

**From:** [Anita Stevens](#)  
**To:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL]  
**Date:** Tuesday, July 6, 2021 5:28:21 PM

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Please we are getting so fed up of all the hosing going up in Alameda, we are even considering moving as many of our friends have. We are becoming too over crowded!

Please file an appeal!

Anita Stevens

**From:** [Future Presence](#)  
**To:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Important note about Item 6D - Tonight's meeting  
**Date:** Tuesday, July 6, 2021 1:59:32 PM

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Dear Ms Weisiger,

I am sending you this important note before tonight's city council meeting pertaining to agenda item 6D. I am a thirty plus year resident and homeowner in Alameda

- 1) Please vote to approve the Alameda Landing project on the North waterfront
- 2) Please also vote to remove from a proposed resolution the wording that " Article 26 is outside of State law" because applying bonus density overlay the City is most certainly within State law.
- 3.. Please vote to repeal the RHNA current housing figures of over 5,000 new homes for Alameda. Given our many flood zones and earthquake propensities, soil liquefaction, global warming is dangerous to build that many new homes. As you are well aware that the deadline is July 9th for appealing to the State.
4. The council should not approve zoning for mixed use zoned neighborhoods. These neighborhoods are already very dense, and upzoning would damage them, and create havoc in these neighborhoods.

Sincerely,

John Rommel - Channing Way

**From:** [Reyla Graber](#)  
**To:** [John Knox White](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#)  
**Cc:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] July 6th City Council Meeting.  
**Date:** Tuesday, July 6, 2021 1:55:26 PM

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Dear Mayor and City Council Members:

Regarding:Your City Council meeting this evening:

I urge you to vote yes for appealing to the State for reduction of our RHNA numbers.  
This is most important and it is what your residents want you to do.  
As you know the deadline for appeal is July 9th.

Additionally,I and many other residents want you to know that we support the Alameda Landing and Encinal Terminal projects, because this would take upzoning stress off of other established neighborhoods, including the Harbor Bay Club and the Harbor Bay Landing in Harbor Bay Isle.

I urge you to remove the language in this proposed resolution which says Article 26 is outside of State law.

That is not really true nor correct and this portion of the resolution should be reworded.

Another question: Is this resolution really needed and why is it needed?

I think the "why" should be spelled out for the public.

I urge the Council to vote NO on upzoning the current Mixed Use zoning districts. If upzoned, this would damage many old and established neighborhoods that are already being seriously stressed.

Thank you,  
Reyla Graber

**From:** [Edward Sing](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Tony Daysog](#); [Trish Spencer](#); [Malia Vella](#); [Lara Weisiger](#)  
**Cc:** [Reyla Graber](#); [Patricia Lamborn](#); [Donna Fletcher](#); [T. Krysiak](#); [Andrew Thomas](#); [Dawn Jaeger](#)  
**Subject:** [EXTERNAL] Comments on Item 6D, Intent to Prepare Housing Element Update 2023-2031, Alameda City Council Meeting July 7, 2021  
**Date:** Tuesday, July 6, 2021 1:35:09 PM  
**Attachments:** [We sent you safe versions of your files.msg](#)  
[Fw: Comments Alameda Draft EIR Alameda General Plan 2040.pdf](#)

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Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

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SUBJECT: Comments on Item 6D, Intent to Prepare Housing Element Update 2023-2031, Alameda City Council Meeting July 7, 2021

Dear Mayor Ashcraft and City Council Members:

<!--[if !supportLists]-->1. <!--[endif]--> I support City staff working with ABAG on an appeal of Alameda's assigned RHNA numbers. Contrary to City staff's background info on this topic, Alameda is unique in its seismic and sea level rise characteristics because it is an island (with limited egress and ingress points) unlike any other Bay area cities.

<!--[if !supportLists]-->2. <!--[endif]--> I support maximum use of Alameda Point and Encinal Terminals towards meeting our RHNA requirements.

<!--[if !supportLists]-->3. <!--[endif]--> Both Harbor Bay Landing Shopping Center and Harbor Health Club should be **removed** from the "Opportunity List" of sites for RHNA purposes.

The Landing is within the 100-year floodplain which will be exacerbated by continuing sea level rise. Mitigation measures to protect this site from flooding will inducing flooding (depth and areal extent) on adjacent properties.

The Harbor Bay Club is surrounded by the 100-year floodplain which will be exacerbated by continuing sea level rise. Evacuation of this site would be difficult as the only street access is Packet Landing Road (which in and of itself will be flooded), shared by residents of Centre Court, Brittany Landing Harbor and Amelia Earhart School.

See the attached email for more details.

<!--[if !supportLists]-->4. <!--[endif]--> Regarding Resolution PB 21-03, thank you to the Planning Board for incorporating public input gleaned from the earlier Planning

Board meeting. The second bullet of this resolution states:

*“Declares its intent to prepare zoning designations to permit multifamily housing at residential densities of at least 30 units per acre **contrary to City Charter Article 26** as necessary to comply with State Law,”*

I suggest the following rewording for clarity:

*“Declares its intent to prepare zoning designations to permit multifamily housing at residential densities of at least 30 units per acre **at designated sites to meet RHNA requirements using multi-family overlays to alleviate inconsistencies with City Charter Article 26**”.*

Thank you for your consideration of the above.

Ed Sing

Alameda Resident

## Fw: Comments Alameda Draft EIR Alameda General Plan 2040

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From: Edward Sing (singtam168@att.net)

To: athomas@alamedaca.gov

Cc: nmcpeak@alamedaca.gov; mezzyashcraft@alamedaca.gov; lweisiger@alamedaca.gov

Date: Monday, June 28, 2021, 01:43 PM PDT

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June 28, 2021

Andrew Thomas, Planning, Building, and Transportation Director Alameda

Draft EIR Lead Agency Contact

City of Alameda, 2263 Santa Clara Avenue, Room 190 Alameda, CA 94501

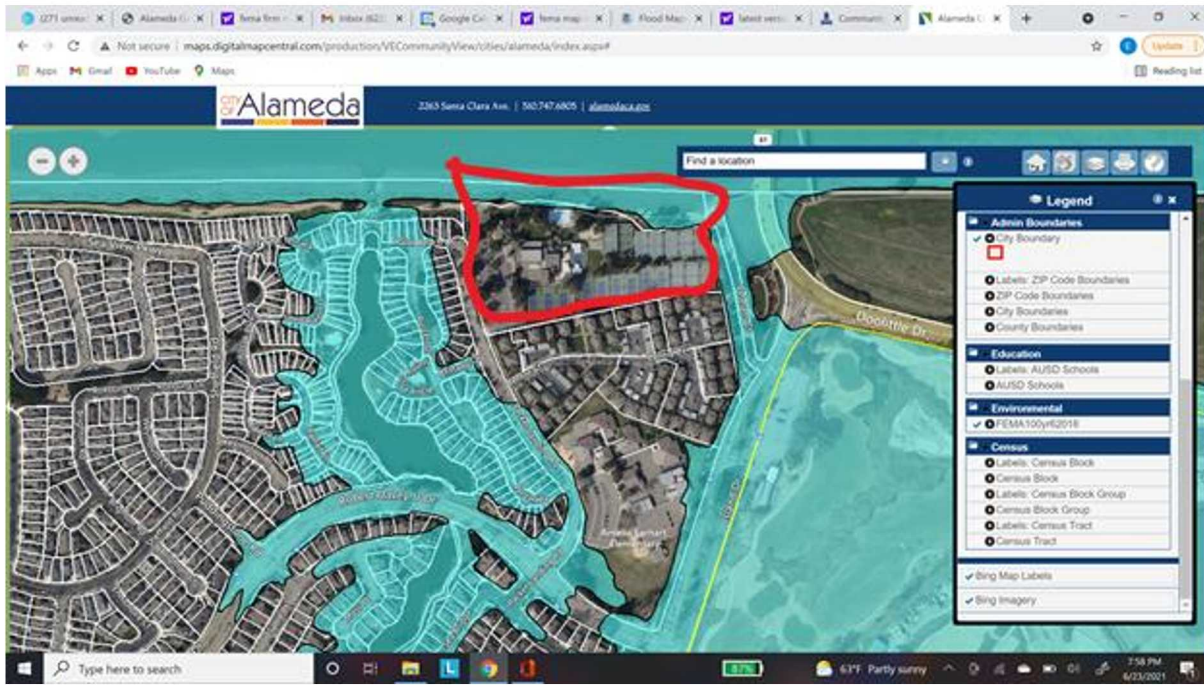
### **RE: Draft EIR Alameda General Plan 2040**

Dear Andrew:

My apologies for submitting these comments, subject as above, after the 6/25/21 deadline. It is my understanding that you and your staff are still compiling comments on the Draft EIR. As such, I would appreciate your consideration of my comments on this document.

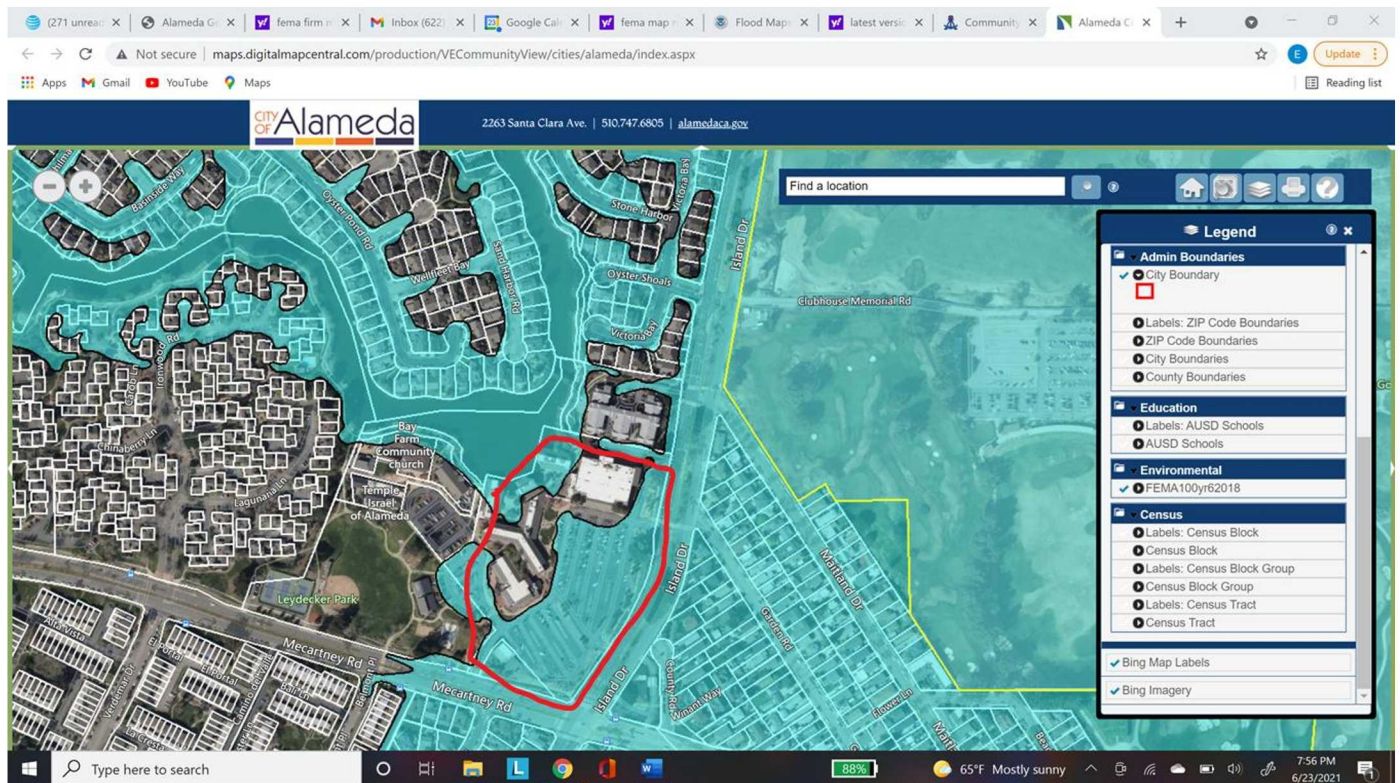
I want to second the comments, shown in the email below, submitted by Ms. Patricia Lamborn, and underscore the impacts that the current floodplains and future sea level rise will have on the Harbor Bay Health Club and Harbor Bay Landing Shopping Center, both identified as “opportunity sites” on Bay Farm Island in the Alameda General Plan 2040.

