. *In community and neighborhood mixed-use areas, permit mixed-use buildings with ground floor retail and commercial space and upper floors with offices, housing, childcare, and community meeting rooms and services. Prohibit single family detached homes and townhomes in community and neighborhood mixed-use areas.*



Excellent policy

We need to start building taller to accommodate more people

Sounds pretty good. I'm not sure single family needs to be entirely prohibited, but they absolutely shouldn't be protected.

i'm not actually sure I understand what this one is getting at.

Need to attract more

Must be a height cap

As the city grows, we will need more multi-family housing and taller and taller buildings. Alameda Point gives the city some respite for now, but over the next century, Webster and Park Street will need to take up more and more vertical space.

I especially like the prohibition of single family construction. It's not feasible considering the housing shortage/crisis we're in and may be in due to an increase in climate refugees in coming years.

I might need more education on this, but I think this sounds right--we need more housing and single family dwellings don't allow that.

As long as the mixed use commercial spaces rent out, this is great.

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where is light industrial and industrial? Or are we getting there...?

Good.

I like that you added highlighted childcare in the mixed use uses

We absolutely need more mixed-use buildings around our commercial corridors. This is great.

Do more: prohibit single family buildings everywhere and allow demolition/conversion/infill everywhere.

We could easily transform buildings in our business and retail areas to include housing. Not sure why exclude single family homes in this policy??

If I am reading this correctly, I very much appreciate the goals of updating zoning and development incentives to promote mixed-use development. I also appreciate that many different types of commercial are identified. We previously lived in downtown Burlingame, where there were many stores selling yoga pants but zoning did not actually allow any yoga studios or small gyms—which we would have actually liked as part of the mix. Park St and Webster St would benefit from more newer mixed-use development (as has happened to many downtowns along the Peninsula). Whether its offices or housing above, the city would benefit from some more larger buildings along those two corridors. Please just make sure to not overbuild on parking!

I like the idea of mixed use spaces

Single family homes are exlusionary. Every spot of Alameda should be re-evaluated for adding new housing, especially business parks.

Needed.

We need more options for solo businesses that make it affordable to live in work in Alameda without creating more congestion.

Mixed use buildings keeps Alameda fun and unique and adds to the overall city-life aspect of Alameda.

Support local business owners.

We need more housing

HECK YEAH! We have far too many single family homes already.

SAME

good

Its a great place for commercial space. I would also add apt on the upper floors not just offices, meeting rooms, childcare, etc. It could be a vibrant place for young adults and seniors to live with easy access to services.

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Good policy, but needs work

sounds like promoting higher density which isn't in line with the previous good things about alameda

Need to keep these mixed use projects out of the historic residential districts. It ruins them and adds to the parking and traffic nightmares

They should specify that it's the construction of new homes that's prohibited in these areas.

I'm not sure what commercial districts you are referring to in this section. The housing development by Target seems to already violate this with their single family homes.

Can you have apartments above the ground floor commercial development? That would work as well. Similar to what is on Park and Webster streets.

Any development needs to be contingent on not creating a net increase in motor vehicle traffic.

Less mixed use more commercial is okay. Mixed use is not the character of Alameda.

what is the plan to actually fill these multi use spaces, webster is a ghost town, park st businesses are vacating at an unprecedented rate, Southshore has always been empty. From what I have seen and heard from local businesses it is hard and expensive to rent these spaces. Why is it so hard to rent when we have so many empty spaces?

not clear if new single-family and detached townhomes are allowed or not, or if existing ones also need to be removed

Don't want population to be too dense. Too dense so the traffic becomes a problem.

I really love mixed use areas, but this policy as-is does not say what would happen to existing single family homes in such areas.

n/a

Yes! A step towards mixed used zoning! Personally, I don't think there's a need to prohibit single family homes from being mixed in with commercial buildings, so I don't really understand why that's part of the policy.

I 100% agree with the importance of increasing housing density in walkable areas served by public transportation, and my sense is that all of our retail districts would be best served by a mix of retail and residential housing. However, I think there is an ongoing role for single family housing in Alameda, and the policy needs to reflect that.

Second sentence should encourage the European model, not just permit it. Last sentence is too prescriptive, and shouldn't prohibit all single family homes in such areas - that sets up conflicts and restricts clever designs.

I support strong commercial spaces

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I agree with the spirit of, "Prohibit single family detached homes and townhomes in community and neighborhood mixed-use areas," but I think the policy needs to be a bit more nuanced than a blanket prohibition, especially if the plan is to expand the number of mixed-use areas. It seems to me that surface parking lots have a far higher impact on walkability than homes, and that's not even mentioned.

I would like to know more. I like mixed use areas

Yes, as to new construction. replacement of SFRs and townhomes that have been repurposed to mixed use and are architecturally significant add to the character of a neighborhood and should be permitted to be replaced in kind.. Should me maintain

Not sure I agree with prohibit language

Do not like the last sentence

Mixed-use areas could also benefit from single-family homes. Perhaps limit new construction to not include single family homes.

This policy is confusing. There are existing single family homes in commercial districts. So would those be grandfathered or a non-conforming use? Also, I have stayed in friends' 400 year old 3 story townhome over retail in Paris, and I don't think new townhomes are necessarily wrong, especially if they are over retail. Townhomes can allow access to small back gardens which aids in quality of life. Multistory townhomes are not a common pattern in the US, but it could become more of one. Especially for young families who have two parents working remotely, people are looking for more spaces they can actually close off during the work day. I think a ban on new single family homes is entirely appropriate in mixed use and commercial districts. There are warehouses in mixed use that could be converted to office space below and work/live lofts above with garden space in the back or front.

I assume there's a reason to prohibit single-family homes and townhomes, but it would be nice to understand why. How does including housing like that undermine the goals of these districts?

As long as there is plenty of affordable and low income housing in these spaces then I would support it.

Not sure if a prohibition on single family homes in these districts is necessary. This should be studied on a district by district basis.

True street activated design should be encouraged. No parking lots on major streets.

A limitation on single family homes as opposed to a ban would be more appealing.

I believe that commercial zoning should be revisited and not be so broad! You can put a school or a playground in the middle of residences! That should not be allowed!!!

Again, this is a coded way to say that we'd like to maintain the status quo of unaffordable housing by restricting this in mixed use areas.

Good policy but also include quality elevators of some downstairs housing.

Don't add more people

Again, allowing for some exceptions makes sense

Permit mixed-use: yes please. Prohibit townhomes: there's no need for that. If someone wants to build townhomes, let them.

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"Prohibit single family detached homes and townhomes in community and neighborhood mixed-use areas." should add new construction. Do not encourage demolition of existing buildings

I don't know that prohibiting single homes in some areas is ideal. but i'm not knowledgeable of the reasoning behind that.

There is no reason to prohibit single-family homes.

Single family homes should not be prohibited.

I don't think I understand this Prohibit single family detached homes and townhomes in community and neighborhood mixed-use areas.

Although I would like this. I think about south shore center and how packed it is already I can't imagine packing too much more there without immense stress on parking and traffic

Preventing single family homes in commercial areas as a blanket policy seems out of place. I don't think they should generally be allowed, but if a situation comes up where a small set of townhouses makes sense I wouldn't want to entirely prevent that consideration.

keep commercial areas as such but don't rezone others just for commercial purposes.

All for it, except when you agree to place a weed joint three blocks from Edison school. Seriously, get a grip.

Not clear if you want to totally limit single family homes -- what we really need is to VERY much limit developers building supposedly-low-income-housing when the definition of that is actually upscale (we used to work in a family homeless shelter and worked with tenants groups, we were so shocked to learn the bay area definitions of "low income" for housing. The city needs to take a firm stance on this. The city council has basically been in the pocket of developers for years now and I hope you can change that.

Remove the 2nd sentence. While I agree that SFH and Townhomes shouldn't be in vibrant mixed use areas, they do exist in some areas so it suggests they should be demolished if they exist

Why do you have to prohibit single family homes?

Something needs to be done about the Bay Farm Landing, poorly run by current landlord.

I dont like prohibiting anything on people's own property.

Mixed use should always include mixed commercial/residential. Vibrant cities allow people to live over shops and day care. The modern policy of separating residential from commercial creates lifeless suburbs that rely on cars. Allow residential and commercial uses to mix.

Mixed use is great but not sure I understand the prohibition on single family detached homes

The likelihood of a single family home being built in a mixed use area seems fairly low, but I guess good to cover.

It works in SF, but we are Alameda

It is good policy to have higher density mixed use commercial / residential buildings in mixed zones.

Townhomes and other denser build types should be allowed...retail is shrinking.

Clarify the extent that offices will be limited in size

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I disagree with no single family or townhomes.

I'm not entirely sure I agree with prohibiting single family homes in mixed-use areas but I do support creating distinct commercial spaces away from most single-family homes.

What does "prohibit single family" in mixed use areas mean? I've talked to people against Measure Z who think it means someone will buy a home & tear it down to build apartments. I don't think that's what this means, but the idea needs work.

I like the mixed use on Park and Webster St., Hindsight said that there should have been housing overlooking the bay at Southshore. Once again, I am strongly concerned for my daily quality of life that there are too many new units being built (especially the West End) with only the tube as a way to get off the island. REALLY??? What were you guys thinking? Do you all live on the East End or Bay Farm Island? Very inconsiderate to those of us who rely on the tube as a main source of leaving the island. I would like to see this serious problem addressed. I don't want this to become a density based city.

I don't see the need/benefit of preventing townhouses in mixed use areas if they work economically and if they don't add to transportation demand.

Need more housing above commercial space. Other countries do it and it's lovely. I even like what Walnut Creek has done.

Needs to explain why Alameda needs a range of housing options from high density, mixed use to single family homes. Needs to make clear prohibition of single family house is just for the commercial districts and not everywhere in the city.

limit number of stories and preserve the ambience of the commercial area especially at the entrances to the city.

A mixture of buildings is what makes Alameda unique. Finding occasional single family residences on webster or park add to the character. Please don't make the mistake of building commercial ground floor/residential upper floor units like everywhere else in the bay based on it's use category, but to also take into scale and impact and how a building fits in characterwise. Massive developments don't benefit the city in an appropriate way, they benefit the developer. If the city is more focused on duplexes, 3-4 unit buildings with commercial below (all of the intermediate building types between single family occupancy to those gigantic ugly developments with 50-200 units inside), this is what would help facilitate a better community.

Population density should be controlled, with a limit on how high these buildings can go. Too much development means more traffic-- Alameda is an island/peninsula with limited entrance/exits.

Limit how many stories tall

What will happen to current occupants of single family homes in one of these districts?

why prohibit single use, townhomes?

Make it true mixed use by allowing all residence type among mixed use

This one has to guarantee community input for each occasion.

Not sure but it gives me pause.

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Pretty weak policy, could be better

No need to exclude single-family homes.

Obviously we don't need a single family detached home on Park and Webster Street. But I think there is room for that on the base for example. There are plenty of young families who would love the opportunity to own their own their own single family home but can't come close to doing so.

Single family and townhousings should not be prohibited. Don't make the fixed use high density. It's gets too crowded and hard to park.

Looks like increased density to me. I'm not in favor of that.

Balance is the key not eliminating

Too much housing/development...it's irresponsible

This policy reflects that of many growing urban areas, to create focus on dense urban sectors. This drives up housing units and tax revenue, but goes directly against the previous highlights on Alameda's distinct neighborhood feel. Commercial areas integrated with detached homes already are a cornerstone of many commercial neighborhood zones, why create out-of-place and out-of-character dense urban zones here?

Caution against highly dense areas

We don't need more housing or commercial space.

I would prefer setting a limit on townhome and single family housing rather than a full ban. By banning, it confuses what might happen with homes that already exist in these target areas. Is this for new construction only?

I'm concerned about density.

Why are you excluding single family homes.

Permit mixed-use and prohibit single family homes is not much of a plan for developing 21st century vibrant commercial areas. Vibrancy has to be defined and incentives to achieve this must be agreed. Our existing commercial areas are functional at best and will not become vibrant by themselves. Street arts and performances, cafes, events, need to be planned. The Art and Wine Festival is an example of vibrant.

Vibrant is good, but mixed use needs to adhere to character and banning single family homes while emphasizing first floor buisness with upper residence will need attention. We don't want another Bay Street Mall or Emeryville style structures.

allow housing above commercial

There is not enough information here to make a judgement about this.

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Prohibit single family homes in mixed use areas? Maybe I need more clarification on what are these are.

And what about parking availability for these districts? Oh, that's right, these folks will not need cars.

I am uncomfortable prohibiting specific types of building in these areas

What is this getting at? I feel like it's a trick statement. Sure, a vibrant downtown is great, but does this mean density? So when developers want to do mixed use there will be no single family, single unit, detached homes near there? So there never will be, 'cause all I see is density and crammed in homes. Why not single family, detached, yards, driveways, garages, front yards, not your door sitting on the sidewalk.

Please stop encouraging more pot shops. I fine with MJ but it seems like city council is going out of their way to encourage them. Also please no more nail salons, beauty shops, and karate Dojo's we are saturated with them.

Not clear what is the benefit of prohibiting townhomes, detached homes if they exist or are aesthetically / economically viable. What is the downside or issue in having them? Make this clear in the policy.

Again using profit is not good

I agree with mixed use along Webster and Park so long as infrastructure is improved to accommodate. However, single family homes with yards are a main driver of families moving here (myself included), so I would argue against prohibiting them. Families want yards for their kids to play in and private outdoor space.

I am not sure about this one. I understand the need for denser housing, but I am not sure about prohibiting single family homes overall. I'd need more info on this... Also, I don't really like the idea of high-rises, which is what we will have along Main St. toward the ferry from RAMP. Now, perhaps this is what is required & they did a decent job of making the street to the new terminal look nice...but truthfully, Main St. is less attractive = that's the trade-off for 5-6 stories. Where else will these be placed is the question.

I'm not clear what this would mean in practice. I need more information. Of course, Park street and Webster Street storefronts are better used as retail/restaurant and offices should be upstairs but I don't see how single family homes and townhomes fit in here.

Turn Alameda into Emeryville ?

you mean prohibit the construction of single family dwellings?

Mixed use should not preclude other types of building.

I like mixed use buildings but without knowing which area we're talking about I can't say to not have townhouses or single family homes.

Don't like prohibition of homes. Why not mix mixed-use with homes or townhomes

Why no single family homes?

You lost me with, "Prohibit single family detached homes and townhomes in community and neighborhood mixed-use areas." How will a community or neighborhood mixed-use area be defined, and by whom? It's not unlike SB50, which would have allowed upzoning (a convenient euphemism if ever

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there was one) on Bay Farm for no better reason than its ferry terminal and good schools. MFH should be encouraged, but prohibiting SFH is government overreach.

This policy sounds okay, but I'd be worried about impacts on some existing neighborhoods that are currently designated mixed use but have a largely residential feel to them, or on what this might do to areas that are proposed to be designated for future mixed use. In the past, whole blocks of historic homes were removed because they were in a mixed-use area.

Bad policy

Stop trying to overdevelopment-you are crazy! We need less people and not more. Selfish. You really are. Yes, you!

Most City policies are business-unfriendly. That one is also.

"prohibit single family detached homes" seriously??? and you say you want to preserve the character of the city?!?!?! that is the most ridiculous thing in here so far.

We do need to allow residential housing in commercial areas like Harbor Bay Parkway. Small mom and pop shops in residential areas that blend into the neighborhood are fine. We need to maintain the small town feel. We don't need to build up like a big city.

Neighborhoods should be a mix.

Too much land is zoned commercial already (lots of vacant buildings) which is another way to reduce the housing supply

Townhomes and single-family dwellings should never be excluded from a vibrant mixed-use plan. It's not truly "mixed-use" if only big buildings are allowed.

We do not need policies that drive our population higher. Alameda is already dense.

why turn alameda into sf

Unless the current use can be grandfathered in this will be nauseating to administer and police.

I don't see why you would prohibit single family homes in these mixed use areas.

Alameda does not need to be like Emeryville or Walnut Creek. We are a small town that needs to stay the way it is. Very bad bad idea

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We already have enough commercial areas. We should not prohibit single family homes, they keep density low, promote less traffic and makes the city more appealing and not these new "Emeryville type" of multiuse developments. Why keep developing more of these mixed areas? They are not for the benefit of the current residents, but for other people that come from outside and buy them. We need to help existing business in Park and Webster (our more scenic streets) stay afloat, not develop more.

THERE IS NOTHING WRONG WITH SINGLE FAMILY HOMES

this is a land grab by commercial and multi-tenant users

I think we need more single family homes and less of the densely packed, impersonal, apartment type houses we are currently seeing on the base.

PROHIBIT is a bad approach for community, ok for mixed use

too much retail sits empty as it is. Why do we need more?

No dense housing. Post Covid, people don't want it. Alameda already crowded with limited infrastructure, amenities and exits

Nope, don't want mixed use in a commercial area. You can't tell me that these people who will live there won't have cars..since they are living in the commercial area? Most will have cars or if they don't they'll get an Uber/Lyft....just because they live in a shopping area doesn't mean they'll shop there.

We don't need City Hall power telling more people to do and not do things. This a happy community. The unhappy people are the ones who can't afford to live here. None of us can afford everthing.

way too confusing. So does it mean no single family housing? Only big structures. Sounds like a bonus for developers. Really?

Ummm...prohibit single family homes?? What is that? Stop trying to overbuild Alameda!!!

I understand and support policies to increase population density in urban core, but I think Alameda is special because of its stock of single family homes. I think such dwellings should still be permitted.

Huh? Why would you presume to "prohibit" single-family homes? Understand, upzoning Alameda will only make Alameda ugly and with more traffic; it won't somehow make it New York.

We are in a housing crisis and should not prohibit housing anywhere.

Alameda is overbuilt .

Why not townhomes in mixed use areas?

concentrated commercial areas take away from a small town feel

How will you address parking issues in mixed use areas. And why prohibit the type of housing in these areas?

Should all be low income housing. No need for commercial

My government is against my ethnic group

Bite me

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The first sentence is excellent. The prohibition on single family homes in mixed use areas is HORRIBLE. We don't all want to live in townhomes or apartments - we desperately need more of ALL kinds of housing, including single family homes in all the neighborhoods.

Density too high, lacks infrastructure needed to support density. (see driving times on 880)

I live in a mixed use area that is mostly older homes with a few blocks of commercial between. There are many areas like this in central Alameda. I have no problem with that but want to know details about proposed limits number of stories and other density issues. Also I am against a blanket prohibition on allowing single family or townhouses.

The prohibition of single family dwellings. How far does a mixed use area go. What happens if after one buys an sfd, the city decides to change the area designation.

I think specifically passing an ordinance forbidding single family homes and/or townhomes is a ridiculous overreach, one that I would never support. Why is a residence over a shop OK, but a townhouse isn't? This is NOT a good policy.

Not sure why you would prohibit townhomes. These are often a great way to allow families to live a walkable distance to vibrant commercial areas.

Not in favor of these buildings. Example new building on the corner of Park St and Blanding there is no parking!

Too restrictive!

Prohibiting certain housing I don't think is a good direction

Sounds horrible.

completely against Alameda community living. increased population , increased traffic will make alameda less livable . You description of the policy sounds nice but in fact is very misleading

We don't want tons of commercials in a small town

The mixed used high rises will be breaking building codes, increase too much density and be a towering city like SF. We will lose the small island vibes if we build taller than three stories.

Support mixed use, but not bans on single homes and townhomes

Don't like it

I don't think there is anything wrong with single family homes. Mix use is a buzz word and many cities are using. Not sure it is solving anything since our roads keep getting worse and we still have homeless

Why prohibit single family homes?

Don't understand that why no single occ or townhomes

bad idea to prohibit single family homes. needs other work as well

Hell no. The Victorian next to me on the Gold Coast is considered mixed use. It's not on Central, or at the corner of Central, it's on my 2 block street. No. No. No. I want to have that replaced with a single family home if possible. I am not into more businesses on the island at all. No.

Increasing the number of businesses here takes away from the quiet vibe of the city.

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Why should you not have single family homes ?

I do not agree with prohibiting single family homes.

what if there are already single family homes in such districts?

why not have residences above retail? prohibition of single family homes is BS

I'm not in favor of prohibiting anything just because, a single family dwelling may not always be a bad thing.

We don't need high density housing

Alameda is a single family home town. It is not San Francisco.

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Exhibit 7

Question #11

Retail and Commercial Design. *Require that new retail and commercial developments be pedestrian-oriented and designed in a manner that is harmonious with the community and surrounding neighborhoods.*

Actions:

- **Contextual Architectural and Landscape Design.** *Require varied building facades that are well-articulated, visually appealing at the pedestrian level, and utilize architectural and landscape design features that respond to the site context while reflecting Alameda's unique character and history.*
- **Establish Consistent Street Walls.** *Maintain strong "street-walls" so that facades are built right to property lines and entrances directly face the sidewalk. Locate parking areas to the rear of buildings as feasible to enhance the pedestrian and retail experience.*
- **Facade Improvements.** *Support efforts by private property owners to improve their buildings and facades to improve the appearance of the building and support the overall attractiveness and success of the business district.*
- **Entry.** *Primary commercial building entrances (e.g., the entry to a store, or the lobby entry to an office building) should front onto adjacent public streets, entry plazas or public open spaces to emphasize the prioritization of the pedestrian realm.*
- **Sidewalks.** *Require generous sidewalks on both sides of the street and other improvements to promote pedestrian traffic and encourage strolling, window-shopping and sidewalk dining while providing clearly marked pedestrian paths with enhanced crosswalk paving and a minimum number of curb cuts.*
- **Parklets and Sidewalk Dining.** *Support the use of public on-street parking spaces for parklets and the use of public sidewalks for sidewalk dining. Prohibit fences and barricades on public sidewalks that privatize the use of the sidewalk for a single business for 24 hours a day.*
- **Landscape and Public Amenities.** *Provide bay friendly drought tolerant landscape design, including street shade trees, pedestrian scaled street lighting, and furniture, including benches, trash receptacles, planters, and bus shelters.*

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• **Transportation Facilities.** Provide facilities for bicyclists and transit users that are integrated into the overall site design, such as bike lockers and racks, transit boarding platforms.

• **Parking.** Locate parking behind or beside buildings but not between the front of the building and the sidewalk.

Signs. Provide well-designed public signage including street signs, directional signs, gateway markers, street banners, and pedestrian-oriented directories.

• **Utilities.** Utility boxes and trash enclosures should be grouped and screened from public view and should not be located adjacent to the public right of way unless no other location is feasible. Alternatively, visible boxes should be made attractive with public art.



Excellent policy

Ok

Love the attention to Aesthetics... Appearances matter.

Love the prioritization of humans over cars, here.

I think these are great qualities to strive for. I do think it's reasonable to make relatively common exceptions with ample reasoning.

Seems like you've thought of everything!

Another great policy by this author! Well articulated. My only concern is regarding sidewalk privatization. We've seen some success with the COVID street-side dining, and there are possible opportunities worth public approval in this domain.

Love all the outdoor eating now and always in places like Europe (and NY in summer, etc); we have good enough climate to maximize that much of the year. More pedestrian streets and fewer cars is the way to go!

When parklet space is available, businesses like La Penca Azul should be required to use those spaces and NOT have dining on the actual sidewalk, where there needs to be adequate room for PEOPLE.

Parklets!! Love them!

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Good

Alameda needs to fix its sidewalks...they're in horrible condition and pose dangers to disabled!

Good ideas

!

Facade improvement should encourage rehabilitation or restoration of existing building. Should not encourage alteration of character-defining features. Continue the theme of human-scaled buildings. There is a disconnect between wide sidewalks and providing bus platforms. One is usually sacrificed for the other

This all sounds great. My one concern would be to make sure that these requirements don't rule out projects that are "good but not great" (where maybe "great" actually means an empty lot because developers can't make the numbers actually work for the requirements).