**The 100 year floodplain for Harbor Bay Club** (circled in red) - as identified in the 2018 FEMA FIRM (Flood Insurance Rate Map) and taken from the City of Alameda’s website is shown below:



As noted by Ms. Lamborn, the Club is not within but is surrounded on 3 sides by the floodplain. In addition, the only emergency vehicle egress on Packet Landing Road (to the South) is predicted to be blocked by flooding, as is escape by Veterans Ct to the East, to the North (San Leandro Channel, and to the West (Brittany Bay Harbor). Under existing conditions, there will be an issue with flood evacuation of the homes in Centre Court and Brittany Bay Harbor as well as students from Amelia Earhart School. Building of high density housing at the Harbor Bay Club will only exacerbate evacuation efforts of this area.

**The 100 year floodplain for Harbor Bay Landing** (circled in red) – the other opportunity site for mixed use development on Bay Farm Island - is shown below:



Although some of the commercial buildings at the Landing are just outside of the floodplain, the large parking lots which would be used for mixed use development are within the floodplain. Evacuation of this site during flooding could only be accomplished by moving Westward along McCartney Road as flooding is expected to the North (the Lagoon), to the East (Island Drive) and to the South.

**Both “opportunity sites” violate Policy CC-19 Sea Level Rise Protection: Land Planning.**

*Prioritize areas of little or no flood risk for new development (i.e. housing and commercial development) in new plans or zoning decisions.* Both of these sites have a high level of risk for flooding as certified by FEMA in 2018. The risk of flooding will only be exacerbated by the predicted sea level rise.

*As noted by Ms. Lamborn, “ART Bay Area projects a likely sea level rise of 48 inches above the Mean Higher High Water (MHHW) tide by 2030, in combination with a 100-year storm. It projects an increase of 52 inches by 2040 and 2050, with the same assumptions. These likely levels of increase have a 66 percent probability, based on modeling by the California Ocean Protection Council. Under an extreme risk scenario, the projected sea level rise during MHHW in combination with the 100-year storm increase to 52 inches by 2030, 66 inches by 2040, and 77 inches by 2050.”*

**Sea level rise, in combination with flooding will increase not only the depth but also areal extent of flooding** – resulting in an increase risk to not only existing residents but also those who might occupy the proposed mixed use housing at these “opportunity sites”. In addition, safe evacuation routes for these sites will further diminish.

Note that a common mitigation measure to raise building above flood levels is use of engineering fill above a given flood level. However, filling such areas would inevitably induce higher depths and

larger areas of flooding in adjacent areas.

**The DEIR and our Alameda General Plan 2040 ignores the fact that it is proposing opportunity building sites in floodplains nor the impacts of sea level rise at these sites.** -- and then ignore them. I join Ms. Lamborn in urging our Planning Department to revise the Alameda General Plan in line with reality-- create defensible open space and wetland restoration. Create buffer zones adjacent to flood areas- don't allow housing construction in them. Re--imagine the Harbor Bay Club as described by Ms. Lamborn. Remove Harbor Bay Shopping Landing as an opportunity site due to its high flooding potential.

Thank you for your consideration of my comments and recommendations.

Ed Sing

Alameda Resident – 25 years

-----Original Message-----

From: Patricia Lamborn <[patricia.lamborn@aol.com](mailto:patricia.lamborn@aol.com)>

To: [athomas@alamedaca.gov](mailto:athomas@alamedaca.gov) <[athomas@alamedaca.gov](mailto:athomas@alamedaca.gov)>

Cc: [nmcpeak@alamedaca.gov](mailto:nmcpeak@alamedaca.gov) <[nmcpeak@alamedaca.gov](mailto:nmcpeak@alamedaca.gov)>

Sent: Fri, Jun 25, 2021 5:35 pm

Subject: Comments Alameda Draft EIR Alameda General Plan 2040

June 25, 2021

Andrew Thomas, Planning, Building, and Transportation Director Alameda  
Draft EIR Lead Agency Contact  
City of Alameda, 2263 Santa Clara Avenue, Room 190 Alameda, CA 94501

**RE: Draft EIR Alameda General Plan 2040**

Dear Mr. Thomas

I am writing to comment on the Alameda General Plan 2040 Draft EIR (DEIR). I am concerned about the inconsistency between the DEIR's statements on sea level rise and their Land Use Policy related to Mixed use Shopping Centers. I'm also concerned by the fact that neither the DEIR nor our Draft Alameda General Plan 2040 specifically identify buffer zones in line with the DEIR's proposal for Nature Based Flood Control Systems. The lack of funding for master planning of DePave Park during this 2022-2023 budget cycle was a big disappointment and showed that our City is not taking the CARP recommendations for wetland restoration seriously. The lack of firm and clear direction from both the DEIR and our General Plan paves the way for dense housing development on Alameda shorelines to satisfy developers incentive to build and sell luxury-waterfront condos, including towers. Three examples of dangerous developments which would be allowed are:

- Building towers right on the Shoreline at Southshore Shopping Center. This plan was proposed in community meetings in 2019 by Jamestown, the owner and developer of the shopping center.
- Developing housing at Harbor Bay Club - another disaster waiting to happen-- the bay is already within a few feet of the swimming pool there.
- Infill housing at the Harbor Bay Shopping Center. If it were limited, senior affordable housing could be ok-- but lets face it, the developer will say it doesn't "pencil out" for them unless it's dense and multistory.

The tragedy of the waterfront condo tower collapse in Florida on June 24th, 2021 is our wake up call. We will know more about why this tragedy happened, but it was documented to be slowly sinking for many years.

The DEIR must be amended to definitively change our General Plan and stop dense, multistory housing development on Alameda Landfill on the shoreline.

The DEIR was correct when it stated the following policies :

**Policy CC-19 Sea Level Rise Protection.** Reduce the potential for injury, property damage, and loss of natural habitat resulting from sea level rise. Actions:

- Land Planning. Prioritize areas of little or no flood risk for new development (i.e. housing and commercial development) in new plans or zoning decisions.
- Shoreline Habitat and Buffer Lands. Identify, preserve and restore existing undeveloped areas susceptible to sea level rise to increase flood water storage which can reduce flood risk, enhance biodiversity, and improve water quality. Maintain and restore existing natural features

**Policy CC-20 Land Development.** Require new development to reduce the potential for injury, property damage, and loss of natural habitat resulting from groundwater and sea level rise.

**Policy CC-21 Sea Level Rise Plans.** Develop neighborhood shoreline sea level rise protection and funding plans to address increasing sea and groundwater level rise and storm events.

Unfortunately it is completely contradictory when the DEIR states:

**Policy LU-16 Climate-Friendly, Transit-Oriented Mixed-Use Development.**

- Mixed-Use Shopping Centers. Amend the zoning code to facilitate the redevelopment and reinvestment in Alameda's single-use retail shopping centers and large open parking lots with higher density mixed use development with ground floor commercial, service, and office uses, and upper floor multi-family housing.

This could be fine in cities with inland shopping centers-- in Alameda we all know that this will be applied to Southshore Shopping Center, on Shoreline Drive which is predicted to overtop and flood by 2030. The parking lots on Shoreline Drive are our opportunity to develop sea level rise protection, not construct high rise condo towers.

The DEIR section on **Open Space, Recreation, and Parks Element could give us hope-- IF there were specific examples of implementation in our General Plan.**

The DEIR States: **GOAL 2** Expand and improve the parks and open space system to address the evolving needs of a growing community, serve all residents and neighborhoods equitably throughout the city, and adapt to the climate crisis.

**Policy OS-11 Climate Adaptation.** Adapt the existing park and open space network to rising sea levels, more severe storm events and wave energy and rising groundwater. Actions:

- Green Infrastructure. Utilize natural, green or 'soft infrastructure' such as sand dunes and wetlands over 'hard infrastructure' (concrete seawalls and/or levees) wherever possible.
- Hidden Benefits. **Recognize and promote the open space network as an expanding asset**

**Harbor Bay Club provides exactly that opportunity.** Rather than building housing, the club and grounds could be utilized for recreation, with a shoreline buffer zone. Now is not the time to bail out the club by enriching a housing developer. When we face flooding - the developer will be long gone. Again we need to take the lessons in front of us seriously. The residents of Foster City are paying \$ 90million in parcel taxes to reinforce their existing levee with an iron wall to protect the homes built on landfill. Our City could purchase Harbor Bay Club- operate it as a municipal recreation facility and continue to charge fees for use of tennis courts, club, etc. and eventually adapt the shoreline as defensible space. That is cheaper than building a sea wall. It's time to get creative--- and serious about the "Climate Emergency". Is it an emergency or not ?

**The DEIR described a frightening reality :**

**Adapting to Rising Tides Bay Area (ART Bay Area)** is a partnership between Caltrans District 4, the Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG), Bay Area Regional Collaborative (BARC), the San Francisco Bay Conservation and Development Commission (BCDC) and many public, private, and nonprofit partners. ART Bay Area is the first ever region-wide, cross-sector, asset-based vulnerability analysis of the Bay shoreline to sea level rise. The product of a multi-agency collaboration, the project illuminates shared vulnerability to sea level rise across the Bay Area. ART Bay Area projects a likely sea level rise of 48 inches above the Mean Higher High Water (MHHW) tide by 2030, in combination with a 100-year storm. It projects an increase of 52 inches by 2040 and 2050, with the same assumptions.<sup>20</sup> These likely levels of increase have a 66 percent

probability, based on modeling by the California Ocean Protection Council. Under an extreme risk scenario, the projected sea level rise during MHHW in combination with the 100- year storm increase to 52 inches by 2030, 66 inches by 2040, and 77 inches by 2050. **The maximum modeled increase would be 108 inches by 2070. Although sea level rise will affect all shoreline areas in San Francisco Bay, the western end of Alameda Point is identified by ART Bay Area as one of several regional hotspots in the Bay.**

The DEIR went on to state: "With almost half of the land area in Alameda being within 6 feet of current sea level, and with groundwater being just a few feet below the ground surface, rising sea levels and rising groundwater levels threaten to overwhelm the City's waterfront open spaces and habitat areas, roadways, stormwater and sewer systems, and the seawalls, embankments, and shoreline barriers that made it possible to develop the City. "

The DEIR and our Alameda General Plan 2040 include these dire realities -- and then ignore them. I urge our Planning Department to revise the Alameda General Plan in line with reality-- create defensible open space and wetland restoration. Fund DePave Park. Create buffer zones on Shoreline Drive- don't allow housing construction in them. Re--imagine the Harbor Bay Club. Restrict housing at Harbor Bay Shopping Center to a limited number of senior affordable units, far from the waterfront.

If we were to see these types of changes we could take the E (Environmental ) in DEIR seriously! Lets amend the Alameda General Plan 2040 that is in touch with our reality. We're a city built on landfill, on former marshes that were IN the Bay. We can't change the past but we have to prepare for the future-- and it includes inevitable sea level rise and flooding.

Sincerely, Pat Lamborn  
Alameda 30 years resident

Patricia Lamborn  
[patricia.lamborn@aol.com](mailto:patricia.lamborn@aol.com)

**From:** [Diane Molter](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Tony Daysog](#); [Trish Spencer](#); [Malia Vella](#)  
**Cc:** [City Clerk](#)  
**Subject:** [EXTERNAL] Issues before City Council on July 6 regarding housing.  
**Date:** Tuesday, July 6, 2021 12:09:40 PM  
**Importance:** High

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Dear Alameda Mayor and City Council Members:

I understand that there are issues before the City Council tonight, July 6, regarding housing.

1. I urge the Council to approve the Alameda Landing project on the North waterfront. This would be a better alternative than upzoning Harbor Bay which is a small area and already has limited access in and out of the area.
2. Please remove from a proposed resolution the wording that "Article 26" is outside of State law.
3. Please appeal the RHNA current housing figures of over 5,000 new homes for Alameda by the July 9 deadline. Because Alameda has many flood zones and is in an earthquake area, building so many homes in our small area would be unsafe.
4. Please do not upzone for Mixed Use zoned neighborhoods. These neighborhoods are already very dense and upzoning would create problems.

Thank you for your consideration.

Sincerely,

Diane M. Molter  
Bay Farm Homeowner and Resident since 1982  
[diane.molter2@gmail.com](mailto:diane.molter2@gmail.com)

**From:** [Lynna Wong](#)  
**To:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] July 6, 2021 City Council Meeting request  
**Date:** Tuesday, July 6, 2021 10:44:37 AM

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Hello,

I understand that there will be many issues related to planning and zoning issues in Alameda at tonight's City Council meeting. I hope you will consider and:

<!--[if !supportLists]-->• <!--[endif]-->Approve the Alameda Landing planning building project on the North waterfront.

<!--[if !supportLists]-->• <!--[endif]-->Remove from a proposed resolution the wording that " Article 26 is outside of State law"

<!--[if !supportLists]-->• <!--[endif]-->Appeal the RHNA current housing figures of over 5,000 new homes for Alameda.