Keep expanding outdoor dining options

We hopefully learned that a pedestrian oriented eating and shopping will serve us better. parklets good, extra driving lanes bad

I think this will make our sidewalks more accessible while still allowing business outdoor retail/restaurant space

I like it. Look at Livermore ... a two way street in the historical downtown, plenty of space to dine and walk and shop, bulb outs with foliage and benches, cars have to go slower, less cars. Maybe add additional storied parking a block or two off of main shopping/eating areas? Central gathering spots are important though and with my kids in a stroller it doesn't feel great to stroll down Park Street (pre-Covid) with cars flying by. It felt so busy and hectic and like it was hard to cross the street with the speeding traffic.

I'm in favor of improving what we already have, not having to modernize things to the point of extinction.

Am I living under a rock? We're any of these policies in place before the approval process of the 5th Street development? Completely unfriendly to pedestrians and cyclists.

Sounds good

I do definitely support the idea of pedestrian-first commercial areas, but we should consider that not everyone is able to walk to/in these areas. We need to consider wheelchair access, and also the ability for disabled folks to have accessible, almost VIP parking close to these pedestrian focused areas.

It maintains Alameda's charm

Overall, yes! I really like the new design (it fits) for the new building at Webster on Santa Clara (Or Lincoln). It has not opened yet, but it's a style that fits the area.

Support small business over big box stores.

d

Still where will the money come from?

Very impressed at what Alameda does to implement this policy. Realize it takes ongoing effort.

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Don't micromanage design. Remove setback requirements so more units can be built.

Occasional entry plazas interrupting the street wall are not bad things. Caution required to balance parking and parklets.

I don't have a problem with parking being in front of businesses rather than behind if it fits into the design

This policy needs to address the proposed development of the Harbor Bay and Southshore Shopping Centers to include residential housing. I don't believe our current transportation infrastructure can support this proposed density.

People making decisions re: architectural integrity need to understand what that actually means

Some are too strict

Add to actions: build business offices and residential apartments on upper floors of retail areas.

Promote a reduction in parking. Parking yields motorists not customers.

I think streetwalls can be intimidating - better to offer opportunities for small garden areas, patio or dining spaces. Or plan your streets that way.

what is public art going to look like? who votes on it?

It sounds good. Alameda is pretty good for pedestrians. I wonder what business owners think. I think their needs should be prioritized because if you don't have healthy businesses you won't have good restaurants or retail shops.

Lots of large parking spaces should be included. Be real, people are not biking and walking except for pleasure

Bikes are great, but consistently get stolen from bike racks. How will that change. Not sure about no landscaping in front of building, "street walls"? Is this all feasible

Disagree with the parking requirements. Finding parking is hard enough. Let's not intentionally try to inconvenience people.

Consider pricing parking in such a way that encourages people not to drive to stores. Work with businesses to build non-car transit infrastructure that will help them grow their businesses (and to ensure they're on board with the changes rather than feel blindsided by them).

Transit boarding platforms need to be reworked. They take up significant public space for a very small number of users and are not well maintained

what about working on getting people out of cars

This reads to me like large parking structures and mini malls. Parklets are great and pedestrian only areas are great. Underground parking? And sunlight is a good thing during the winter also. .

Need more bike racks.

Alameda as currently laid out may not allow for these changes.

Restricting utility boxes can have negative consequences for services like high speed internet

Ability to pivot for covid

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I would like to hear more about park keys and outdoor dining

Not sure if appropriate for this section, but there should be some sort of vacancy tax especially for out of town landlords

Encourage postage stamp oasis's and elements of unexpected charm, don't just think big parks think small community gardens, unexpected outdoor sculpture, meditation walks and zen gardens.

There could be more focus on building in ways and with materials that have low carbon footprint and that would be low energy and climate friendly (eg., LEED certified, green roofs, green walls, public gardens)

Preference for small independent local businesses

LOWER street curbs. Fuel-efficient cars are low to the ground. I can barely get out of my Prius when the curbs are SO HIGH. The bump outs make parking harder.

Remember to include enough parking. Soccer moms with a couple of kids WILL BE IN CARS.

Hate the current restaurant dining on sidewalks. Loud and uncomfortable need parking by the front door. I don't show where I can't get to my car safely. Can't shop on a bike for a family

There should be an entrance located next to the parking as well, for disabled and elderly people who need to drive to get places.

I don't see the purpose in requiring facades to be right to property line nor that entrance must be at front; a diversity of design is more pleasing

As long as these aren't requirements for businesses without the financial backing. I wouldn't want to put this on a business owner to figure out on their own

Mostly it's good, but the term "street walls" is squicky to me, and I don't understand how that AND the provision about supporting parklets and outdoor dining can work together. If there is an opportunity to build something new that has outside dining space in the front (think Speisekammer) or on the side (think AIBC) does requiring "street walls" prevent that?

alameda has sometimes given money to business owners to improve commercial facades -- I think that's misplaced when so many alameda residents need help to spruce up/preserve their Victorian houses.

Landscaping should be pollinator friendly.

Remove "while reflecting Alameda's unique character and history" from the contextual architectural action. This is a hanging chad that needs to fall off so that government doesn't promulgate Alameda being stuck in time. The action identifies context earlier in the sentence and that context should be open ended.

Again, think about folks with mobility issues - not just those in wheelchairs and such, but again, those of us who can still get around, but with challenges. Is every business going to be required to have a back entrance, where the parking is? Is every business going to be required to have an automated moving sidewalk to get from the rear parking to the front entrance, or do you think we can all just walk it easily? Keep in mind, you have to be pretty damned disabled to get a disabled parking placard, so we'll all be stuck in the back, forced to walk who-knows-how-far to get to the front entrance. Yet again, telling me that you don't want me to patronize the businesses here.

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Facade improvements should be prioritized and have a stronger commitment to improvement. Webster street looks dated and low-end. More emphasis needs to be added to ensure those properties are not only maintained, but upgraded

The city should specifically disallow the Disney-like facades that fake historical construction and require that new construction be designed to be harmonious without mimicking history

Need more detail, including impacts.

works as is. After covid is over, Park street needs to go back to normal

Support the idea of improved landscaping, facades, and bike amenities, but again, for people with disabilities, it's important that we make sure it's easy for them to drive and get to retail/services they need. I'm not interested in eating in the street for safety reasons, but maybe in a side alley.

COnsider requiring set back buffers for commercial properties to permit some drought tolerant landscaping and patio garden areas for restaurants and cafes (like Paris)

Too much emphasis on bikes

The "street wall" concept is limiting and presents a boring and uninspiring look. There needs to be dimensionality to the walls or they become boring.

I love everything about this, except that it seems to ignore older people and people with physical disabilities. Current public planning seems to consider 1/4 mile walking distance acceptable. Not everyone can bike (or afford a cargo bike). The people championing these ideas should be required to give up their cars & run errands on a bad weather day, spend a day in a wheel chair, and borrow 2+ young children - try to go shopping & run errands. Then reconsider the plan.

Mostly OK. The "street walls" concept seems very odd, and I wouldn't favor forcing businesses to reorient parking or entrances just to comply with this policy. Basically good, but a few parts go a bit too far in pursuit of a generally good goal.

Please please increase outdoor seating for restaurants. It is amazing what they have done in downtown Mountain View (for example) near the train station. Consider converting existing parking lots into park areas. Agree with the suggestion to take the focus off the cars/parking.

Dump the sidewalk dining and parklets where parking is permitted. This is a noisy and unhealthy place to dine, and if kids are playing in a parklet next to a busy street, the City is inviting an accident.

Good start. Parking is a must because cars are not going away

facade should not have to go all the way to proprty boundary. why not allow plantings. Id rather have stores use sidewalk provided they have allowed for enough accesibility, than to use the street.

Please no more parklets! They are a nightmare for drivers and have increased traffic. I can't even paralell park on Park without a whole line of traffic waiting for me. It's awful

All great, but consider eliminating parking requirements entirely (not just moving them to back entrances).

People want parking close to store entrances. Don't belittle this practical reality.

Take care to avoid of squeezing the streets and placing dining right next to the traffic.

I think parking in front of stores is acceptable

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Account for traffic flow along streets used for buses and commuting when adding new parklets. Relocate affected casual carpool pickups that are blocked (Webster and Santa Clara)

ditto

I didn't see anything about public restrooms which are needed for true "pedestrian friendliness."

Don't turn us into Atherton. Make Alameda affordable so teachers, fire fighters, police and low income can live here too.

Would've nice to provide lockers oriented for things other than bikes that people can put their scooters, skateboards, in-line skates and etc. into while they enjoy the commercial area as well.

The current personnel at the City who are the 'deciders' of good taste (so to speak) are not highly trained

Need more parking

Sounds good but could be so much more climate friendly and futuristic

Further lift up bicycle accessibility in commercial developments

Pretty weak policy, could be better

We don't need big commercial buildings in residential neighborhoods. If they are located on the base or Harbor Bay Parkway, fine. But not in residential neighborhoods.

It's unrealistic and discriminatory policy to disallow front-of-the business parking. Parents with small children or babies and disabled-but-ambulatory car passengers should not be inconvenienced by parking behind a building (and, as often happens with Alameda's public parking lots being filled much of the time, have to try the lots behind building one to several blocks away before finding a spot. It's unrealistic to assume that the bulk of shoppers/diners on Park St. or Webster St. will be arriving on bicycles, unless the population of the city is 99% childless twenty-somethings.

Many of these policies greatly increase the cost of construction, updates, and investment. Especially for small businesses, we should avoid creating hurdles and barriers to progress for those without deep pockets.

Don't cram new building right at the sidewalk. A good variety of facades is good, but make the variety "historic" looking in keeping with the historic uniqueness of our city.

This is a driver's nightmare. It would be helpful if you drove a car around once when designing this fiasco.

I'll leave this to the engineers and environmentalists; NOT the current land-owners.;

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I'm in for some of this, but some of the structural stuff just shouldn't be the purview of the government and are private business decisions.

Needs a LOT of public input

TO MANY CONFLICTING STATEMENTS AND GOALS

Lots of these proposed points have varied negative impacts.

Not everyone lives within walking distance

This policy needs to provide a plan to reduce the number of street/other parking spaces available around businesses in the city

Pretty good list with some big exceptions. First and foremost is there is inadequate parking now and this approach will reduce that. One of LA's successes in towns like Pasadena is that there is ample parking outside of the pedestrian core. People drive to the area then dine, entertain, shop, etc in a pedestrian centered experience. Also: "minimum curb cuts" might not be ADA compliant. We need more trash receptacles not less. Sidewalk dining sounds ok but look at Penca Azul today. You can't stand in front without a mask to pick up and take away but you can dine and drink alcohol in the same space.

make some streets no car zones. Works well in Europe.

My previous comment answers this. If Alameda Lansing is an example of a design that gives a nod to Alameda history and architecture, I think it missed the mark. I'm not saying it's an eyesore, but I'm saying my idea of historical design and Alameda Landing are not the same.

How is this different from what we currently have? This is planning department basics, not a visionary plan. We should be looking at converting most of Park Street into a pedestrian plaza and modifying adjacent streets to handle through traffic

If parking is forced to move "out of the way" to less-traveled areas in the back of lots, there could be an increased risk of people being targeted while getting in/out of cars.

again - not taking into account reality vs dream

This is a huge list. You should have broken it down so we could approve one aspect and decline another. I find the Consistent Street Wall Section confusing. Building out to the property line doesn't sound like a good thing. Sidewalks section is good. The Landscape section on drought tolerate plantings and trash cans is perfect. In other sections, the references to appealing aesthetics is too open to interpretation. Utilities section- yes hidethat stuff and tighten the language so we don't get a crummy utility with a bow on it.

Require buildings reflecting Alameda's unique character and history: how about "not conflicting with?" Consistent street walls with no patio space or variation in front is too rigid. And boring. The plan for sidewalk dining is premature to put into the Plan. We know now that Covid-19 is airborne and could be contracted at a much greater distance than 6 feet. People eating food or drinking will be unmasked during the process. I won't be walking on Park Street while outside dining is so close. This is not the last pandemic. It is the first in 100 years to hit US, but there will be more as Climate Change allows older viruses to re-appear. Hold off on putting this in until we know what to expect and what the necessary responses will really be...

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You had me until the part about converting public street parking spots into other uses. Less parking = more people circling around looking for parking. Should only be allowed to remove street parking in front of a business if that business also provides additional parking to compensate. I do like the commitment to street-facing access, quality facades, etc. Also, there should be exceptions for the few suburban style shopping centers in Alameda.

It's a utopia to think that people want only to walk to the stores. need parking by the stores

Bad policy

Trying to urbanize even more? My god do you people even travel? Get out and look at other cities around the world. Ours ain't cutting it and you are destroying it's good bones.

Overreaching. Businesses will leave, not flock to Alameda.

Of course, everyone likes attractive commercial areas. This plan will be extremely expensive to implement with impacts to local taxpayers and businesses, who may decide to simply relocate. In addition, limiting parking does not magically make people leave their cars, it only creates congestion and irritated drivers.

Dont focus on "new" developments. We dont want more of these.

Nope...trash cans? C'mon...who uses them? What I see are people dumping their garbage anywhere they want. Could be a trash can 2 ft away...too lazy, dump it right where they are and walk away. Seems like these are dreams of places somewhere, but not in Alameda. Southshore should stay where it is, and not have townhouses or residential anywhere in that area. The traffic just to get there is terrible...Otis is almost one lane in either direction....before Covid it would be a parking lot. Leave Southshore alone!

We already have a unique and succesful community. City Hall does not need to tell us what to do. Other people should make a place elsewhere better before they tell us what to do.

More war on the car. Pass.

These types of requirements sound good on paper but in practice hinder development of housing and have led to the affordability crisis. We need housing supply not well meaning planning personnel interfering with its development by adding expensive requirements to preserve "character". We need to admit that these types of rules are often a Trojan horse for doing nothing and preserving the status quo. We need to build build build to help the people who are struggling.

Alameda is overbuilt already. Stop building more buildings.

Do not build new car infrastructure. No new parking lots, no widened streets. Design urban environments for human mobility, not for drivers and car storage.

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*Sidewalks should be for pedestrians. WHY should public land be granted to only some businesses?
Allow the building facade to be away from the property line to provide dining space.*

More of this pedestrian-oriented drive. Parking's bad enough as it is; don't make it worse.

Parklets are horrible. I know have to park blocks away as a disabled black man

My government is against my ethnic group

IDC

Sounds like a great "big city" plan.

no more retail building, there are too many empty stores as it is.

Not enough parking

I prefer street parking and not walking to a garage somewhere else

Street Walls and entrances is too restricted.

Cost, wrong type of improvements

i definitely do NOT want walls right up to the street. that is a horrible policy. how is that pedestrian friendly?

The thing that sticks out is "street walls" built to property line....what's wrong with non-solid street front, could be visually more attractive.

Exhibit 8

Question #13

Waterfront Access. *Ensure safe and convenient access to the Alameda waterfront from all Alameda neighborhoods.*

Actions:

- *Expand the City's trail system to provide additional north-south trails and safe on-street connections to link neighborhoods to the closest waterfront shoreline facilities.*
- *Preserve view corridors to the waterfront along public streets, pathways, and trails.*

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- *Prohibit private encroachments on public property and ensure that the use of public property does not create significant negative impacts to adjacent property owners.*
- *Work with the Alameda Unified School District in obtaining shoreline access at Paden School and Encinal High School.*
- *Add access to the water with public boat launches for non-motorized craft at strategic points around the island.*
- *Require that new developments along or adjacent to the waterfront provide continuous shoreline access on to serve the general public, residents, employees and visitors.*



Excellent

Bad

Excellent policy

Finally everything sounds right.

Ok

We live on an island there should be a lot more access to waterfronts for kayaks etc. and people to recreate

we definitely underutilized our water access. The trick is to keep it safe and from being overrun by homeless people.

Love more trails!

all waterfront should be publicly accessible

I am especially interested in those homeowners on the East End who have encroached on public right-of-way/pocket park land having to return the public land to the public.

Yes please. The East End waterfront access points, in particular, could use some TLC as you can't actually access the water at many of them.

I agree

I like this policy, too. Sometimes, public property will necessarily have an undesirable impact on private residents. I don't believe that a single resident should have veto power over a worthy public project. In some cases, the appropriate resolution may be for the City to compensate a resident who is unduly impacted by a change in public use of adjacent property.

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Keeping waterways open is a must. Building highrises on Shoreline is crazy. Please preserve our shoreline

AS STATED

This should all be done in collaboration with BCDC and the Coastal Commission where appropriate. We want to be sure we're keeping their future planning in mind so has to build a harmonious accessibility policy.

Support boat launches, continuous shoreline access for the public, and cohesive trail and park system to work within the context of the shoreline.

Yes, I utilize the paths along the shoreline all the time both for walking, running and bicycling; love the new paths on the north end of town and would love to see one completed so there is a way to circle the island on a bike (or walking) without interruption. We should make good use of our incredible views!

Is there a way to encourage the shops at the Nob Hill shopping center to open up for dining along the water? It's weird to me that there's a beautifully landscaped area along the water and all the restaurants face the parking lot instead. Missed opportunity for sure, especially with the current need for outdoor dining areas.

I think these are great aspirations. Would like to see some additional element on environmental health (stink in estuary and at Crab Cove)

Too bad a giant hotel is ruining the shoreline in a Harbor Bay

I love the idea of more access. I know that there's concern when we lose space for marine industries that have been in Alameda for a long time and give it some of its unique character. I hope we can maintain both.

Good

The waterfront should always have public access, even if private property butts up against it. Encourage bike and pedestrian infrastructure along the waterfront, and open up space for small commercial enterprises. It could be great to have small cafes, shops, or services along the waterfront trails as a way to create a sense of place. Hold competitions to place local art along these paths.

This is all good. There should be a portion of the beach where dogs are allowed.

Lessons learned from East End pocket parks. Public access for sure enhance the Alameda experience. Remember equity with ADA compliance. The Sun River campus is a great example.

Shoreline access is very important!

Agree

Love this!!!

more access

Covers all my bases

As long as "preserve view corridors" doesn't mean "restrict building height", I'm on board.

We are an island we should have access to the water

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In particular I like providing shoreline access to the schools that are near shoreline, I had that access where I grew up and it was incredibly valuable.

Our water access is what brought us here 40 years ago and keeps us here... make it better, never worse.

The shoreline on both the estuary and Bay sides should be available for pickup enjoyment

Great but I would be fine with having to circumvent Encinal and Paden for the kids' safety.

Places to launch a kayak!

I agree with all points

Paden!

Keep it open to the non-boat owning public and boat renting public and we'll be set

It is fair and not exclusive

Let's create a N/S protected bikeway (on Grand would be ideal)

Alameda's Island history should be for all

You move to an island in part because you want to access the shore and waterways. Anything that interferes with that experience should be banned.

Prohibit access for motorized water craft in all but select public places. People with boats, jet skies, etc., pass through to boat ramps with large hauling vehicles, creating traffic and pollution. Wake from motor craft disturbs water creatures & small non-motorized craft. No need to expand.

Good policy, no further comment.

All great ideas! (add a dog beach is my only other suggestion!)

Yes, I love walking along the shoreline and wish it was more continuous.

We love the access to the water. We moved from an Eastern seaboard city and we love getting in and on the water whenever we can.

I especially like "• Work with the Alameda Unified School District in obtaining shoreline access at Paden School and Encinal High School."

However, there are parts of the bay trail that closes at dusk , cordoned off by gates

dont force out the small businesses at marinas whil building big ugly condos or larger stores

Everyone should have access to beauty of our shores and views

Love public water access. Keep up the good work.

I would love to see more "riviera" type development, with community focused businesses along the water, restaurants, shopping, outdoor dining, etc. It's a shame that on South Shore we have a McDonalds, a carwash, and a post office. Is there a way to move these businesses and create more pedestrian friendly, outdoor experience businesses?

Waterfront accessibility is very important.

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"Work with the Alameda Unified School District in obtaining shoreline access at Paden School and Encinal High School." As long as it doesn't put undue burden (financial or otherwise) on our underfunded schools or the students already lacking in basic (underscore "basic") amenities that other school districts enjoy. (Seriously, go to a few swim or track meets. It's shameful what our kids have to endure, and makes their successes all the more impressive.)

dito

We have a great waterfront, let's keep it available for everyone!

I love everything about this policy, especially more north-south trails.

I think the following should be deleted in the third bullet. "and ensure that the use of public property does not create significant negative impacts to adjacent property owners."

Having access to water and views is a good thing, funding everything is usually the tough part.

Love it. I bicycle around the island, and often use the waterfront trails. I am also out in the water quite often, and enjoy our public access to the bay.

Need more trash cans on our beaches and littering fines

Our beaches are a blessing - keep them accessible and create additional walk and bikeways to enjoy them!

Good policy, but needs work

Why ruin our shoreline with boat docks?

Add language regarding restoring the small campground (between the encinal boat ramp and the hornet) for use by the cities scouting/youth groups, schools and families

I don't think we need to have "ensure public property does not have negative impacts to adjacent property owners" to be a needed general plan requirement. I can't think of too many public streets with view of the water. I'm not concerned with tall development near the waterfront. As long as trails stay on the water's edge.

I love this policy, but I don't think there should be public access at Paden or Encinal. The schools shouldn't have to worry about the public on their campus during school hours.

We need a dog-friendly beach in Alameda and/or on Bay Farm!

Not sure you want public access adjacent to an elementary school.

It would be an incredible dream if there was a well paved, public path around the perimeter of Alameda island. That might be unrealistic... but it would be incredible!

I really like this goal and policy, but question how the City envisions waterfront and marina light industry. A vibrant waterfront is supported by marina businesses.

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In moderation, please

*Preserve and restore wetlands! Protect birds, fowl and wildlife. Do not build anything by the shore!
Global warming is not even mentioned in any of your stuff*

All of these items are great with the exception of the last item re: new development

Allow for water taxi type transportation around the island to reduce automobile traffic on roads. There should be a way to travel by water from all points of the island.

Need to also reclaim areas where private property owners have taken over public rights-of-way such as Shoreline Drive and Eastshore Dr.

Who's gonna pay for all of this...? Hmmmmm

Seems a little stringent

Don't need to revoke property from schools to create bay trails.

Stop building! Other than that this one looks good.

I would like to add that Bay Farm's lagoon needs updated pump motors for better water circulation. The algae is menacing. I really like that you will provide shoreline bike access to Encinal and Paden

A waterfront plan should maximize the value of every part of the waterfront for all residents. It needs to become a magnet for walkers, runners and bikers. Many cities have been rejuvenated by simply focusing on their waterfronts. This is a wasted asset currently and could be a major contributor to our finances.

what about a complete waterfront trail around the island? how awesome would that be?

Slop

would this alleviate what is now happening at the tube area with the tents, etc.

encourage more restaurants facing the water

Schools need to be safe for students. Sadly As nice as it would be to have public access to shorelines at schools, the safety of the students is more important. Alameda has had intrusions of adults on their school properties before...going back 15 years...not a new problem.

I like the shoreline access but the view corridors part should go. Another policy to be used to block much needed housing.

When working with schools , prioritize learning and student safety over general public

Can we commission (think Curry Village in Yosemite) a retailer to open a WATERFRONT BEACH FRONT cafe with a large wooden deck? Umbrellas. There is not a single place on the island to enjoy the views. Even a deck with a coffee cart would work.

Protect the public interest, but do not privilege private property owners by protecting "their" views. Build more housing.

Maybe include something about public access using SUP or similar single person activity on the water

Can we add Lincoln to the AUSD line? I also don't really care that much about protecting views of the water from internal locations on the island.