<!--[if !supportLists]-->• <!--[endif]-->Do not to approve upzoning for Mixed Use zoned neighborhoods.

Alameda is too finite to squeeze in more housing and must be protected from over development.

Thank you for your time and support.

Lynna Wong  
245 Inverness Ct.  
Alameda, CA 94502

**From:** [Blair](#)  
**To:** [John Knox White](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Info for City Council Meeting July 6, 2021  
**Date:** Tuesday, July 6, 2021 10:37:45 AM

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**I would like to submit these for the meeting tonight:**

- 1) Please Approve the Alameda Landing planning approval building project on the North waterfront.**
- 2) Please remove from a proposed resolution the wording that " Article 26 is outside of State law".**
- 3.. Please appeal the RHNA current housing figures of over 5,000 new homes for Alameda.**
- 4. Please do not to approve upzoning for Mixed Use zoned neighborhoods.**

Blair Skellie  
432 McDonnel Rd  
Alameda

**From:** [Karen Park](#)  
**To:** [John Knox White](#); [Jim Oddie](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] City Council meeting-Agenda Item 6D  
**Date:** Tuesday, July 6, 2021 9:44:20 AM

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City of Alameda Council Members,

Regarding tonight's meeting:

1. The proposed resolution contains the wording that " Article 26 is outside of State law". This is patently untrue and overrides what the majority of Alameda Voters want and have voted for. By applying bonus density overlay the City is most certainly within State law. As an Alameda voter I am asking the council to remove this language.
2. Given our many flood zones, earthquake propensities and lack of sufficient egress from the Island it is dangerous to build more homes in our City let alone the 5000 + as shown in the RHNA current housing figures. As an Alameda VOTER I strongly urge the Council to appeal the RHNA current housing figures. As you all are aware, the deadline for such an appeal is July 9, 2021.
3. As an Alameda VOTER, I also urge the Council **not** to approve upzoning for Mixed Use zoned neighborhoods. These neighborhoods are already very dense, and upzoning would damage these neighborhoods causing many issues and in the long run would degrade Alameda as a city.
4. I do support and approve the Alameda Landing project on the North waterfront in order to prevent Upzoning in other neighborhoods.

Karen Park  
9 Coleport Landing  
Alameda 94502  
510-865-2213

**Karen Park**  
**JAZZERCISE**  
**BAY FARM ISLAND**  
**-and-**  
**VETERANS MEMORIAL BLDG.**  
**510-865-2213**

**From:** [Robert Park](#)  
**To:** [John Knox White](#); [Jim Oddie](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] City Council meeting-Agenda Item 6D  
**Date:** Tuesday, July 6, 2021 8:58:23 AM

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City of Alameda Council Members,

Regarding tonight's meeting:

1. The proposed resolution contains the wording that " Article 26 is outside of State law". This is patently untrue and overrides what the majority of Alameda Voters want and have voted for. By applying bonus density overlay the City is most certainly within State law. As an Alameda voter I am asking the council to remove this language.
2. Given our many flood zones, earthquake propensities and lack of sufficient egress from the Island it is dangerous to build more homes in our City let alone the 5000 + as shown in the RHNA current housing figures. As an Alameda VOTER I strongly urge the Council to appeal the RHNA current housing figures. As you all are aware, the deadline for such an appeal is July 9, 2021.
3. As an Alameda VOTER, I also urge the Council **not** to approve upzoning for Mixed Use zoned neighborhoods. These neighborhoods are already very dense, and upzoning would damage these neighborhoods causing many issues and in the long run would degrade Alameda as a city.
4. I do support and approve the Alameda Landing project on the North waterfront in order to prevent Upzoning in other neighborhoods.

Robert C. Park  
9 Coleport Landing  
Alameda, CA 94502  
510-813-4711

**From:** [E Lehrer](#)  
**To:** [John Knox White](#); [Jim Oddie](#); [Marilyn Ezzy Ashcraft](#); [Tony Daysog](#); [Malia Vella](#); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Items on Tonight's City Council Meeting Agenda  
**Date:** Tuesday, July 6, 2021 7:46:54 AM

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Council Members,

I am very concerned about plans to significantly increase the housing density in Alameda regardless of the impact to quality of life for all and whether there is infrastructure to support the increase.

1. Please approve the Alameda Landing Project on the North waterfront.
2. I urge the council to remove the wording that "Article 26 is outside of State law". Alameda has been able to comply with state law by applying bonus density overlay.
3. The Council should appeal the RHNA current housing figures of over 5,000 new homes for Alameda. I understand that the deadline is July 9th for appealing.
4. Please do not approve upzoning for Mixed Use zoned neighborhoods. These neighborhood are already very dense.

Sincerely,  
Eddy Lehrer  
Alameda, CA

**From:** [Doug Biggs](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] report for inclusion in public record for Item 6G tonight  
**Date:** Tuesday, July 6, 2021 7:46:22 AM  
**Attachments:** [We sent you safe versions of your files.msg](#)  
[2021-07-01 Alameda Federal Center Criterion-C-Memo Rev.pdf](#)

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Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

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Dear Mayor Ashcraft and Councilmembers,

Recently there have been statements made that the federal buildings were designed by "world renowned architects" and therefore preservation should be considered. To provide a factual basis for that discussion, APC engaged the qualified firm of Page and Turnbull, who were responsible for preparing the historical documentation on the site, to review the documentation and determine the extent of the involvement of the two architects mentioned, Harry Bruno and Joseph Esherick, and whether the buildings are, per local, state and federal guidelines considered significant based on association with a master architect. That report is attached for the public record.

In neither case were the two architects involved in the design of the buildings themselves. Mr. Bruno served as a consulting architect on behalf of Early Construction, but did not do any of the design of the buildings themselves. Mr. Esherick designed a boiler room modification, which was demolished and removed in subsequent alterations of the site. The attached report also discusses what is required for determining significance through association with a master building or architects, and in this case, the requirements are not met.

Sincerely,

Doug Biggs  
Executive Director  
Alameda Point Collaborative  
[www.apcollaborative.org](http://www.apcollaborative.org)  
(510)898-7849

**MEMORANDUM**

DATE	July 1, 2021	PROJECT NUMBER	21089
TO	Doug Biggs, Executive Director	PROJECT	620 Central Avenue/1245 McKay Avenue, Alameda
OF	Alameda Point Collaborative 510.898.7849 <a href="mailto:dbiggs@apcollaborative.org">dbiggs@apcollaborative.org</a>	FROM	Stacy Kozakavich, Cultural Resources Planner, Page & Turnbull
CC	Lada Kocherovsky, Page & Turnbull	VIA	Email

REGARDING 620 Central Avenue/1245 McKay Avenue, Alameda (APN 74-1305-26-2)

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**Introduction**

This memorandum has been prepared by Page & Turnbull at the request of the Alameda Point Collaborative regarding a proposed project at the former Alameda Federal Center at 620 Central Avenue / 1245 McKay Avenue (APN 74-1305-26-2). The proposed project is located at the site of the U.S. Maritime Service Officers School, Alameda, which was constructed during World War II to train officers and seamen in the wartime operation of the merchant fleet, and which operated at the site until 1954. The original school buildings at the Alameda Federal Center site have been previously found significant under National Register of Historic Places (National Register) Criterion A (Events) for their association with training during World War II and the Korean War, and under Criterion C (Architecture) as part of a "rare example of an early modern campus design, as a large example of a Bay Region style complex, and as an exemplification of World War II planning and design."<sup>1</sup> However, due to alterations to the complex, including building demolitions and exterior modifications to remaining buildings, the complex was found to lack sufficient integrity for eligibility for listing in the National Register. The site is currently listed in the City of Alameda's Historical Buildings Study List.

Page & Turnbull understands that recent local history research conducted in support of a new National Register nomination for the site of the Maritime Service Officers School has identified two master architects, Harry Bruno and Joseph Esherick, who contributed to the original design of and alterations to the facility. This memorandum briefly addresses the potential significance of the site

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<sup>1</sup> Page & Turnbull, HBPP, Statement of Significance, Page 1. This text is also included in the Significance section on Page 2 of the section for each individual building.

under National Register Criterion C and California Register of Historical Resources (California Register) Criterion 3 for its association with master architects or builders.

#### Evaluating the Work of Master Architects

National Park Service Guidance for applying the National Register criteria for evaluation provides the following description for significance based on association with a master architect or builder under Criterion C:

A master is a figure of generally recognized greatness in a field, a known craftsman of consummate skill, or an anonymous craftsman whose work is distinguishable from others by its characteristic style and quality. The property must express a particular phase in the development of the master's career, an aspect of his or her work, or a particular idea or theme in his or her craft.

A property is not eligible as the work of a master, however, simply because it was designed by a prominent architect. For example, not every building designed by Frank Lloyd Wright is eligible under this portion of Criterion C, although it might meet other portions of the Criterion, for instance as a representative of the Prairie style.<sup>2</sup>

As Criterion 3 for the California Register is based on National Register Criterion C, this guidance is also applicable to evaluation for designation at the state level.

Eligibility requirements for listing as a City of Alameda Historic Monument specify that, for association with an architect, a property must represent "a *notable work* of a master builder, designer or architect" [emphasis added].<sup>3</sup>

As defined by the criteria for inclusion in the City of Alameda Historic Buildings Study List, architectural significance "has to do with the style of a historic resource, the reputation and ability of the architect, the quality of the design, its uniqueness and its execution, and the materials and methods of construction,"<sup>4</sup>

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<sup>2</sup> National Park Service, *National Register Bulletin No. 15: How to Apply the National Register Criteria for Evaluation* (Washington D.C., 1995), 20.

<sup>3</sup> City of Alameda, Alameda Municipal Code, Chapter XIII, Article VII – Historical Preservation, Section 13-21.2. Electronic resource at [https://library.municode.com/ca/alameda/codes/code\\_of\\_ordinances?nodeId=CHXIIIIBLUHQ\\_ARTVIIHIPR](https://library.municode.com/ca/alameda/codes/code_of_ordinances?nodeId=CHXIIIIBLUHQ_ARTVIIHIPR), accessed March 26, 2021.

<sup>4</sup> City of Alameda, *Architectural and Historical Resources of the City of Alameda*, 10.

In addition to representing a master architect or builder's work as a strong example of a significant phase or theme in their career, to be eligible for listing in the National Register, California Register, or local register based on this association, properties must retain sufficient integrity of design, materials, and workmanship to convey that association.

### Harry A. Bruno

Tennessee-born Harry A. Bruno was a prolific architect who worked for several decades in the East Bay beginning in the 1930s. He is perhaps best known for his design of many buildings completed in the 1950s and 1960s in Oakland's Jack London Square.

On June 28, 2021, Page & Turnbull reviewed blueprints for the original construction of the Maritime Service Officers School in the collection of the Alameda Museum. Harry A. Bruno is listed on the cover sheet of the blueprint set as the architect working with the local general contracting firm, the Fred J. Early Jr. Co, who was contracted to build the facility. The drawing list for the set of blueprints identifies that revised architectural and mechanical drawings were based on original drawings prepared by the U.S. Coast Guard Engineering Headquarters. These original drawings specified the overall design and appearance of the buildings as they were constructed. For example, original structural drawings, plans, sections, and elevations for the Engineering Building (Building 1) and Barracks Unit (Building 2) at the subject property were prepared by the United States Coast Guard Engineering Headquarters in Washington, D.C. in October 1942. The Fred J. Early Jr. Co. and their consulting professionals (including mechanical, electrical, engineering, and dock consultants in addition to Bruno) prepared revised drawings when aspects of the project designed by the U.S. Coast Guard Engineering Headquarters needed additional detail or revision due to local conditions. As Harry Bruno's name appears on only one revised drawing, Sheet 34A dated July 1943, it is difficult to ascertain what contribution he made to the design of the complex. Based on the information provided in the blueprint title blocks, it appears that Bruno served in the capacity of a consulting architect for the Fred J. Early Jr. Co. during construction of the building, but did not personally design the buildings.

### Joseph Esherick

Philadelphia-born architect Joseph Esherick began working in San Francisco in 1937 and maintained an active professional and academic career through the 1980s. Strongly influenced by the work of well-known Bay Area architects Gardner Daily and William Wurster, Esherick is widely known for such projects as his 1963 residential designs at Sea Ranch. Esherick's Bay Region style is represented by hundreds of residential, commercial, and institutional buildings.

On June 22, 2021 Page & Turnbull reviewed photographs of a 1946 drawing sheet for a boiler room addition at the Maritime Service Training Station, prepared by Joseph Esherick and provided by staff of the University of California, Berkeley Environmental Design Library. The rectangular, one-story addition appears to have been located at the northwest corner of the Engineering Building (Building 1), adjacent to the original boiler room and a previous addition. Based on photographs of the Alameda Federal Center, the addition designed by Esherick appears to have been removed by 1977.