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I would like to see the plan include access to the point areas on the other side of the breweries. Additionally, having a way to circumvent the island, like what exists on BFI would be wonderful. Right now there are too many areas that end up requiring detours.

More waterfront access is needed around the entire island, especially the north side. Would love more trails

need to include the parklets east end, that got illegally privatized

Definitely more water access would be great as the launch spots are all so crowded right now. Some kind of SUP/kayak parking at ramps would be nice ... encourage trips to Jack London and back, making it easy for folks, small storage or slips to rent for smaller water toys.

What about pocket parks in Fernside those should all be open and maintained

In the shadow of the Crab Cove/Homeless Navigation Center special election fiasco, the phrase "ensure that the use of public property does not create significant negative impacts to adjacent property owners" requires more clarification. Who decides what is negative to adjacent property owners? What sort of use is being referred to here?

"Preserve view corridors to the waterfront along public streets, pathways, and trails." feels like this is written to protect the status quo in terms of their views. Sometimes things change; people are not entitled to the same exact view of the water for the entirety of their life living somewhere, though I do understand the spirit of this point. Perhaps we could better define this around 5+ storied buildings being prohibited in certain areas (for example, Shoreline)? I should not expect though that we'd prohibit a 5+ story building in the Navy base, for example, even if it is near the water.

Needs more detail, including impacts

trails are good as is, I frequent them often

the shoreline needs more garbage cans and parking.

How is this going to be paid for?

Consider requiring private shoreline to allow public access in exchange for investment in sea-rise mitigation infrastructure.

No tall buildings along streets adjacent to waterfronts. They block the view for many and create a city scape

I like the thought overall of public access to waterfront but I have concerns for existing neighborhoods and how it will be implemented in a way that is not a problem for existing residents.

Eliminate parking fees for beaches

The section about making sure the uses of the water area is important. I have noticed that it is tough to enjoy the water in certain areas because fisherman have taken over. I think we need to evaluate the areas better and only allow fishing where there are not swimmers or paddle boarders. There is increasing tension between these groups currently.

we need shoreline access behind Lincoln Middle School too

i think you should leave Paden and Encinal alone

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Many of the current paths along the waterways are interrupted by commercial businesses. It is hard to stay on the paths!

Who is going to pay for this?

More attention needs to be given to the guaranteed rising water levels due to Climate Change.

Make sure new residential or commercial buildings do not block the waterfront.

Pretty weak policy, could be better

Need to massively increase shoreline access in Alameda, in particular at the point and prioritize enabling recreational activity on the waterfront and businesses with a marine focus. Let's build on our island and maritime heritage and do everything we can to enhance the interface between the island and the bay.

Preventing private encroachment on public lands - a huge issue that even though contact was initiated, I receive no response to a complaint as a landowner kept extending their property and seems permanently their now's though it wasn't the case more than a decade before and to my knowledge no public notice was provided.

An easy example is "Prohibit private encroachments on public property" which obviously contradicts recent Council efforts to sell of the water access/easements on the eastside to the nearby property owners. Those are very special and very limited resources. In general, this whole policy area needs a lot of work to be inclusive of current resident usage and the upcoming changes proposed elsewhere in the document. One of the weakest sections in many regards.

unclear on the public access boat aspect. more boats and parking and ????????

We need more water front business - particularly dining. There should be an emphasis on this development. We live on an island and yet there are very few business with views

Needs work

Bad policy

Views are fine as is. Do not need such overreaching plans.

Another way to stop homes from being built

No, public access to an elementary school. Not a good idea.

I like providing more access to the water. But if it means taking or restricting the use of private owners, I don't think that is right.

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We already have water access. Existing laws will do fine if enforced.

My government is against my ethnic group

Idc

Need better enviromental protection for the water ways as an island. The amount of litter left behind during holiday weekends is not acceptable. With providing public access, public education re protecting wildlife, keeping waterways clean, etc., is also an important part of maintaining the environment. Seems the only way being talked about it is bikes and walking...

Things are good now. Use money on higher priorities for Alameda.

if there is going to be public access topaden school what will you do to ensure that there is not any danger to the children there?

Exhibit 9

Question #15

WATERFRONT DESIGN: Preserve and enhance Alameda's waterfronts as unique destinations by maximizing waterfront access from adjoining neighborhoods.

Actions:

- ***Water Views and Access.*** Maximize visual and physical access to the waterfront by maintaining views and access to the water along streets and other public rights-of-way. *Street Grid.* Extend the existing street grid so that north-south streets continue to the waterfront to increase public access between existing inland neighborhoods and the waterfront.
- ***Pathways.*** Create pedestrian and bicycle pathways and visual corridors along the waterfront that strengthen the linkages to the waterfront and inland neighborhoods.
- ***Gateways.*** Create attractive gateway features to draw people to the waterfront.
- ***Waterfront Architectural and Landscape Design.*** Require that buildings adjacent to the shoreline provide attractive and varied facades that reflect Alameda's distinctive architectural heritage and character. Waterfront architectural and landscape designs should respect, but not mimic, the historic maritime character of the waterfront.



Excellent

Bad

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Excellent policy

sure

Ok

This is why we all live here

Deeply appreciate a design standard and guideline for waterfront developments. Would encourage further street access to shorelines, especially the underutilized Northern shore. And YES GATEWAYS! A unified and appropriate architectural gate would do wonders for waterway access and island character.

Good aspects to preserve but I'm not sure whether they need to be expanded more than they are

Too bad a giant and ugly hotel with no view corridors is ruining Harbor Bay shoreline

I like your phrase "respect, but not mimic" the maritime character.

I like this, but see previous comments about avoiding rules to preserve "character".

Pedestrian waterfront access is important.

Share the waterfront safely and keep it looking good.

Yes

anything JKW opposes

The lagoons seem like a confusing point. No public access

I'm not sure if this implies more of the little waterfront access spots like currently exist along Fernside (the first line about more north-south street access to the water) but if that's part of the plan it needs to be really clear from the outset who owns, is responsible for, and maintains those spots. And if the city is creating them, you can't just dump issues with safety, landscaping, or use on the adjacent homeowners. Love the part about more waterfront paths!

Good, but the gateways seem like excess

Also agree with all points

Good

It allows for change but maintains a people-friendly city

More access to shoreline is good

I don't care that much about building facades. Developers seem to use the same color/materials "of the moment" and say it's "consistent with the neighborhood." I'd rather see re-use of materials (no more incidents like the proposed shipping container reuse on Park St that was derailed by the world's worst mayor & her cronies several years ago)

yes. no huge hotels, please.

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Same as my previous response

Pay homage to the history of Alameda. It's a rich one from the marinas to Neptune beach to the history of creating the island with landfill and a rich naval history.

Alameda's waterfront is an important and unique city feature

As our beaches become more popular with visitors, please also consider how we can better manage traffic and parking. You would do well to consider this before approving construction projects at South Shore that will reduce or eliminate off-street parking.

dito

Perfect

Again please take into consideration the width of the bike lane to accommodate other non-motorized mode of transportation. Also consider widening the bike lane along shoreline drive so it's usable for other activities.

Good policy, but needs work

It's excellent just not for shoreline, sorry... stop with overpopulation. Ugh.

This should specify that the requirements for buildings adjacent to the Shoreline affect only new construction

Same comments - not too concerned about architecture or water views from street.

Needs to include providing extensive access to the water for swimmers, non-motorized watercraft and fishing. Not just token trails with views. At the same time taking in to account the need to protect wildlife and natural habitats.

We already have this, we do not need to add additional shopping or housing units along the water. We need the open space and pack in more boxy residential units or retail.

do we need to spend money on a "gateway" to attract people to the waterfront? I feel like people are attracted to the waterfront already

Re extending the north-south-running streets to access the waterfront, does this entail only the West End, which has streets that run truly north-south, or does this also include Central and East End Alameda, with streets running northeast-southwest?

This mostly sounds good but the last section (facades) seems vague

I don't know that we need policies around the "attractiveness" of waterfront properties.

Make sure that these gateways don't attract homeless camps.

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What La La Land are you creating?

Again, moderation

It would be nice for the bay trail to continue along Alameda's coastline

I don't prefer for the "Waterfront Architecture" requirements to delay or limit the other pieces (access).

I have a few potential disagreements: 1. While it may be good for more north-south streets to continue to the waterfront, I don't think every street needs to. In fact, I believe that having fewer intersections near the waterfront makes it more pleasant. 2. I don't believe that Alameda needs to make extensive efforts to make waterfront attractions. Attractive parks and public launch areas make sense. I believe that private enterprises also have a significant role in promoting waterfront activities, so I hope the City would support private efforts as well. 3. I agree with the spirit of encouraging architectural and landscape designs to respect the historic maritime character of the waterfront, but I think the details of the implementation are important. Gradual change is inevitable, and new construction should not be prevented on the basis of style alone, provided that it is not grotesque or exceptionally boring in design.

Again, all rhetoric. I don't believe that the pro development staff and City Council agree with anything here

All efforts should be made to keep and promote more maritime businesses and uses of the water. Any remaining historic buildings, such as the Alaska Packer Building should be protected and re-used for maritime purposes..

I wouldn't want to get too hung up on the way buildings look near the waterfront at the expense of access and progress.

As long as you aren't taking away owners rights to their land, it sounds good.

The waterfront has become increasingly crowded with limited parking by the beach. Consider adding more beach parking between South Shore and Crown Beach parking lot.

too many people at beaches as it is and they always trash the place

However it is not always Alameda residents that go to the waterfront, just look at the overcrowded, trashed Beach. How to make sure access doesn't draw way too many people. the idea sounds nice and pleasing, but will it be maintained?

I don't care about the architecture so much. Just want to preserve waterfront. It's more important that we ensure affordable housing in all areas, including near the water.

Improve waterfront with beach side pop up retail and food. Add a new pier for food and tourism.

I don't think we need "gateways" to attract people. Other than that it looks good.

Ensure that place is like the Nob Hill market please don't abandon the waterfront to just a pass in stock room visibility. We should encourage the building of restaurants and other facilities that overlook the water and make it an attraction

This policy should accommodate the properties of existing home owners

This is confusing. It sounds like the previous policy but is better. I would like to know why you have chosen the major categories in the way you have. It means that plans appear multiple times in slightly different forms

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what about mixed use and not just building more waterfront houses

The support of the boating community needs to address this as well. Our Marinas need to allow "live aboard" tenants to accommodate more housing options.

create more wetlands and protect the ones we have

Same comment as before about views being a low priority with a housing shortage

I think it would be wonderful if we had more waterfront dining and a fun beach commercial area. Why does McDonald's have the best waterfront dining...yuck!

Look at existing shopping areas south shore, non hill shopping center and the shopping area at end of Webster to better connect with waterfront

Again, even a CITY OPERATED beach front coffee spot would be awesome. JUST ONE! Please!

Build

Be sure to provide separate pedestrian and bike paths. They are not safe when mixed.

Everything is good except for the building-style requirements. Those will add cost and delay to projects, ultimately increasing housing costs.

By continuing to demolish waterfront industrial buildings, the respect for waterfront architecture is less than truthful.

"Waterfront architectural and landscape designs should respect, but not mimic, the historic maritime character of the waterfront." — I'm not sure what this would actually mean in practice.

Allowing for requiring view access severely limits what can be built anywhere with a water view.

No high rises at all

Why do we need to 100% hew to Alameda's architectural heritage? Why can't we honor quality architecture that might represent departures from the aesthetics of previous generations?

Most of it sounds good but I'm not certain as to intent here. I do think making Alameda a water destination is a great idea, more dining, shopping, strolling, living on the water. But parking is needed and no high rises, no dense housing, all apartments on the water like Emeryville. The charm of this island town needs to be retained. It's special and my family and others I know are VERY concerned with what city leaders are doing to it. Build build build and no infrastructure. It feels maxed out already and we've only been here for seven years. I can't imagine in seven more :(

Not sure about this if there's no parking for all these waterfront visitors.