### Discussion

The remaining original Maritime Service Officer School buildings at the Alameda Federal Center, Building 1 and Building 2, are not good representations of the work of architect Harry A. Bruno, who provided professional services during construction of the design prepared by the U.S. Coast Guard; or Joseph Esherick, whose boiler room addition to Building 1 was demolished by 1977. These architects' contributions to the site do not rise to the level of significance required by Criterion 3 of the California Register or Criterion C of the National Register.

The buildings at the subject property which were constructed as part of the Maritime Service Officers School have previously been found historically significant for their contribution to the United States' Maritime Service during World War II, and as part of a cohesive campus of its era. As stated in our April 28, 2021 memorandum, Page & Turnbull agrees with previous findings that, while historically significant, the Maritime Service Officers School buildings at the Alameda Federal Center property lack sufficient integrity of setting, design, materials, workmanship, feeling, and association to be eligible for listing as part of a district or as individual resources on the National Register or California Register, as City of Alameda Historic Monuments, or on the Alameda Historical Buildings Study List.

**From:** [T. Krysiak](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Trish Spencer](#); [Tony Daysog](#); [Malia Vella](#)  
**Cc:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Important July 6 City Council Issues...  
**Date:** Tuesday, July 6, 2021 7:19:45 AM

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Dear Alameda City Council Members;

I am one of many Alameda citizens who urge you to:

- 1) Contest the 5400 unit RHNA allocation for our city because of Alameda's numerous unsafe environmental frailties. Please push back and demand a lower number.
- 2) Remove the proposed wording that Article 26 is outside of State Law since applying a density overlay is definitely within CA State Law.
- 3) Lastly, please do not approve up-zoning for mixed use zoned neighborhoods. This is especially important since a Council yes vote to upzone would destroy the cherished quiet character of our Alameda neighborhoods. Please vote NO.

Admittedly, these are complex and contentious issues but they are closely followed by hundreds of actively engaged Alameda citizens who vote in every election. Please review again and remember to reflect the will of your attentive constituents. Thank you.

Sincerely,

Tom Krysiak  
Sweet Road  
Alameda, CA 94502

Sent Via My iPhone



July 5, 2021

Mayor and Councilmembers  
City of Alameda  
2263 Santa Clara Avenue, Room 190  
Alameda, CA 94501

**Subject: Housing Element City Council Resolution of Intent - -Item 6-D on City Council's 7-6-21 agenda**

Dear Mayor Ashcraft and City Councilmembers:

The following comments restate some of the key comments regarding the Housing Element that the Alameda Architectural Preservation Society (AAPS) submitted to the Planning Board in our May 17, June 4 and June 13 letters (which were copied to you) and expand upon some of these comments.

**A. Overall strategy.** The staff report gives a very good overview of the issues Alameda needs to address as part of the Housing Element. The strategy to maximize development at Alameda Point and Encinal Terminals to, among other things, minimize the amount of housing needed in other developed areas to meet the Regional Housing Needs Assessment (RHNA) is also good. However, this strategy should be refined to reflect the following:

1. **Avoid further density increases in existing built-up areas.** The staff report's Exhibit 2 proposes significant density increases in Medium Density Residential Areas (MDRAs), i.e. the R-2 through R-6 zoning districts, as well as the Park Street and Webster Street business districts, including the historic portions. Since significant portions of these areas already have high densities, and much of the MDRAs consists of historic buildings, any density increases in the MDRAs and the historic portions of Park Street and Webster Street should be limited to carefully targeted subareas and only: (i) where necessary to meet the RHNA and other General Plan objectives; (ii) if insufficient development capacity is available in the non-historic portions of the Neighborhood Mixed Use, Community Mixed Use and Mixed Use Areas to meet the RHNA and General Plan objectives; and (iii) in MDRA subareas where adverse impacts on historic buildings and on-street parking will be minimized.
  - a. **Limiting additional units to existing building envelopes.** An interesting strategy identified in the staff report's Exhibit 2 for the MDRAs and possibly applicable elsewhere, is limiting additional units to existing building envelopes. This strategy seems worth exploring, but if no additional off-street parking would be required for the additional units, the impacts of a lack of additional parking will need to be considered. The assumption appears to be that many of the residents of these units will not have cars, but this assumption needs to be verified. In some Alameda neighborhoods, where former 1-2 unit

residences have been converted to additional units, cars are sometimes parked in paved or unpaved front yards. **There should be an analysis that includes surveys of car ownership of residents of existing multifamily buildings in the MDRAs as well as residents who have moved into new multifamily buildings at Alameda Landing and elsewhere.** Locational criteria for such units should also be developed, perhaps based on surveys of areas where on-street parking is normally available and/or where existing residential densities are relatively low. See the very helpful attached staff analysis showing existing densities by block.

Also, would density increases allowed within existing building envelopes also trigger density bonus projects? (See Comment 1.c below.) If so, would the state density bonus law allow the developer to force a waiver of the requirement that new units be located within the existing building envelope?

**b. Proposed density increases for new construction.** The staff report's Exhibit 2 also proposes for new construction increasing the R-4, R-5 and R-6 zoning districts and Park and Webster Street density limit of 2000 ft.<sup>2</sup> of lot area per unit (ca. 21.78 units per acre) to:

- R-4 - -30 units/acre or ca. 1452 ft.<sup>2</sup> of lot area/unit (36 units/acre with 20% afford. housing density bonus),
- R-5 - -40 units/acre or ca. 1039 ft.<sup>2</sup> of lot area /unit (48 units/acre with 20% affordable housing density bonus), and
- R-6--50 units/acre or ca. 871 ft.<sup>2</sup> of lot area /unit (60 units/acre with 20% affordable housing density bonus).
- Park Street and Webster Street - - 65 units/acre or ca. 670 ft.<sup>2</sup> of lot area /unit (78 units/acre with 20% affordable housing density bonus).

**Unless mitigated, these intensity increases will encourage demolition and replacement of historic buildings with new and larger buildings that architecturally disrupt historic neighborhoods as well as the historic portions of Park Street and Webster Street.** The increases could also encourage architecturally incompatible alterations and additions to historic buildings.

Although the City requires Historical Advisory Board (HAB) approval of demolition of properties on the Historic Building Study List or that were constructed prior to 1942, pressure from developers due to the opportunities provided by the intensity increases, are likely to encourage demolition proposals. And even if the HAB denies a demolition, the demolition can be appealed to the City Council, which can approve the demolition if the Council finds that "Upon the evidence of qualified sources, that the historical resource is incapable of earning an economic return on its value". This further increases the likelihood of more demolitions given the significant discretion offered by this demolition finding.

**c. The impacts of the state affordable housing density bonus law on height limits, other development regulations and overall future density in the MDRAs and elsewhere need to be considered.** For example, a density bonus project in an area zoned for a 40 foot height limit could end up with a 50 foot or greater height (one or more additional stories).

The proposed residential density increases will significantly increase the number of sites eligible for density bonus projects. Under Article 26's 2000 ft.<sup>2</sup> of lot area per unit rule, only lots of 10,000 ft.<sup>2</sup> or more are eligible for density bonus projects, since the state density bonus law limits these projects to those with five or more units. But the proposed density increases in the R-4, R-5 and R-6 zoning districts would decrease the threshold size to 7260 ft.<sup>2</sup> in R-4, 5000 ft.<sup>2</sup> in R-5 and 4350 ft.<sup>2</sup> in R-6. This will significantly increase the number of sites eligible for density bonus projects in R-4 and likely the majority of sites in R-5 and R-6. **The General Plan's Land Use and/or Housing Elements should include an estimate of how many additional density bonus project sites could result from the proposed intensity increases.**

2. **In addition to Alameda Point and Encinal Terminals, prioritize other portions of the northern waterfront (especially the estuary shopping centers) as sites for additional housing.** In addition to minimizing adverse impacts on historic buildings and neighborhoods, focusing on these sites will minimize transportation impacts given the estuary sites' (and, to a lesser degree, Alameda Point's) proximity to Oakland and public transit and thereby promoting the General Plan's transportation and climate change mitigation goals. **To facilitate the focus on Alameda Point and the estuary shopping centers, the City Council should initiate the following actions as soon as possible:**

- a. **Direct staff to obtain approval from the federal government to remove the Alameda Point 1425 housing unit cap (increased to 1900 units based on an additional 475 affordable units).** Staff has previously advised that the Biden Administration will probably look favorably on this request.
- b. **Strongly encourage the owners of the estuary shopping centers (Marina Village, Bridgeside and Alameda Landing) to develop housing on their properties.** The February 2, 2021 City Council Housing Element staff report advised that the owners of the South Shore Shopping Center have expressed interest in housing development. Staff has advised us that recently the owners of the Marina Village Shopping Center have also expressed interest. However, we understand that the owners of Bridgeside and Alameda Landing have not yet been contacted. **We ask the City Council to direct staff to contact the owners of the Alameda Landing and Bridgeside Shopping Centers to determine their interest in housing development, if staff has not already done so.** If such contact has been made, can staff report on the results?

*Note: Although the South Shore Shopping Center has been identified as a possible site for RHNA-required housing, the addition of housing units at South Shore offers none of the transit or traffic advantages of the estuary centers. Heavy traffic and large crowds already occur at South Shore on weekends and often during the week due to beach and shopping use. Recent lane constrictions on Park Street and around South Shore Center have exacerbated these issues. With its more than 45 acres, the potential amount of allowed population density increase if housing is added at this land-locked location will create an infrastructure choke point that would immediately overwhelm the entire area. South Shore Center housing development should therefore be avoided.*

**B. Appeal the Regional Housing Needs Assessment (RHNA).** Although the appeal may be a longshot, it is still worth trying and should do no harm. The following statement from the staff report would be a good starting point:

*Alameda is uniquely vulnerable to rising sea levels and ground water as well as emergent ground water impacts. While all new developments in Alameda, both residential and non-residential, are required to mitigate these risks through site and building design, this is one of the few areas that Alameda could argue more substantively in an appeal if the City Council determines to move forward.*

**C. Delete the “now therefore be it resolved” clause concerning Article 26 in the draft Resolution of Intent as recommended by the Planning Board.** This clause is unnecessarily broad and does not appear necessary. If the clause is retained, we recommend that it be amended to read as follows:

*NOW, THEREFORE, BE IT RESOLVED, that the City of Alameda City Council finds City Charter Article 26 is ~~in direct conflict with state housing law and is preempted and unenforceable in these circumstances. More specifically, Article 26 of the City Charter is preempted in part by~~ Government Code Sections 65583.2(c), (h), and (i) and Section 65583(c)(1) which require the City to allow multi-family housing, and Government Code Section 65583.2(c)(3) which requires the City to allow at least 30 du/acre to meet its RHNA and that the City has used and intends to continue to use the Multi-Family Overlay Zone where needed to provide adequate housing development sites to meet its RHNA.*

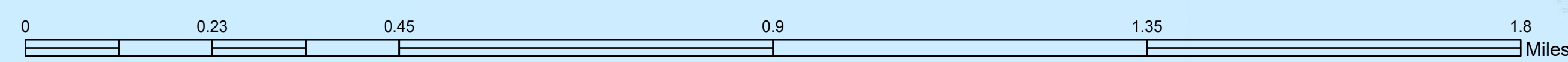
Thank you for the ongoing opportunities to comment. Please contact me at (510) 523-0411 or [cbuckleyAICP@att.net](mailto:cbuckleyAICP@att.net) if you would like to discuss these comments.

Sincerely,

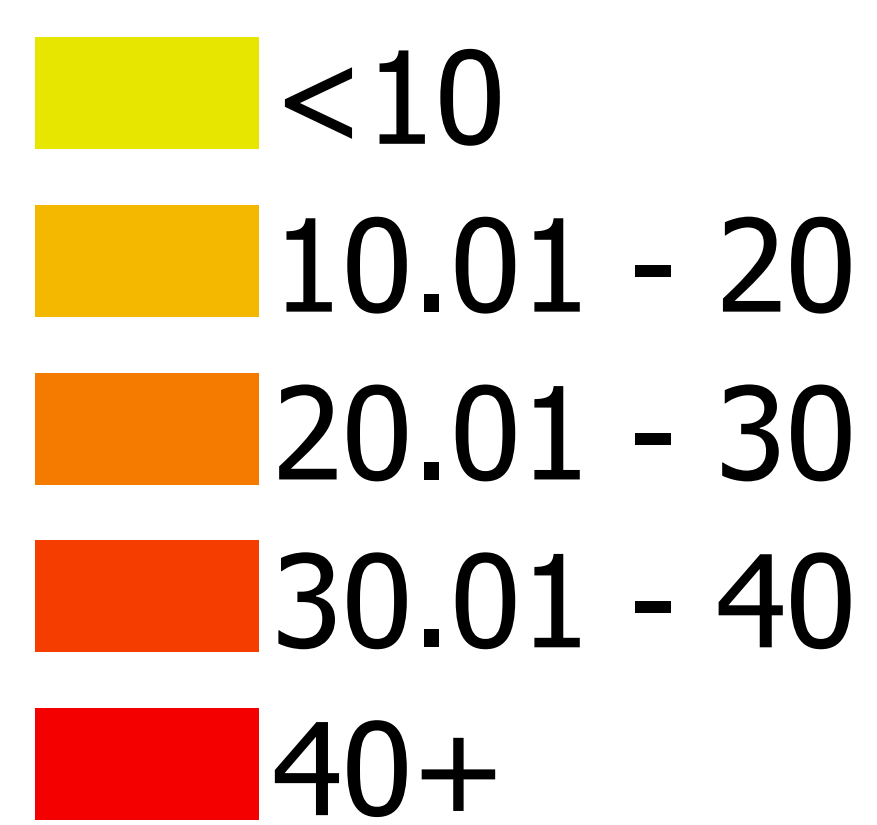
Christopher Buckley, Chair  
Preservation Action Committee  
Alameda Architectural Preservation Society

Attachment: Existing residential densities by block

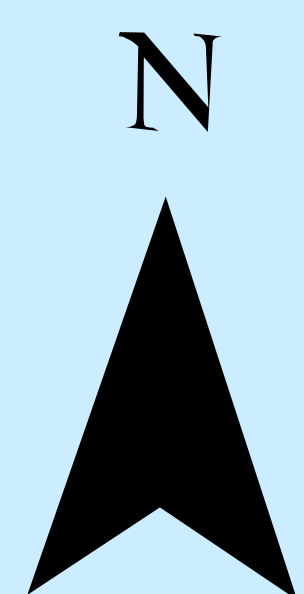
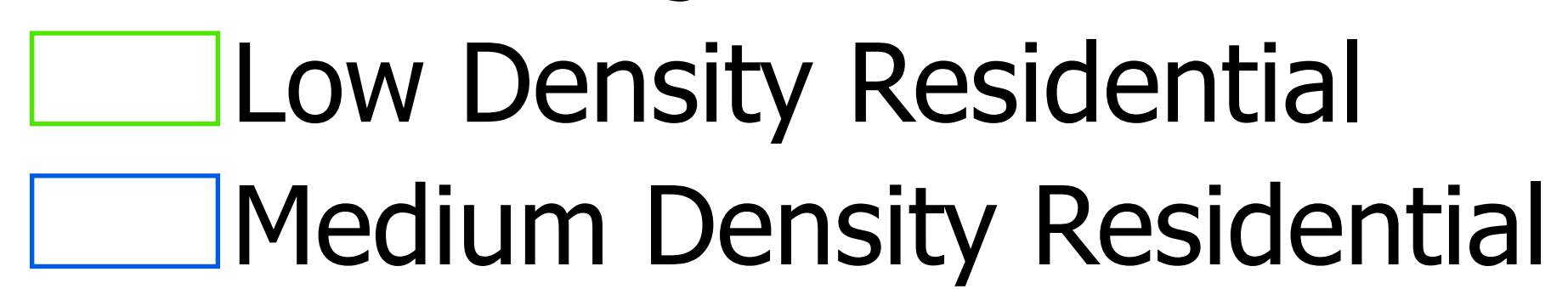
cc: Andrew Thomas and Allen Tai, Planning, Building and Transportation Department (by electronic transmission)  
Alameda City Manager, Assistant City Manager and City Clerk (by electronic transmission)  
AAPS Board and Preservation Action Committee (by electronic transmission)



Units/Acre



General Plan Designation



**From:** [Donna Fletcher](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [Tony Daysog](#); [Malia Vella](#); [Trish Spencer](#); [John Knox White](#)  
**Cc:** [Lara Weisiger](#); [Andrew Thomas](#)  
**Subject:** [EXTERNAL] July 6 City Council Meeting, Re: Intent to Prepare a Housing Element Update  
**Date:** Tuesday, July 6, 2021 12:23:57 AM

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Honorable Mayor Ashcraft and Members of the City Council,

I am writing to urge you to direct staff to develop a comprehensive game plan to successfully re-negotiate Alameda Point's residential caps with the US Navy.

In staff reports, in the draft resolution for the Housing Element, and in comments submitted by our community-based organizations and activists, all agree that we need to "...adopt a Resolution of Intent to Prepare a Housing Element...that ***maximizes the use of city-owned land at Alameda Point.***"

This is a major tool in our tool box for meeting our Regional Housing Needs Allocation, and yet the Preliminary Site Inventory doesn't reference the Point's potential beyond the current cap. It's clear that we can't "maximize the use of city-owned land at Alameda Point" without lifting unreasonable and out-dated caps on housing units. This effort needs to begin now and be on a parallel track with preparing our Housing Element.

Is it possible to add language to the Resolution or the Housing Element that acknowledges that the City is taking action to renegotiate obsolete caps that don't serve present-day needs, that the renegotiation climate is in our favor, and that we project a reliable potential for X-number of additional housing units that could be provided, including 25% affordable? (These units could easily relieve the pressure of shoe-horning 500 housing units into medium density neighborhoods, as shown on the Preliminary Site Inventory.)

Please consider this: There are 482 cities in California! And each one is required to make available it's "fair share" of sites to address the housing crisis, regardless of the burden, or the impacts.

But there is only one city in the entire state that has the opportunity to absorb its fair share on a 1,500-acre piece of ***city-owned*** property that has been waiting for almost 25 years to fulfill its destiny as a collection of vibrant, diverse neighborhoods, and communities.

Please know that I do not see Alameda Point as just a place to off-load RHNA numbers. It is a truly amazing city asset, perfectly located in the heart of the Bay Area, surrounded by water and world-class views, and its own hip vibe. If you've been there recently you can't help but feel that potential, and you've experienced what a special place it is.

So, for Tuesday night, please approve the "land use and property disposition agreements"

necessary to construct 1282 units at Alameda Point (within the cap), and 589 units at the Encinal Terminals. That's the first step.

And on Wednesday, please direct City staff to begin mapping out a comprehensive negotiations strategy that identifies key players, decision-makers, and influencers that can give us back Alameda Point.

And on the strength of those negotiations, please show ABAG how we plan to "maximize the use of City-owned land at Alameda Point...", and inquire if they would allow us to make adjustments in our Housing Element subject to these negotiations. This may be a naïve suggestion, but I believe that if we can get the right people talking to each other, we can make this happen.

Please don't wait another day to make these negotiations a priority. Now is the time for us to take back Alameda Point! I believe we can do that, and that it will be one of the best things we've ever done for Alameda!

Thank you for your consideration!

Sincerely,

Donna Fletcher  
112 Centre Court

**From:** [Susan Natt](#)  
**To:** [John Knox White](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Trish Spencer](#); [Lara Weisiger](#); [Tony Daysog](#)  
**Subject:** [EXTERNAL] Please consider for tomorrow's City Council meeting .  
**Date:** Monday, July 5, 2021 10:06:02 PM

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- 1) Please consider approving the Alameda Landing building project on the North waterfront.**
- 2) Please remove from a proposed resolution the wording that " Article 26 is outside of State law"**
- 3.. Please appeal the RHNA current housing figures of over 5,000 new homes for Alameda.**
- 4. Please do not approve upzoning for Mixed Use zoned neighborhoods.**

Thank you for your consideration.  
Susan Natt  
Bay Colony Homeowner  
Bay Colony BOD

**From:** [Alan Teague](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [John Knox White](#); [Tony Daysog](#); [Trish Spencer](#)  
**Cc:** [City Clerk](#)  
**Subject:** [SUSPICIOUS MESSAGE] Agenda Item 6-D  
**Date:** Monday, July 5, 2021 8:37:55 PM

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ALERT: This message originated from outside of the City of Alameda email system and was sent to "City Clerk" and the sender name was "Alan Teague" but the sender's email address was alan@alameda.morphdog.com. This could be an impersonation attack. Please contact the Help Desk with any questions.

Mayor Ashcraft, Vice Mayor Vella, and City Council Members,

On June 14, 2021, the Planning Board passed a recommendation that the City Council of Alameda adopt a resolution which:

- Declares its intent to prepare a draft Housing Element, all necessary programs and zoning amendments necessary to comply with State Law,
- Declares its intent to prepare zoning designations to permit multifamily housing at residential densities of at least 30 units per acre contrary to City Charter Article 26 as necessary to comply with State Law,
- Directs staff to prepare the documents necessary for the City Council to hold public hearings and consider inclusion of City-owned lands at Alameda Point in the draft Housing Element for the development of at least 1,282 housing units during the 2023- 2031 period, and
- Directs staff to prepare the documents necessary for the City Council to hold public hearings and consider inclusion of Encinal Terminals in the draft Housing Element for the development of at least 589 housing units during the 2023-2031 period.

The draft resolution for 6-D does not follow this recommendation. Therefore, I recommend that you split the question for this agenda item into two parts and handle them separately and ideally in this order:

1) The resolution recommended by the Planning Board which does not include the preemption statement regarding City Charter Article 26. This resolution would be based on 'Exhibit 3' of the agenda item.

The goal should be to declare our intention to meet our RHNA needs to comply with the State Law and adopt a compliant Housing Element. While this resolution only requires 3 yes votes, having 4 or 5 of you vote for the resolution recommended by our Planning Board would strongly move this forward. Decoupling this from the discussion of preemption gives us a resolution which says we intend to do what we've done in the past to meet our RHNA allocation and to adopt a compliant housing element. This should not be a controversial resolution. This does not commit any City Council member to vote for inclusion of City-owner lands or inclusion of Encinal Terminals in the Housing Element - it simply states that we should hold public hearings to consider doing so.

2) A separate debate and resolution on whether City Charter Article 26 is in direct conflict with state housing law and is therefore preempted and unenforceable

The legal debate as to whether City Charter Article 26 is preempted should be driven by our legal advisors in the City Attorney's Office and is independent of the items in the Planning Board recommended resolution and should be debated and acted upon separately.

Alan Teague  
Alameda Resident

## Lara Weisiger

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**From:** margie <barongcat@yahoo.com>  
**Sent:** Monday, July 5, 2021 8:26 PM  
**To:** Marilyn Ezzy Ashcraft; John Knox White; Malia Vella; Tony Daysog; Trish Spencer; Lara Weisiger  
**Subject:** [EXTERNAL] Three urgent items!!

I join with others in asking you to ---

1) Approve the Alameda Landing housing project on the North. Waterfront which will help deter upzoning of our Harbor Bay/Bay Farm area and the main island. This is very important if we live here!

2) NOT to upzone the current Mixed Use Zoning areas in Alameda. To upzone( increase) these already dense areas would be very detrimental to these established but stressed neighborhoods. And parking is already a problem in these areas- see Nexdoor, people are fighting over parking!.

3) APPEAL the given State housing figures(RHNA) which total over 5,000 new housing units in Alameda. They must vote YES to appeal this Tuesday night as the deadline for filing is July 9th. There are only four ways on and off this island, remember? We will not be able to evacuate and people will die.

**From:** [Susan Dunn](#)  
**To:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] City Council Meeting - Some issues from a resident  
**Date:** Monday, July 5, 2021 4:43:40 PM

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Hi City Clerk,

Please note the following which we (Jeff and Susan Dunn) subscribe to:

- 1) approve the Alameda Landing planning approval building project on the North waterfront**
- 2) remove from a proposed resolution the wording that " Article 26 is outside of State law"**

That is not true nor correct because by applying bonus density overlay the City is most certainly within State law.

- 3..Please appeal the RHNA current housing figures of over 5,000 new homes for Alameda.**

The deadline is July 9th for appealing to the State.

- 4. Do Not approve upzoning for Mixed Use zoned neighborhoods.** These neighborhoods are already very dense, and upzoning would damage. destroy. create havoc in these neighborhoods.

Thank you for listening to Alameda residents.

Best,

Susan and Jeff Dunn

Susan Dunn  
36 Sunny Cove Circle  
Alameda, CA 94502  
510-337-1354 (home)  
510-759-9771 (cell)

**From:** [Diane Daley-Smith](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#)  
**Cc:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Alameda Landing Housing  
**Date:** Monday, July 5, 2021 4:11:00 PM

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Dear City Council Members and City Clerk Weisiger:

Please approve the Alameda Landing housing project on the North Waterfront and file an appeal to stop further development from clogging traffic and neighborhoods in Harbor Bay and Bay Farm Island.