Does street grid extension to the water mean there will be parking lots? I'm not clear why we need to expand car access to the water. Remove 2nd sentence of the waterfront architecture action and refocus the action on neighborhood context rather than distinctive architectural heritage. Alameda shouldn't be a Disneyland of Victorian homes. They are all lovely, don't get me wrong, but there are more styles and ways to embrace racial diversity and history rather than promoting high society elite Victorian homes. This reinforces the structural racism of American culture through architecture.

Should add more access for boating and boats to park at shopping areas

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Stop allowing the wholesale destruction of small-scale commercial spaces along the waterfront in favour of housing.

Keep it available without a pay wall

I would like to see better public access to the waterfront/lagoons near the Gold Coast and also the lagoons between Broadway + South Shore. It would be really need to be able to easily drop a kayak from Grand or Otis into the lagoons near there.

Need more detail, including impacts.

I support making waterfronts more attractive, but not sure what "gateways" would look like. We aren't Disneyland, we don't need grand entrances to the waterfronts.

The statement about the architecture should "respect but not mimic" the historical nature is meaningless.

Punching north/south streets through existing homes or cross streets is an extreme proposal and one I would not at all support, same is true for making the architectural design of waterfront properties a matter of city law. Both of those go too far, and are somewhat ridiculous.

On street grid extending to waterfront - do we need more cars driving to the waterfront? Why not extend pedestrian and bike pathways?

Don't know if I necessarily agree with waterfront properties being required to fit in with older buildings, but think that it's still a pretty good idea.

Isn't coastal access a state law?

I don't like anything being "required" in terms of design.

This is just another NIMBY weapon. Do NOT mandate "look" for waterfront buildings. I personally agree with the rationale, but the reality is NIMBYs will use this to irrationally fight much-needed development.

I think making the water areas clean and nice is important however I don't think we need to make it attractive to outsiders. Many of the people on Alameda beaches are not from Alameda and do not pay taxes in the city. If there was more retail by the beaches this would help.

ok

Safety is a big concern.

Again who is going to pay for this?

Please keep in mind for the marinas that are on the island and maybe space for new and improved marinas, Alameda has always had one of the biggest population of boats on the west coast

Details a challenge: What does respect, but not mimic mean?

Don't believe all buildings need to reflect Alameda's historical character. Modern facades are OK with me.

A little too much focus on "architectural heritage and character." I would prefer to focus more on the public benefits of access to the water, and less on architecture and look and feel stuff.

Add elements for education and protection of waterfronts and water

The phrase "attractive and varied facades that reflect Alameda's distinctive architectural heritage and character." is very subjective, differences in taste is what helps make us unique.

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Needs to acknowledge working waterfront as appropriate use in certain areas

Not sure that we need to greatly expand access so much as improve access points we have. That said, I'm in favor of expanding access (extending streets, etc) so long as that doesn't create situations that encourage more parking in residential areas by people accessing the water. This could be very impactful in neighborhoods where street parking is already in short supply.

Buildings should not block the waterfront at all.

Pretty weak policy, could be better

Sounds expensive.

MORE HEIGHT RESTRICTIONS NOTHING OVER SINGLE STORY WITH IN 1/4/ MILE OF WATER FROUNT

Sure, but it won't matter if Article 26 is repealed.

statements are conflicting

Developments like South Shore Plaza are the exact opposite of this policy. Surrounded by parking lot, the big box stores and chains are the only things visible from the waterfront, making this a poor location for smaller, local businesses that might be able to benefit from beach goer traffic. The center itself also has zero architectural charm.

Sounds like a plan to remove the historic maritime character of the waterfront. Alameda has a unique waterfront with history. Real architecture based on history is more valueable than a replica or a facade... to build buildings that look like any building any where in the U.S., based on a design that one can find in any city, devalues the uniqueness of Alameda.

How about fewer buildings on the waterfront? More parks, a real place for food trucks ,etc.

The vague language in architectural building on the waterfronts could be intrepreded to mean any sort of building (mimic?) Is that what you had in mind?

If you continue to permit tall buildings along the estuary, you will kill views of the Oakland hills for all other Alameda residents.

requirements should only be for new buildings.

How are we going to keep Alamedans safe from rising waters due to Climate Change?

How can the city provide any of this when the developers are closing such areas which the city seems to ignore.

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Bad policy

Plenty of access as is. Policy sounds overreaching.

Another way to stop homes from being built

We already have all of this. Nothing needs to be done. City Hall needs to look to themselves to make something better. The community of Alameda is doing real fine and we don't need or want all of this waste.

No access to public if it is privately owned.

The city let Alameda Marina be redeveloped and lost a lot of boaters, which is very heartbreaking

My government is against my ethnic group

Idc

See previous answer about prioritizing water front/ water view business and dining

leave it as is

I think it's fine as is

Shoreline road design is horrible

Things are fine now.

Exhibit 10

Question #17

ARCHITECTURAL DESIGN EXCELLENCE: Ensure a built environment that deemphasizes the automobile and enhances Alameda’s historic, pedestrian and transit- oriented urban fabric and architectural heritage.

Actions:

- **Scale.** Harmonize the scale and design of new buildings with the character and scale of the surrounding buildings to the extent practicable and feasible.
- **Pedestrian Orientation.** Require that new buildings face the street, provide pedestrian friendly ground floor materials and architectural detailing and pedestrian scale lighting. Provide entrances, fenestration, and storefront windows facing the street.
- **Articulation.** Provide varied building facades that are well articulated and visually appealing. Where appropriate, incorporates design themes and features that reflect and complement nearby buildings.
- **Style and materials.** All exterior walls of a building should display a consistent style and materials. Exterior colors and materials should be compatible with the surrounding buildings.
- **Windows.** Provide adequate window insets to create shadow lines and visual interest.



Excellent

Bad

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Excellent policy

Excellent for your developers but sadly shame on you... thinking this is to aid further development! Ugh sure

Ok

Excellent policy, as long as design review remains efficient and organized and does not create substantial impediments to development or refurbishment. (Anecdotally, I've heard people complain that they "can't" fix up their homes because design review won't let them.)

Yes! This!! Thank you!!!!!!

Too bad Marriotbat harbor bay is going to be huge and ugly and very close to shoreline with no view corridors

Ok

Good ideas

sounds like it makes housing more expensive. Have you asked Biggs yet?

Again, if there is parking that isn't near the main entrance, another handicapped-accessible entrance should be provided near the parking.

Yep good

Alameda streets would be much safer if they were more pedestrian and bike-oriented.

see above re new building that fits in well and has not yet opened

The "Actions" listed are great. The policy of or architectural design excellence is also great. But while "De-emphasizing the automobile" is also very good from an architectural standpoint, I want to be careful that that policy doesn't also de-emphasize parking or reduce lanes, or result in other actions which will increase traffic congestion.

Good policy, but needs work

Disfavoring cars limits handicapped access.

Policy should value energy efficiency of windows for example over aesthetics

All of these are good planning policy. Why however, does the Walgreens on Park ignore the "pedestrian orientation" statement?

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Great plan, except the deemphasizing the automobile part. CA is a car state. Making things difficult for drivers will not change that. Being realistic about the fact that people drive cars is important when making plans for the city.

If for private house, it should be in the hands of the owner: Pedestrian Orientation. Require that new buildings face the street,

As long as the commercial units are not in residential communities.

Scale... nothing goes in over 2 stories to "harmonize"?

This feels overly prescriptive.

City needs to work with the preservation society to ensure any new or changed architecture blends in with surrounding area harmoniously. Keep Measure A

Seems fine. Don't have much to say on this one.

I'm from the Window Police. That BLUE IS WRONG! /smh

"deemphasizes the automobile" has a nice progressive sound to it, but doesn't solve the problem. Give us the same mobility, better cost factors, and cleaner options - now those are good goals. Why diminish electric car options, for instance? If AMP does what it should do we can power them economically and everyone can still have the factors they love about existing automobile options.

Same as the last question about "style and materials" limiting or delaying builds.

I like the policy overall, but I worry that it may be a bit too prescriptive and resistant to natural change, especially as it relates to stylistic elements. It's also unclear what parts of Alameda this policy would apply to. If it applies to central commercial corridors, then I generally agree. If it applies to the entire island, then I strongly disagree.

The concept of "scale" continues to be a NIMBY talking point; agree with this statement in principle so long as it does not come at the sacrifice of nitpicking building size/density if the greater good is served

Not sure that making districts visually similar is beneficial. Variation in styles and forms can result in rich and diverse, if less formal, architectural definition.

Also acceptable should be buildings placed in a u-shape around a courtyard.

Allow some architectural flexibility for new buildings

no limits on number of stories.

Doesn't speak clearly to the goal of reducing automobile focus. Potential for restrictive blanket policy when applied outside of commercial districts. HOWEVER, articulation and materials statements are meaningful, and should be factored in to the general design guidelines for the island.

Not specific enough. The best architecture on the island is Victorian style. I worry about seeing more of the same new development.

Does the pedestrian orientation apply to non-storefront businesses, such as Harbor Bay business parks?

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Need to clarify whether this is for development or redevelopment. The "transit- oriented urban fabric" is not fully addressed - just pedestrian component. Like many of these elements, the aspiration to reduce reliance on private cars may be laudable but really needs to be much more realistic and responsible about the fact that cars are and will continue to be important. With growth, there will simply be more of them.

more public transit if you want this to work

Do we really need to fuss about the shadow lines of windows?

There may be lots of interpretation here.

This is fine, but don't overburden owners and developers with too many regulations.

No more new building! Other than that looks good.

I would like to see you address how you want to continue or to ease the consistency of architectural style of a building if the facade is not prominent (e.g. a backyard facade that doesn't see much public visibility anyway)

Needs clarification for new single buildings versus new developments.

We need more apartments.

relax window guidelines to conform with modern manufactured windows that are energy efficient

Requiring consistency of style is boring, part of why I considered moving to alameda was when I saw the swirly Victorians, matching houses and neighborhoods are dull- Daly City little boxes on a hill side and they all look just the same. Encourage quality murals and bold beautiful design

Green architecture and design could be included. How are we supporting the use of sustainable materials and creation of green buildings that minimize energy use, maximize natural light and energy, and increase the amount of plant life?

Please don't make all new buildings look too much alike

Preference for keeping existing historic buildings when possible while increasing density

available transit that the City controls deemphasizes the use of the automobile. Density and relying on AC transit to provide buses to Bart - is not realistic.

Exterior surfaces should be in similar colors and style to the things around it sure sounds boring and samey same. I love the variety of architecture here because it doesn't all look the same. That line, to me, sounds too restrictive.

Would love some pedestrian only street for walking, dining, hanging out around Webster and park

No high rises period save southshore

Again, feeling like I don't fully get the intent, but retaining the island's charm and uniqueness is key. No cookie cutter modern boxes like that thing at the end of Buena Vista. Nor Bayport or the Target residences. Not original. They look like cheap cookie cutter developments.

consider leaving room for architectural designs that are greener

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Again, stop with the "de-emphasize automobile" stuff as it is highly discriminatory against those of us who are forced to rely on our automobiles to get around, but are not so bad off as to be legally disabled. It is possible and desirable to increase emphasis on pedestrian, cyclist and mass transit while not de-emphasizing automotive.

We still drive! So pedestrian friendly shouldn't mean against cars and vehicles. There needs to be a harmonious blend.

The strict interpretation of "consistent style" encourages homogeneity, shopping mallification of commercial districts

Require solar for new buildings

Great that we want to reduce the car focus. But requiring colors and materials will not allow buildings to move forward...

Ensure that drivers won't get repelled, and that parking is still readily available

The design requirements are fairly vague and seems a business owner trying to renovate would have a hard time understanding what they would need to do, consequently impeding development. This needs to be super clear in order for it to be effective while maintaining progress.

New construction should MATCH existing neighborhood (not "where feasible" because cheap developers will never say it is feasible)

If you can't tell by now, I think that your idea that residents are not going to driving cars because of the ferry (expensive), bus (time may be an issue), or getting to BART, is unrealistic. The West End needs another significant way to leave Alameda if you continue to allow units to be built. It's bad now and will only get worse.