With lane closures and traffic already strained to the max, it is unconscionable to think of forcing more traffic onto Bay Farm Island Harbor Bay. And I hope there is massive parking for the North Waterfront development so residents will have better freeway access, although better is a relative term as used herein.

Too. Much. Traffic. Getting on and off the island as it is.

Please don't make it worse.

Respectfully submitted,  
Diane Daley-Smith

**From:** [em kelle](#)  
**To:** [Jim Oddie](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [John Knox White](#); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] City Council meeting this Tuesday July 6 th at 7:00  
**Date:** Monday, July 5, 2021 3:01:16 PM

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Dear City Council Members:

- 1) I strongly urge Council to approve the Alameda Landing project on the North waterfront.
- 2) I strongly urge Council to remove from a proposed resolution the wording that " Article 26 is outside of State law"
3. I strongly urge Council to appeal the RHNA current housing figures of over 5,000 new homes for Alameda.
4. I strongly urge Council **not** to approve upzoning for Mixed Use zoned neighborhoods.

Respectfully,

Eileen Kelleher

24 year resident

**From:** [Ben Deligato](#)  
**To:** [Jim Oddie](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Approve the Alameda Landing project on the North Waterfront  
**Date:** Monday, July 5, 2021 1:11:45 PM

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Dear Council Members and City Clerk:

In the best interest of Alameda, I respectfully request you to consider the following:

1. Approve the Alameda Landing project on the North waterfront.
2. Remove from a proposed resolution the wording that "Article 26 is outside of State law" since it appears to that the City is within State Law mandates due to applying bonus density overlay.
3. Appeal the RHNA current housing figures of over 5,000 new homes for Alameda. Given our many flood zones and earthquake propensities, it is dangerous to build that many homes in our City. The City of Alameda is already an extremely densely populated city. Adding more homes to existing lots would turn Alameda into an undesirable place to live. The deadline is July 9th for appealing to the State.
4. Do not approve up-zoning for Mixed Use zoned neighborhoods. These neighborhoods are already very dense, and upzoning would create havoc in these neighborhoods, and would be contrary to the use of the land and surrounding areas for which tens of thousands of residents had known when they purchased their properties.

Best Regards,  
Benny Deligato  
135 Justin Circle  
Alameda, CA 94502

**From:** [Marie Kane](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [Trish Spencer](#); [Tony Daysog](#); [John Knox White](#); [Malia Vella](#); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Fwd: 7/4 Nancy Gordon's urgent comments for Council Mtg, Tues. 7/6/21  
**Date:** Monday, July 5, 2021 12:56:53 PM

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Please take note of this important email sent by Nancy Gordon to Mayor Ashcraft.  
Many, many of our Alameda Residents concur with this opinion. Thank you.  
Marie Kane  
510-410-6058

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7/4/21

To: All Alameda City Council members and City Clerk

From: Nancy J. Gordon, Alameda resident since 1973; Realtor since 1978.

Based on all the information I've gotten in order to better understand what changes are being considered, I urge you to do the following:

1. Be sure to approve the Alameda Landing project on the North waterfront. This is important for several reasons, one of which is to help deter upzoning on Harbor Bay Isle/Bay Farm Island for the next 10 years.
2. In addition, I am strongly urging you to remove from the proposed resolution wording, "Article 26 is outside of State law" because I firmly believe it is WITHIN State law!

Why? Because the application of the bonus density overlay the City most certainly IS within California State law.

3. Further, I beseech you to appeal the RHNA current housing figures of over 5,000 new homes for Alameda. (Everyone I know and hear from is opposed to this, and highly aware of the increase in traffic, difficulty getting off and on the island --especially OFF in the case of emergencies, etc..)

This is of urgent important, since the deadline is July 9th for appealing to the State.

4. Lastly, do NOT vote to approve upzoning for Mixed Use zoned neighborhoods. These neighborhoods are already very dense, and upzoning would damage. destroy. create havoc in these neighborhoods. Parking is already a huge issue in many neighborhoods – and people are not likely to do away with their cars at any time soon, especially with the aging of our population, along with children growing up and becoming new drivers!

Sincerely and in all seriousness,

Nancy Joy Gordon, Resident & Concerned Citizen

1021 Union St.

Alameda, CA 94501

**From:** [Lesa Ross](#)  
**To:** [John Knox White](#); [Marilyn Ezzy Ashcraft](#); [Trish Spencer](#); [Tony Daysog](#); [Malia Vella](#); [Lara Weisiger](#)  
**Cc:** [Reyla Graber](#)  
**Subject:** [EXTERNAL] Adoption of Resolution of Intent to Prepare a Housing Element Update for the Period 2023-2031  
**Date:** Monday, July 5, 2021 12:23:07 PM

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Dear City Council and Clerk,

I've been reading a lot of articles and agendas and this is very hard to follow unless you're a lawyer or a politician. I just want to speak as a citizen and big fan of Alameda, a mom, and a homeowner. Please hear the voice of the people who live here, not just the developers, planners, and politicians who don't know my family and community.

1. Please approve the Alameda Landing project on the North waterfront responsibly (transportation needs specifically). Hopefully, this will deter the rezoning plan in Harbor Bay which increases traffic and decreases recreational/commercial spaces, quality of life, and businesses for BFI families.
2. Please remove from a proposed resolution the wording that "Article 26 is outside of State law." That is not true nor correct because by applying bonus density overlay the City is most certainly within State law. This is the one I can't wrap my head around because in my mind the old "measure A" kept developers from buying the beautiful historic Victorian houses, tearing them down, and putting up ugly apartment buildings. It was never about keeping people out.
3. Please don't approve upzoning for Mixed-Use zoned neighborhoods. These neighborhoods are already very dense, and upzoning would damage, destroy, and wreak havoc (ie huge traffic problems) in these neighborhoods. Removing the recreational area from CHBIOA when HOA's like mine don't have a backyard is like the tearing down of beautiful Victorians. That recreational area is used by more than BFI people. Removing it would be a painful loss for so many families, workers at the business park, and people who are just trying to stay healthy. It's a gem - nothing like anywhere else in the bay area (CA?). Neighboring schools and families would lose a unique setting for after-school care, before-school care, and school breaks in childcare. Not to mention, we're an island - people here should know how to swim (lessons offered here).

I feel like the highlighted stuff is what people who live here care about. I know it gets twisted as an equity issue - we all know what that implies. It is a painful and unfair accusation. My neighbors are very diverse - some renters some homeowners - some single moms like me. I doubt the new developments will be affordable to any of us. Can we just try to keep Alameda liveable, breathable, transportable, and viable for the people who live here now and those who will live here in the future? Once you take these beautiful places away they'll be gone - forever. Don't let the developers decide what our city will look like and be like.

Lesa Ross

**From:** [Patricia Gannon](#)  
**To:** [John Knox White](#); [Marilyn Ezzy Ashcraft](#); [City Clerk](#); [Malia Vella](#); [Tony Daysog](#)  
**Subject:** [EXTERNAL] Item 6D - July 6th City Council agenda  
**Date:** Monday, July 5, 2021 11:19:40 AM

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Dear Mayor Ashcraft and City Council Members:

I am writing to express my full support for the concepts put forth in ACT's letter of June 30th. The Council should not adopt a resolution declaring Article 26 (Measure A) in conflict with State Law. Article 6 already is partially exempted by the multi-family overlay adopted by the City in 2012.

The City should appeal our 2023-2031 RYNA requirements for 5353 new units. Alameda, being an island city, and much of it built on fill makes it especially vulnerable to earthquakes and floods due to sea level rise and the City lacks the infrastructure to support this.

It makes sense for the City to prioritize upzoning in Alameda Point rather than increase density in already over-crowded districts like R-2 to R-6.

I fully acknowledge the need for the City to adopt a Housing Element that achieves certification from the Department of Housing and Community Development. The concepts that ACT presents in its letter of June 30th accomplishes this. Please adopt these recommendations.

Thank you.

Patricia M. Gannon  
1019 Tobago Lane  
94502  
[pg3187@gmail.com](mailto:pg3187@gmail.com)

**From:** [Donna Cala](#)  
**To:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Rezoning concerns  
**Date:** Monday, July 5, 2021 7:32:54 AM

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For tomorrow's meeting I ask that city council do the following:

Approve the Alameda Landing project on the North waterfront. It's good use of that space.

Remove the wording that " Article 26 is outside of State law". I don't feel that's true because by applying bonus density overlay the City is most certainly within State law.

Appeal the RHNA current housing figures of over 5,000 new homes for Alameda. Our city can not handle that much sudden growth.

Don't approve upzoning for Mixed Use zoned neighborhoods. There's no room in these neighborhoods, traffic's already terrible and our infrastructure can't handle it.

Sincerely,  
Donna Cala

**From:** [FEDERICO ROCHA](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [Trish Spencer](#); [Tony Daysog](#); [Malia Vella](#); [John Knox White](#); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Housing Comments - Agenda Item 6-D (July 6, 2021)  
**Date:** Monday, July 5, 2021 5:20:29 AM

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Dear City Council,

For the Tuesday, July 6, 2021, Agenda Item 6-D resolution covering RHNA planning. I have the following comments for Alameda's city leaders.

1. Authorize the immediate preparation and submission of an appeal to Alameda's RHNA housing allocation in consideration of Alameda's newly expanded flood zones and earthquake possibilities including the potential impacts given our landmass and bay water location. I understand the deadline to file an appeal is July 9th.

Other reasons to request lower housing numbers. Transportation: Alameda geography is not like Walnut Creek or Fruitvale's live/work housing which has multi-unit housing located across the street from the BART stations. The appeal should highlight Alameda's existing traffic congestion within the city as well as our unique egress challenges traveling through the Posey Tube or one of the bridge crossings via the Park Street, Fruitvale, High Street, or Bay Farm Island. While Alameda residents have access to two ferries and bus service to BART, Oakland City Center and San Francisco, there are many residents who cannot use mass transit to get to work.

2. As many of our citizens have jobs that are not on the ferry, BART or AC Transit bus lines, please be sure to require new housing sites to include sufficient off-street parking for a realistic number of adult residents and guests, especially if the multi-unit housing is built near Park Street, Webster Street or other builds near businesses.

3. Remove from the proposed resolution the wording that Article 26 is outside the State law. This is not true or correct because by applying bonus density overlay the City is operating within State law.

4. I support the Alameda Landing project on the North waterfront.

5. I urge the Council NOT TO APPROVE up-zoning for Mixed Use zoned neighborhoods such as Bay Farm Island. These neighborhoods are already very dense and up-zoning would adversely impact these neighborhoods.

Thank you,  
Vicki Lane

**From:** [Rod Harris](#)  
**To:** [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Zoning  
**Date:** Sunday, July 4, 2021 10:18:50 PM

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I wish to:

- 1) Urge Council to approve the Alameda Landing project on the North waterfront( which will help to deter upzoning in Harbor Bay for the next 10 years.)
- 2) Urge the Council to remove from a proposed resolution the wording that " Article 26 is outside of State law"

That is not true nor correct because by applying bonus density overlay the City is most certainly within State law.

- 3.. Urge the Council to appeal the RHNA current housing figures of over 5,000 new homes for Alameda. Given our many flood zones and earthquake propensities ( etc. etc)it is dangerous to build that many homes in our City.

The deadline is July 9th for appealing to the State.

4. Urge the Council not to approve upzoning for Mixed Use zoned neighborhoods. These neighborhoods are already very dense, and upzoning would damage. destroy. create havoc in these neighborhoods.

Thank you,  
Rod Harris

**From:** [Nancy Gordon](#)  
**To:** [John Knox White](#); [Jim Oddie](#); [messyashcraft@alamedaca.gov](mailto:messyashcraft@alamedaca.gov); [Malia Vella](#); [Tony Daysog](#); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] 7/4 Nancy Gordon"s urgent comments for Council Mtg, Tues. 7/6/21  
**Date:** Sunday, July 4, 2021 6:34:39 PM

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7/4/21

To: All Alameda City Council members and City Clerk

From: Nancy J. Gordon, Alameda resident since 1973; Realtor since 1978.

Based on all the information I've gotten in order to better understand what changes are being considered, I urge you to do the following:

1. Be sure to approve the Alameda Landing project on the North waterfront. This is important for several reasons, one of which is to help deter upzoning on Harbor Bay Isle/Bay Farm Island for the next 10 years.
2. In addition, I am strongly urging you to remove from the proposed resolution wording, "Article 26 is outside of State law" because I firmly believe it is WITHIN State law!

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This is of urgent important, since the deadline is July 9th for appealing to the State.

4. Lastly, do NOT vote to approve upzoning for Mixed Use zoned neighborhoods. These neighborhoods are already very dense, and upzoning would damage. destroy. create havoc in these neighborhoods. Parking is already a huge issue in many neighborhoods – and people are not likely to do away with their cars at any time soon, especially with the aging of our population, along with children growing up and becoming new drivers!

Sincerely and in all seriousness,

Nancy Joy Gordon, Resident & Concerned Citizen

1021 Union St.

Alameda, CA 94501

**From:** [Christopher Buckley](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [Tony Daysog](#); [Trish Spencer](#); [Malia Vella](#); [John Knox White](#)  
**Cc:** [Andrew Thomas](#); [Allen Tai](#); [Lara Weisiger](#); [Eric Levitt](#); [Gerry Beaudin](#)  
**Subject:** [EXTERNAL] Housing Element Update (Item 6-D on City Council's 7-6-21 agenda) - -AAPS comments submitted to Planning Board  
**Date:** Thursday, July 1, 2021 3:28:39 PM  
**Attachments:** [We sent you safe versions of your files.msg](#)  
[2021-6-4 AlamedaGeneralPlan AAPS CommentsFnl.pdf](#)  
[2021-6-1ExhibitA.MarkedUpPagesFrom3-21DraftAlamedaGeneralPlan2040.Pt1of2\\_compressed.pdf](#)  
[2021-6-1ExhibitA.MarkedUpPagesFrom3-21DraftAlamedaGeneralPlan2040.Pt2of2\\_compressed.pdf](#)  
[2021-6-13 AAPS RspnseTo6-14-21GnrlPlnAndHsgElmntStffRprtsFnl.pdf](#)

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Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

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Dear Mayor Ashcraft and Councilmembers,

The attached Alameda Architectural Preservation Society (AAPS) comments were copied to you when they were sent to the Planning Board prior to the Planning Board's 6-14-21 meeting. However, since they are relevant to the City Council's July 6 consideration of the Housing Element Update, I am resending them.

We may submit follow-up comments prior to the Council's July 6 meeting.

Christopher Buckley, Chair  
Preservation Action Committee  
Alameda Architectural Preservation Society



June 4, 2021

City of Alameda Planning Board and Historical Advisory Board  
2263 Santa Clara Avenue, Room 190  
Alameda, CA 94501

**Subject: Second Draft Alameda General Plan-- supplemental AAPS comments**

Dear Planning Board and Historical Advisory Board members,

The following comments and those in the attached Exhibit A supplement those in the Alameda Architectural Preservation Society's (AAPS) May 17, 2021 letter and should be read together with our May 17, 2021 letter. The exhibit consists of marked up pages from the Second Draft General Plan, which expresses the May 17 comments and the comments below more specifically as well as provides other, mostly minor, comments.

*Note: The page numbers on the website version of the Second Draft as of May 30, 2021 are not the same as the page numbers in the version attached to the April 27, 2021 Planning Board staff report. These page numbers should be kept consistent in different versions of the Second Draft to avoid confusion. For example, the page references in our May 17 letter are based on the Second Draft attached to the April 27 Planning Board staff report, while the page numbers in this letter are based on the version currently posted as of June 3, 2021 on the City's website.*

1. **Provide better integration with the upcoming Housing Element revisions.** Much of what is driving the Second Draft's Land-Use Element and to some degree the Conservation and Climate Action Element provisions for increased development intensities relate to the upcoming Regional Housing Needs Assessment (RHNA) now being developed for Alameda, and currently estimated at ca. 5400 additional residential units by 2031. Providing the strategy to create these additional units will be a primary focus of the upcoming Housing Element. The Housing Element therefore feeds into some of the most important parts of the Land-Use Element. It is unfortunate that the Housing Element update could not be done first or concurrent with the Second Draft Land-Use Element. Some of the following comments reflect this linkage between the Housing Element, the RHNA and the Land-Use Element.
2. **Provide in the Land-Use Element more background information and analysis of the RHNA, and the relation to the Housing Element and state density bonus law.** Although discussion of the RHNA is most appropriately a Housing Element topic, an explanation of the RHNA and its

linkage to the proposals for increased intensities as well as the current RHNA estimate of 5406 new housing units needs to be included in the Land-Use Element to provide users a better understanding of the challenges involved with the Land-Use Element proposals. Since the 5406 unit number has not yet been finalized, the Land-Use Element will, at least for now, need to acknowledge that the RHNA is a moving target and probably include a disclaimer to that effect until the final RHNA numbers are determined.

See our May 17, 2021 letter and Exhibit A for specific recommendations regarding the Land-Use Element's discussion and analysis of the state density bonus law.

3. **Provide a more cohesive and in-depth discussion of strategies for prioritizing locations of RHNA-mandated units.** References for providing the additional units are scattered throughout the Second Draft, but should be consolidated into a more focused discussion that clearly presents the overall strategy, such as what is provided in the February 2, 2021 Housing Element staff report to the City Council.

As part of these strategies, include:

- a. Since significant portions of the Medium Density Residential Area already have high densities, and much of this Area consists of historic buildings, any density increases in the Medium Density Residential Area should be limited to carefully targeted subareas and only: (i) where necessary to meet the RHNA and other General Plan objectives; (ii) if insufficient development capacity is available in the non-historic portions of the Neighborhood Mixed Use, Community Mixed Use and Mixed Use Areas to meet the RHNA and General Plan objectives; and (iii) in subareas where adverse impacts on historic buildings and on-street parking will be minimized.
- b. Do not increase the current two story height limit to three stories in the Neighborhood Mixed Use Land-Use Classification (the "Stations"). For density bonus projects developers will be able to build higher in any case.
- c. Retain the existing 5000 square-foot minimum lot size in the Low Density Residential Land-Use Classification (i.e. the R-1 zoning district). The draft Land-Use Element proposes a residential density of 13 units per acre which is ca. 150% of the existing density and equals a minimum lot size per unit of ca. 3351 ft.<sup>2</sup>. The existing 5000 square-foot minimum lot size is ca. 8.712 units per acre. Reducing the minimum lot size will encourage lot splits and architecturally disrupt some of Alameda's most significant historic neighborhoods.

*Note: Expressing residential density in terms of units/acre is difficult for many laypeople to fully understand. Expressing density as square feet of lot area/unit is easier to understand and more consistent with standard zoning ordinance practice. For example, the City Charter Article 26's 2000 ft.<sup>2</sup> of lot area/unit limit equals ca. 21.78 unit/acre (often incorrectly rounded in the draft Plan and in various staff explanations of Article 26 to 21 units/acre rather than the more accurate 22 units/acre). Residential density discussions should therefore be expressed whenever possible as square feet of lot area/unit rather than units/acre, perhaps with the units/acre equivalent also provided. Discussions of residential density should be consolidated as much as possible into a single section with a "spotlight"*

*that explains the difference between units/acre and square feet of lot area/unit along with a conversion table that could look something like this:*

*20 units/acre = ca. 21.78 ft.<sup>2</sup> of lot area/unit  
ca. 21.78 units/acre = 2000 ft.<sup>2</sup> of lot area/unit  
30 units/acre = ca. 1452 ft.<sup>2</sup> of lot area/unit  
40 units/acre = ca. 1039 ft.<sup>2</sup> of lot area/unit  
50 units/acre = ca. 871 ft.<sup>2</sup> of lot area/unit*

4. **Prioritize Alameda Point and the northern waterfront (especially the estuary shopping centers) as sites for additional housing.** In addition to minimizing adverse impacts on historic buildings and neighborhoods, focusing on these sites will minimize transportation impacts given the estuary sites' (and, to a lesser degree, Alameda Point's) proximity to Oakland and public transit and thereby promoting the General Plan's transportation and climate change mitigation goals. Statements in the Second Draft, in Housing Element discussions and in various staff presentations have already emphasized these areas for housing development, but this focus has been diluted by identification of other areas, notably the Mixed Use Residential Area, as possible sites for new housing. To facilitate the focus on Alameda Point and the estuary shopping centers, the City should initiate the following actions as soon as possible:
- a. **Obtain approval from the federal government to remove the Alameda Point 1425 housing unit cap (increased to 1900 units based on an additional 475 affordable units).** Staff has previously advised that the Biden Administration will probably look favorably on this request. Has the City made this request and, if not, when will the City proceed?
  - b. **Strongly encourage the owners of the estuary shopping centers (Marina Village, Bridgeside and Alameda Landing) to develop housing on their properties.** The February 2, 2021 City Council Housing Element staff report advised that although the owners of the South Shore Shopping Center have expressed interest in housing development, the owners of the estuary shopping centers have not yet been contacted. **Has such contact been made since February 2 and, if not, when will the contacts be initiated?** The Land-Use Element and/or Housing Element should identify possible incentives for housing development at the estuary shopping centers. In addition to those listed in Policy LU-16c and e and Policy LU-29, possibilities might include tax reductions and relaxation of development standards for **both** market-rate as well as affordable housing in addition to those provided by the state density bonus law for affordable housing.

*Note: Although the South Shore Shopping Center has been identified as a possible site for RHNA-required housing, the addition of housing units at South Shore offers none of the transit or traffic advantages of the estuary centers. Heavy traffic and large crowds already occur at South Shore on weekends and often during the week due to beach and shopping use. Recent lane constrictions on Park Street and around South Shore Center have exacerbated these issues. With its more than 45 acres, the potential amount of allowed population density increase if housing is added at this land-locked location will create an infrastructure choke point that would immediately overwhelm the entire area. South Shore Center housing development should therefore be avoided.*

5. **Revise the Mixed Use Land Use Classification text to delete reference to the North Park Street zoning district.** This appears to be a mistake. The North Park Street zoning district is shown on the land-use diagram on page 24 as in the Community Mixed Use and Medium Density Residential Land-Use Classifications, not the Mixed Use Classification, and is in any case inappropriate for the Mixed Use Classification.
6. **Delete Policy LU-17a's (page 39) promotion of additional story heights for existing buildings.** Height increases are already allowed if consistent with zoning height limits and additional increases can be imposed by density bonus projects. Increases involving historic buildings can easily compromise their architectural integrity. Too many increases in historic areas will erode the areas' sense of time and place and their human scale.
7. **Add a new action statement "c" to Policy LU-17 to minimize removal of existing exterior and interior building materials as part of adaptive reuse and rehabilitation projects.** Retention of existing materials is "climate-friendly" and should be an alternative to gut rehab. The action statement could read:

*Minimize removal of existing materials. To promote resource conservation, support adaptive reuse and rehabilitation that minimizes removal of existing interior and exterior materials. Provide guidelines for these approaches. Promote the use of the California Historical Building Code (CHBC) to encourage retention of existing historic materials. The CHBC applies to all pre-1942 buildings in Alameda.*

Also provide a "spotlight" for the CHBC.

8. **Add a new action statement "i" to Policy LN-25 (historic preservation) that calls for continuing the City's existing application of the CHBC to pre-1942 buildings.** Use of the CHBC will reduce the cost of ADUs and other new housing units in pre-1942 buildings and will promote preservation of both exterior and interior character-defining features.
9. **Add provisions to Policy CC-18 (building renovation and reuse) to encourage building relocation when complete demolition cannot be avoided.** This will promote **both** resource conservation and historic preservation. Add action statements to implement this policy. (AAPS can make specific recommendations if requested).
10. **Consolidate the General Plan's provisions and minimize repetition as much as possible.** The plan text contains significant repetition (sometimes internally inconsistent) which adds unnecessary length to the document. For example, Policies LU-21a and LU-19d both call for preservation of various parts of the NAS Alameda historic district. These two policies should be combined (possibly with similar Policies LU-23f and LU-23g for the northern waterfront), as part of a single Policy, perhaps incorporated into Policy LU-25 (historic preservation).
11. **Provide additional transit enhancements as justifications for increased residential densities.** Expand Policy ME-16f and/or g and Policy CC-8 to call for a BART, Caltrain and other regional transit shuttles with frequent headways to Alameda. Also explain, (perhaps in the transit-rich spotlight on page 39) how mothers with small children will be able to utilize transit to meet basic needs such as grocery shopping and going to school or doctor's visits.

**12. Provide alpha-numeric designations for all figures and spotlights and provide lists of the figures and spotlights with page numbers as part of the table of contents.**

Thank you Boardmembers, staff and consultants for all of your work on the updated General Plan and for the ongoing opportunities to comment. Please contact me at (510) 523-0411 or [cbuckleyAICP@att.net](mailto:cbuckleyAICP@att.net) if you would like to discuss these comments.