The phrase "de-emphasize the automobile" has no place in this element. Plus, it's bad policy per my many other comments.

A bit unrelated to this policy, but provide more reliable and frequent public transportation so that people do not need to rely on cars so much.

Again, nice concept, but what's the cost on affordable housing ? If it creates roadblocks to them, it's a bad policy

Certain types of windows should not be allowed: namely ones that have strips of plastic where the panes/lites ordinarily would be; also, aluminum windows, and the lower-quality ones that give off a wavy, warped look.

I'm not for trying to make it inconvenient to drive and park cars.

You can be flexible with the colors. Let's not exaggerate

Love the policy but an alternative to the parking situation is crucial. Parking lots in the back or covered or hidden

"Scale. Harmonize the scale and design of new buildings with the character and scale of the surrounding buildings to the extent practicable and feasible." This seems in contrast to the repeal of Measure A and efforts to upzone and infill existing neighborhoods. Also, practicable and feasible sounds more like a personal affirmation than a policy. "And doggone it, people like me!"

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The automobile isn't going away. Be careful to not create situations that frustrate the drivers or create potential unsafe situations for the vehicles. Don't forget that big trucks and buses will continue to use the streets.

Account for commuting given few paths off island.

ok

There should be plenty of parking. Just because something is walkable doesn't mean you reduce parking spaces. People in Alameda have cars, visitors have cars.

Authentic design not just complementary.

Details will be challenging

It's a utopia to think that everyone wants to just walk around and will stop using cars

Pretty weak policy, could be better

I don't have a strong opinion....

I disagree that everything has to be the same color. Ugh.

This policy is mixing aesthetic requirements with functional requirements. Those should be separated.

Moving away from automobiles is good. However, requiring certain building materials to be used drives up the cost of new construction, which is bad in a severe housing shortage.

Unless Alameda's future involves a light rail system running all over town, it's all well and good in terms of materials and designs to enhance the shopping/dining areas, but so unrealistic and even discriminatory towards shoppers who can't bicycle or walk (say, in rainy weather) or are already traveling by car and running errands that it's almost farce.

This is all very vague. Who decides what is complementing or compatible?

Alameda used to be served by rail as the primary mode of transportation, do you think it is wise to go back to that? If not, why not let land owners dictate what is best in their interest, whether maximizing housing density, building high rises, large underground parking structures, etc. Stop trying to glorify the 'good old days' and retain architectures of slavery and discrimination. Modernize the island!

Again, it seems unwise to over regulate property owners. After all, they OWN the property.

None of what planning has approved reflects any of what you say here. Is this a joke?

STOP PUTTING LIP STICK ON A PIG. LOOK AT HOW BADLY THE CITY FAILED AT SHERMAN AND BUENA VISTA AND NOW WITH DELMONTE PROJECT HEIGHT GOING UP IS CRAZY . WHO IS INVESTIGATING THE INDIAN BURIEL GROUNDS WHERE THECITY WANTS MORE HOUSING ?

Well-intentioned, but could be prohibitive to development

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While it is important to attempt to "harmonize the scale and design of new buildings with the character and scale of the surrounding buildings," we must continue to build denser and more affordable housing no matter what. These are imperative to help address our housing crisis and climate crisis. While it would be inappropriate to build a 15 story building next to mostly single-family homes, we must not base all new building heights/designs solely on what is there currently. For example, if the neighborhood is mostly single family detached homes or small 2-3 story apartments, we should build 3 to 5 story apartments (and/or mixed use when appropriate). By rejecting very large towers and committing to building many smaller, but denser, housing types, we can achieve higher levels of density while continuing Alameda's small town feel. Ironically enough, we have a bunch of these denser housing types already throughout the island!

Why should all the new building we of the same height? We should encourage some denser and higher buildings. Keep the same materials as surrounding? Why doing cookie cutter design. Lets try for some interesting and creative buildings. Lets not add 'fake brick and wood' everywhere. Really putting Window design in the GP??

the bullets don't make a ton of sense to me in context of the goal (which is good)

The scale part of this worries me when we need denser, taller residential buildings. If there is an existing 2 story building we should still be able to have a 10 story building near it.

Not sure what building materials has to do with setting up the city to be more pedestrian related. Also, the city needs to be sensitive to older citizens whose ability to walk is limited as well as young families who have limits for different reasons. I walk a lot, but recognize not everyone can.

There is nothing wrong with taller buildings that don't block water views.

Build more housing.

Pedestrian orientation is good; the rest is entirely too subjective and will lead to delays and cost increases for building projects.

Focus on pedestrians rather than cars is great. That encapsulates a lot of what makes the pre-war "bones" of Alameda Island great and worth continuing. But the rest of this just seems like specific design elements a single-family house owner can use to argue against a multi-family development. Does the color of a new building matter that much if the city has a robust plan for street trees? The trees could grow up and then we'll all forget about having a Planning Board meeting dedicated to arguing over stucco color. Please tighten this up to have broad goals like a pedestrian focus, but leave out over-prescription of design characteristics.

Safety doesn't seem to matter for people or business.

I value uniqueness. Conformity breeds boredom and stifles imagination.

This sounds like it was written for Danville. This policy will lead to all new construction having a boring, monotonous design that fades in the background. That's fine now, but in 100 years, what will be worth saving about houses built now? Or do we not think Alameda will exist in 100 years?

I think this feels a bit too prescriptive. We don't want to end up like a Truman Show town; I think we'd want to lean a bit more toward Berkeley if given the choice between those two extremes. That is, plenty of historic architecture, but if people want to paint their business fronts purple, let them do it. It provides character, even if that character is not aligned with the preservation society's idea of character.

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Devaluing automobiles are characteristics of big cities. Not everyone can access jobs, daycare, schools, etc. through public transportation. And when will public transportation catch up with that. What if Uber/Lyft or Instacart were not available, or if there was no where for food delivery services to park to pickup/drop off their deliveries. Is there an actual EIR with all these factors implimented, or is it just eliminate autos, add bikes and walking. that's a very simple minded concept that is not taking into consideration all people that live in Alameda

Not enough definition and real detail., especially proposale for transit centered,etc.

Similar facades and colors? Seriously? This seems what wealthier towns do to keep people out - only attract "people like me." It sounds like a giant development tract in NJ. Just add McMansions & a city-wide HOA.

Knock this off. People need cars. ---> "deemphasizes the automobile"

Why should all buildings be at the same height? Wouldn't varying heights allow sunlight and views to be enjoyed by more people? And it would be less static.

this does not allow for any modern design. too stuck in the past

Already a blend, ignore making things cohesive and focus on good construction and sustainability in design

Bad policy

Overreaching. Will inflate costs to build/maintain.

again, you can't force people out of their cars when there is no viable alternative once off island. also THERE ARE NO JOBS HERE!!! put commerical/business on the point and create jobs and a reverse commute. alameda already has the right amount of people/homes. we need professional JOBS here so we don't have to commute

Let people build, don't worry about making our new building look like the old ones

Either open it up to cars or close it off to cars. The policy of making it a (insert word) does not work.

These are fine guidelines for new government construction, but should not apply to private companies or individuals.

It is crazy to not have cars

All these talk about new buildings and new development. We dont need more new buildings to bring more traffic. Please wake up we have a huge traffic problem.

I don't like the eliminate the automobile focus.

No building...so I really don't care about facades etc.

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We are already a great city to walk around in. We have great and interesting buildings. We don't need this governemnt control. It is worse than a waste.

No, no, no. Enough with the war on the car.

Now I am totally confused. How is this different from 'Neighborhood Design' and 'Retail Design'? There has to be a better way of organizing these elements.

Why is the City telling people how to build structures beyond a health and safety standpoint? Stop getting in the way of housing development.

Alameda is overbuilt. Stop building more bldgs.

conflicts with what a small town does i.e. buildings should not all be the same color or design

All of this, paint must look like other buildings, just leads to conformity and boredom.

Resounding NO! The level of hatred aimed at the car in this "plan" borders on lunacy.

Design excellence shouldn't be limited to elitist Victorian architecture, which reinforces social and economic inequity through the built environment. There can be loads of design excellence in more modern buildings, not just in the Victorians. Remove "historic" in the 2nd sentence because it's redundant when it also discusses architectural heritage. Scale should be removed. Limiting scale to the adjacent buildings is an exclusionary policy that limits density and can make construction infeasible.. The Pedestrian orientation speaks to the value of having buildings respond to human scale at the street, which is the value I support. I don't support using architectural design as an exclusionary policy to support limits on density in a region that continues to grow. Articulation action should end with "neighborhood" not "nearby buildings." The character of a neighborhood is the context we should be striving for not the building that is a stones throw away. Style and Material sentence doesn't make sense.. "display a consistent style and material" with what? Remove the windows section. All of these actions seem too detailed for a general plan. They should respond back to the city's design guidelines and objective standards - refer to these documents rather than restating a new goal in the general plan. Then if one document changes, the general plan isn't outdated.

My government is against my ethnic group

Idc

I'm in support of beautifying our buildings but the automobile won't be leaving anytime soon. We need reliable and robust transit options to be available before we make drastic changes. This is coming from someone who enjoys getting around by bike and foot.

Too much emphasis on bikes and public transportation

I am absolutely opposed to this policy. It gets far too deep into details of telling people how to set up and use their property, and doesn't appear to allow any variance for businesses that may have needs other than the ones imagined here. I'm also not OK with the anti-vehicle sentiment being expressed here. Fossil fuel emissions are the enemy, vehicles are not, particularly if they are environmentally clean. Absolutely do not support this.

Too many rules

We can't ignore the car is key to people's lives and a way larger mobility mode than any other on the island. Also, safety and crime will trump development plans no matter how well the plans are executed.

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Automobile is a boh part of Americana. I know you're trying to get people out of their cars, but that isn't your purpose.

NO: environment that deemphasizes the automobile ; until people dont have autos anymore--and the infrastructure is built FIRST. NO

No we need auto's

Too focused on architecture. We are in the middle of a highly urbanized area, and people will use historic preservation to stop progress.

more Agenda 21--build the infrastructure first--private transportation is necessary as well.

Why would you want a cookie cutter approach? "• Style and materials. All exterior walls of a building should display a consistent style and materials. Exterior colors and materials should be compatible with the surrounding buildings."

This is code for "limiting parking". People want more parking. Do not think you know better than the people.

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Exhibit 11

Question #19

Policy from Housing Element:

Maintain the integrity of existing residential neighborhoods by protecting and enhancing the historic architecture and ensuring that new development complements the density, and physical and aesthetic character of the neighborhood and surrounding areas.

Action:

• **Design Concepts.** *Develop preferred design concepts for important opportunity sites to improve certainty in the entitlement process similar to the design concepts prepared for the Webster Street Vision Plan, Civic Center Vision Plan, and North of Park Gateway Strategic Plan.*



Excellent

Bad

Excellent policy

Alameda is too dense but focusing on design and architecture is good.

The modern apartment buildings mixed in with historic homes on central ave look terrible. This sounds like it would prevent this type of building facades on the island and that sounds great to me.

Would like a template or rubric for the standard elements to be included and within scope of said plans.

I participated in the charettes for the Park Street North of Lincoln plan. This is a good process that allows community input into the design process in advance.

Too bad a giant hotel will overshadow Harbor Bay homes and have 24 hour noise, traffic and lights

Policy language is good, so don't revoke it later.

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Good

Bowling must hate this so I love it!

Again, please just make sure design principles and "neighborhood character" aren't weaponized to prevent necessary, equitable development

Alameda's charm is in part it's neighborhoods. Pls don't only build large apartment buildings on the west end - spread it around!

d

Good...make it work...

*stop demolishing old buildings or open space and cramming stack em and pack ems onto them.
conform*

Good policy, but needs work

It's fine

Need to keep Article 26 to prevent high density monstrosities from ruining historic neighborhoods

Stop spot zoning to allow pot shops in certain locations

Acceptable only if you have well-educated and trained design professionals as consultants

Cannot be new development without first addressing transportation issues. Goal should be development that does not create any net increase in motor vehicle traffic.

We do not need any more residential units until additional exits are built, schools are added, social services, fire and police services are established.

preferred design concepts can lead to designs that are trendy or of-the-moment and do not necessarily reflect the neighborhood

Ensure the city works with the preservation society for new or modified buildings.

This does not strike me as specific enough to be useful.

Once again - transportation and access to departing the island during crucial bottleneck time frames needs to be considered in any new housing proposal. There is really too much traffic now with too few bridges.

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New development needs to slow down/stop

Expand on what "certainty in the entitlement " means. Not clear....

need to restrict building of condos, townhouses without regard to traffic , parking and congestion

The density phrase sounds like a code for something. What does it mean? Spell it out. We would want increased PEOPLE density in mixed use areas (not cars or traffic) and preserve lower density among existing community housing stock

better architecture plans approved by residents, not a planning committee

I was at a planning meeting where the Del Monte project was being discussed. Two things I realized: 1) at that meeting the number of units was increased because the developer indicated it was more profitable for them ,2) a woman spoke indicating that she initially was for the project because she thought the mixed-use space below would be businesses that the general public might access. Instead it was revealed that those businesses might be a lawyer or dentist office but not businesses like retail shops or restaurants. She was dissatisfied. The first point speaks to the issue of density. The number of units increased, thus making each unit smaller. The mixed use space below is not conducive to the general public having access to an historical building on the island. Our planning board needs to understand that the lady who spoke at that meeting represents more voices in the community.

Would be great to find ways to increase density while maintaining character

Not familiar with these plans. It's fine to have a desired aesthetic for certain areas, but don't overburden owners and businesses with ridiculous, expensive regulations and standards.

As long as the design is followed I think there could be a variance that make the city not looking to cookie cutter or old

Again, sure, but if there's no Article 26, council can upzone as freely as it wants, so what's the point.

fewer new housing developments !!!

Webster street is very chaotic in terms of traffic.

There is a property on Central that has been allowed to sit there too long! A big eyesore and there should be a time limit a property even historical should not be allowed to blight a neighborhood!

Design character and type of homes building should fit with surroundings. Maintain restriction on multi-unit new build in single family home neighborhoods.

If there is a way to make these policies bullet proof, making measure z unnecessary

Save southshore

really need to specifically legislate to protect old houses.

I think that an increase in density is vital rather than maintaining the "historic" density. In addition I live on the West End and I would not say there is any overriding "design" to the area, especially considering the cookie cutter developments that have been built here in the past decade. I would hate if that was what was considered the neighborhood character

Not all historic elements are vital to preserve. Alameda should not become an island museum or nostalgic theme park.

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Okay, but how does this dovetail w equity? How will everyone be able to afford compliance?

leave it

Clarify the limits necessary to preserve excellent neighborhoods

Great idea, but I've been less impressed with execution. Try to be unique, instead of a crappy, modern imitation of historic. Preserve historic facades, but focus on environmentally responsible new construction

Generally OK, especially since I am interested in preserving my neighborhood. Some of the language being used in these policies doesn't sit well with me, it seems like it could be abused by an attorney or someone in City government with an axe to grind, who doesn't want input from the public.

The issue is with "maintaining current density". How will we create a more walkable neighborhood if we don't allow people to live within a walkable distance?

permits should not be so expensive and take so long to get!

Balancing historic preservation with practical concerns based in homeownership and intentional development.

Developers are going to build the max density as they can, Work with them.

Not familiar with Webster Street Vision Plan, Civic Center Vision Plan, and North of Park Gateway Strategic Plan.

While the Webster street changes have been good they still missed the mark because there was a lot of wasted space. This feel like a small town but really we are in an urban city. Every sq ft needs to be utilized and thought of.

set up stronger protections for renters,

dont let us become another LA or SF WE are Alameda ! DON,T be pressured by the so called "do-gooders"

I live on WEbster STreet and I have never heard of the Webster Street Plan how do I find out more about this?

What are you saying? You are referencing design plans that I am unaware of. I want Webster to be BETTER than it is. Those parks at busy intersections are a waste of money. They should be situated in a place desirable to be. Ridiculous. My property taxes are so damn high. The whole entrance to Alameda there is vile. Really unappealing. The shopping center has been and advertisement for people off island to come rip off Alameda because we have money and trusted the safety here. Enforce the damn speed limit!!! Webster is a blight.

Too much new housing increases traffic and makes it unbearable especially during rush hours. With only several points of entry and exit from Alameda, the increased influx of people and housing makes this unbearable.

This important policy seems overly vague and lacking in urgency.

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Pretty weak policy, could be better

This is quite vague and could be used to counter policies that would address the housing crisis

this policy is unclear, no multi housing on single lots with single lots/housing next to it or opposite site.

No high density proposals until roadway and island access is improved. Everyone going into high density will not 100% bike/walk/bus. No more cars added to Alameda with fixing the already broken commute issues.

We need more density, so residential neighborhoods should all have to build with more density than currently exists, even if it means some of the historical character is lost.

It's not clear to me that the referenced Vision plans have provided value to the community.

Has no meaningful content at all. Just plaudits.

I appear to value the preservation of historical architecture less than this policy reflects. It would be a shame if sensible newer styles, such as architectures that allow more light into the home, would be forbidden because the large windows don't look sufficiently similar to neighbors' homes.

Not sure what "complements the density" means. We don't want to increase the density anymore.

no need for more housing

I have a problem with single-family home zones. Maybe you don't allow 3-story apt bldgs, but 2/3/4-plexes ought to be allowed.

Keeping the character of Alameda includes the occasional architectural oddity. If Frank Lloyd Wright wanted to design a building for Alameda, this policy might stop him. Would the new Alameda Main Library comply with this policy as written? That building is wonderful and the LEED factor is excellent.

Description was very unclear.

Not sure I understand this one. Could use a rewrite for clarity.

You can not ensure the intermixing of existing neighborhoods if you ignore eviction and foreclosure protection and build affordable housing for multigenerational use.

We need to relax these constraints. We have too many homeless people. We need cheaper housing even if it doesn't "fit" the neighborhood.

New construction should not dominate the historic character of the neighborhood. New construction should be compatible and secondary. Studying the character of neighborhoods is an important step (updated historic surveys)

This sounds really exclusionary. Protect what we have from change means do not learn and grow.

How about no building in current residential areas. I know I am not interested at all. Already impossible to park in our neighborhood. Just stop. PLEASE!!

Seems kind of fog ball. There also should be room for the development of single family homes. Not everyone wants to live in a condo and there is such little inventory of those type of homes it makes them very expensive. I live in a condo by the way.

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This ensures that multi-family housing and ADUs will continue to be built only in a few select areas and that the closed neighborhoods will remain forever closed in the name of protecting their character.

Historically, my house was the only house on my block. Should we only allow densities similar to those of 1876? Or 2020? Density should be allowed to grow more naturally rather than limited by being fixed at one point in time.

I support protecting existing neighborhood preservation, but I think we can do so in a way that still allows for higher density combined with architecturally enhanced elements. Tactically, this could mean that if a lot or lots opened up on the outskirts of a neighborhood, we should not discourage that lot from being used for higher density housing, especially if it opens up onto a main drag (think open space on Tilden near the Fruitvale bridge, for example. That area shouldn't be required to be single family housing just because it's adjacent to that neighborhood. It is close to transit and shopping and it would be smart to put visually appealing townhomes or apartments there.)

would have been helpful to have the plans you're asking about linkable to the question you are asking...

I am not familiar with the plans mentioned in this question.

We need to write a policy that prevents the destruction of historic Victorian and early 20th century homes, absent compelling reason. But, otherwise, this is a good policy

That sounds like cementing rich SFH neighborhoods by disallowing denser buildings.

The "Action" portion of the statement is tech jargon that is meaningless, especially with it's references.

Alameda's focus on preserving historical value should not be a priority. Have you looked outside lately? Things are bad. Cute old buildings are not essential for survival.

More details

Gobbledygook: language that is meaningless or is made unintelligible by excessive use of abstruse technical terms; nonsense. (see, <https://plainlanguage.gov/>)

We need more buildings and this will hinder that.

Won't "ensuring that new development complements the density" of existing developments not allow for needed new units to be spread around the City?

I totally agree with the policy. You haven't given enough details on the actions. Also want to make sure that priority is given to preserving existing historical structures.

Bad policy

Why does everything you do have to be about money. It's nasty. The houses behind target are an armpit; I say you are doing this for developers.

I don't like the sound of this. New mixed-use developments will look different from old victorians. Not all old houses need to be protected. I'm okay with caps. We probably only need to convert 25% of lots....

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Reduce City planning overreach will reduce building costs.

you clearly do not have any intention of doing this considering measure Z

unnecessary

Maintaining the integrity of neighborhoods prevents new homes from being built. The high cost of housing is one reason why so many Millennials aren't having kids.

If the whole island was predominantly white and wealthy, it makes sense to preserve the 1800s historical architectures since the wealthy whites were enjoying unprecedented legal freedom in discrimination and oppression. However the population has changed and frankly it sickens me to see a city government glorifying days where people were not equal and if you were white you were denied all privileges in every day life.

What does this policy even mean? Sounds like political mumbo jumbo, which makes me suspect it will cost money and not amount to anything.

This policy seems to commit to leaving residential neighborhoods basically as they are. My understanding is that this policy will continue or worsen the unaffordability of housing, which will lead to less socioeconomic diversity. I could be mistaken, but it doesn't seem like Alameda can accomplish both a) maintaining neighborhood appearance and b) increasing housing supply and improving walkability

In the Webster Street Vision Plan, I see a gas station, chain restaurants, and a mini-mall. Yuck!

All regulations or guidance around aesthetics should be eliminated.

This seems like a NIMBY dream come true. More housing.

I don't believe you care for historic preservation - this is just deceiving rhetoric

JUST WRONG

Too vague. Not sure what it really means.

I don't want to see any more building...I'm concerned about the areas on Clement. There will be so much housing being built...but hello....one lane in either direction! What? How did that ever get approved...assuming it has. That's nuts...the traffic is gonna be monumental.

It seems to be that we already have good places to live. The issue seems to be that more people want to live in Alameda than can comfortably fit. We could teach others. City Hall has nothing to teach the People of Alameda. Go away!

No more new developments!

What does this say? I don't understand the 'Action' at all. The Plans referred to here need to be explained in the context of the 2040 City plan

As discussed previously, these types of rules just hinder development and make it more expensive. For example in DC, a similar policy prevented people from installing solar panels on their roofs. This is absurd. Local government needs to get out of the way of progress. We need housing. Do tent cities add to the city's character? I think not. Get these people homes.

Ensures unaffordable housing and existing entrenched interests.

This will be used by wealthy neighbors to block affordable and dense housing. It's repackaged redlining.

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Do not implement policies that mean we build less housing. Housing people affordably is more important than "neighborhood character".

Alameda is a living city, not a historical artifact to be preserved in amber forever. This policy seems purpose-built to discourage building and drive up housing prices.

The design concept action is nothing more than bureaucratic jargon.

I honestly have no idea what any of that means. I just want housing I can actually afford that isn't a complete eyesore.

Sure, whatever, just keep Article 26.

Alameda should not chain itself to the architecture of the past permanently. There should be room for innovation.

Focus on architectural design excellence in a general way rather than focusing on the Victorians too exclusionary

My government is against my ethnic group

Idc

More people?

So vague as to be meaningless and no definition to make second point about opportunity areas understandable to the general public.

This is about enforcement, should not be a change to general plan

No more development!

Terrible policy. Will be exclusively used as a NIMBY weapon. Eliminate this entirely.

Too much control

Hideous policy that will be used to stop housing. It should be deleted.

too stuck in the past!!!!!!

Not everyone is a fan of Victorian era or any era for that matter. If a single type of building were favored, what work would architects have?