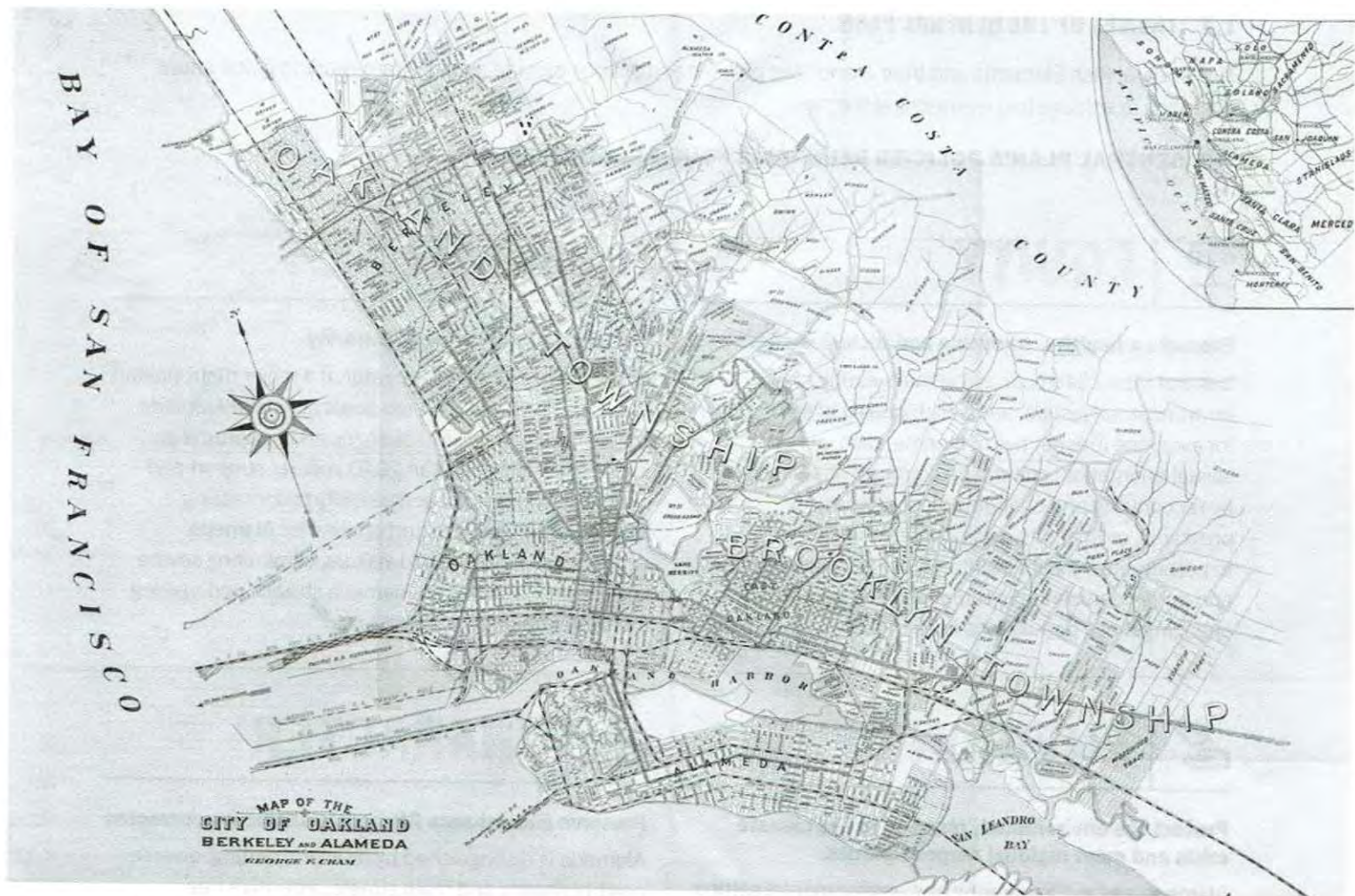
Sincerely,

Christopher Buckley, Chair  
Preservation Action Committee  
Alameda Architectural Preservation Society

Attachments:

Exhibit A: Marked-up pages from the Second Draft General Plan.

cc: Mayor and City Councilmembers (by electronic transmission)  
Andrew Thomas and Allen Tai, Planning, Building and Transportation Department (by electronic transmission)  
AAPS Board and Preservation Action Committee (by electronic transmission)

EXHIBIT A TO AAPS 6/1/21 LETTER TO ALAMEDA PLANNING BOARD**FIGURE 1.1: ALAMEDA AND SURROUNDING AREAS IN 1908**

In the decades between 1920 and 1970 the City witnessed cycles of boom and bust. Following an enlightened era of civic building during the 1920s, Alameda endured difficult years of political scandal and corruption through the 1930s. The entry of the United States into World War II focused the City's attention on the war effort. During World War II, shifts ran around the clock at the Alameda Naval Air Station (commissioned in 1940) and in the City's shipyards. The City's population reached an all-time high of 89,000.

In 1973, the voters of Alameda passed a measure to amend the City Charter to prohibit multifamily housing in Alameda. City Charter Section 26-1 states, "There shall be no multiple dwelling units built in the City of Alameda". In 1991, the voters added Charter Section 26-3, which limits residential density to one unit for every 2,000 square feet. The two measures, collectively referred to as "Measure A", effectively stopped the development of any multifamily housing in Alameda from 1973 to 2013.

The City Council subsequently passed an ordinance clarifying that "multiple dwelling units" meant buildings with three or more units.

## 1.4 THEMES OF THE GENERAL PLAN

The General Plan Elements and their associated policies and actions provide a policy framework to guide future decisions to achieve four overarching themes.

### THE GENERAL PLAN'S POLICIES REINFORCE FOUR BROAD THEMES:



## EQUITY

#### Promote a healthy, equitable and inclusive city.

General Plan 2040 policies promote equity, environmental justice, and a high quality of life for everyone irrespective of income, race, gender, sexual orientation, cultural background or ability by recognizing and changing local policies, programs, ordinances, and practices that serve to perpetuate injustices suffered by under-served and underrepresented populations and proactively engaging these populations in all City decision making.



## ACCESS

#### Enhance mobility and accessibility.

Living on an island in the center of a major metropolitan area contributes to the high quality of life in Alameda, while creating unique challenges and opportunities for mobility. General Plan 2040 policies support and enhance mobility and accessibility by increasing transportation choices and options for Alameda residents, businesses and visitors, eliminating severe injuries and fatalities on Alameda streets, and making the shoreline more accessible.



## ENVIRONMENT

#### Protect the environment, respond to the climate crisis and meet regional responsibilities.

Alameda's island geography and environmental setting is very vulnerable to the impacts of climate change, including rising sea and groundwater levels, more severe droughts, wildfire smoke, and other impacts of climate change. General Plan 2040 policies support global, regional, and local efforts to reduce greenhouse gas emissions locally and regionally and prepare for climate change through smart growth development policies, strategic infrastructure improvements, and expanding and protecting natural conservation areas, marshes, and wetlands.



## CHARACTER

#### Preserve and enhance Alameda's distinctive character.

Alameda is distinguished by its island setting, diverse neighborhoods and main streets, extensive tree canopy and overall walkability and livability. These *attributes* *qualities*, and others, contribute to the quality of life for residents while providing the framework for shaping development, conserving resources and maintaining a thriving economy. General Plan 2040 policies manage growth to address current challenges and responsibilities while retaining and building upon the physical qualities and characteristics that contribute to a high quality of life in Alameda.

*historic buildings*



## THE GOALS OF THE LAND USE + CITY DESIGN ELEMENT ARE:

### GOAL 1



#### **CHARACTER**

Maintain and enhance safe, healthy, sustainable, complete and connected neighborhoods, districts, and waterfronts that support a high quality of life and fair and equitable access to affordable housing, employment, education, recreation, transportation, services, and participation in public decision making.

*and architecturally distinguished*

### GOAL 2



#### **ECONOMY**

Strengthen and diversify the Alameda business community and economy.

### GOAL 3



#### **SUSTAINABILITY**

Make Alameda a more sustainable and environmentally sensitive, waterfront community.

### GOAL 4



#### **DESIGN**

Promote sustainable, high-quality, accessible city design.

*Maintain and enhance the architectural character of Alameda's historic neighborhoods.*



### LAND USE DIAGRAM

- Low-Density Residential
- Medium-Density Residential
- Neighborhood Mixed-Use
- Community Mixed-Use
- Business + Employment
- Mixed-Use
- Wildlife Habitat
- Public Parks + Open Space
- Public Institutional
- Commercial Maritime/Recreation/Marinas
- Federal Facility Overlay
- General and Maritime Industry

## 2.1 LAND USE CLASSIFICATIONS AND DIAGRAM

The land use diagram and classifications depict and describe the existing and intended location, distribution, intensity, and physical character and form of the development and use of land across the city in support of General Plan policies and State of California Government Code requirements. *The residential density, height limits, floor area ratios provided in the following pages for each land use classification can increase for State-mandated density bonus projects. PROVIDE DESCRIPTION OF HOW THE STATE DENSITY BONUS*

# The General Plan land use classifications, include:

## NEIGHBORHOODS

**Low-Density Residential:** The Low-Density Residential areas are neighborhoods of predominantly single family detached homes with some multi-family residential buildings, accessory dwelling units, child care, shared living, assisted living facilities, residential care facilities, a hospital, schools, religious institutions, and home-based businesses. Buildings in these areas are typically 1 to 3 stories in height, and residential blocks are typically between 5 to 13 units per acre.

Low-Density area zoning regulations (i.e the R-1 zoning district) should permit a maximum height limit of 30 feet, accessory and junior accessory units, and maximum residential density of 13 units per acre. *with a significant portion over 20 units per acre.*

**Medium-Density Residential:** The Medium-Density Residential areas are neighborhoods characterized by a wide variety of housing types, including single family detached homes, attached courtyard homes, multifamily rental buildings, multifamily condominium buildings, shared living, assisted living and residential care facilities. These neighborhoods also include a variety of non-residential uses, including child care, schools, religious institutions, home-based businesses, medical offices and clinics, office buildings, and personal service businesses. Buildings in these areas typically vary from 1 to 4 stories in height. The residential density of blocks in these areas varies from 10 to 30 units per acre. Some individual buildings are over 100 units per acre.

In support of State Law and General Plan affordable housing, transit-oriented development, city design, and sustainable development policies, zoning districts in the Medium Density Residential area (i.e. R-2, R-3, R-4, R-5 and R-6) should permit by right a wide variety of housing types, including multi-family housing and a wide variety of non-residential uses. Height limits should vary from 35 feet (to allow for a three story building) in the R-2 zoning district to 50 feet in the R-6 zoning district (to allow for a four story building), and the maximum residential densities for development of an individual property should vary from 21 units per acre in the R-2 and R-3 districts, 30 units per acre in R-4, 40 units per acre in R-5, and 50 units per acre in R-6. Residential density bonuses should be granted consistent with state law for projects that provide additional affordable housing.



## SPOTLIGHT

### FAR: FLOOR AREA RATIO + DENSITY

FAR (Floor Area Ratio) and Density are two different ways of measuring development capacity and intensity.

FAR is a measure of building floor area (size) relative to parcel size. A 5,000 square foot building on 5,000 square foot lot represents a FAR of 1.0 (1:1). If the building is increased to 10,000 square feet, the FAR increases to 2.0. FAR is a good estimate of building size and development capacity on land, but is not a good measure of building height. A 10,000 square foot building on a 5,000 square foot lot might be 2 stories of 5,000 square feet each or 5 stories of 2,000 square feet each, but both buildings represent an FAR of 2.0.

Density is a measure of number of housing units relative to parcel size. A 30 unit residential building on a one acre parcel represents a density of 30 units per acre. Density is a good way to estimate residential capacity of land, but it is not a good estimate of building size or height. A building with 30 one bedroom units on a one acre parcel is going to be much smaller than a building with 30 three bedroom units on a one acre parcel, but both buildings will represent a density of 30 units per acre.

### FLOOR AREA RATIO (FAR)

1 STORY  
(100% LOT COVERAGE)

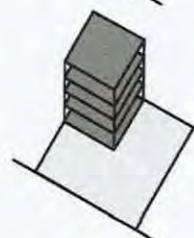
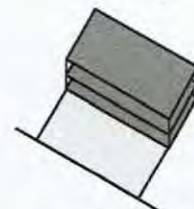
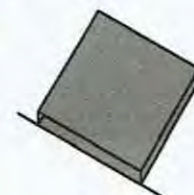
FAR = 1:1

2 STORY  
(50% LOT COVERAGE)

FAR = 1:1

4 STORY  
(25% LOT COVERAGE)

FAR = 1:1



EQUALS  
5,000  
SQ. FT.  
MINIMUM  
LOT SIZE  
WHICH  
SHOULD  
BE  
RETAINED

INSERT  
FROM  
NEXT  
PAGE  
(PAGE  
6  
OF  
27)

mostly

8.712

## **INSERT ON PAGE 5 OF 27**

Since significant portions of the Medium Density Residential Area already have relatively high densities, and much of this area consists of historic buildings, any density increases in the Medium Density Residential Area should be limited to carefully targeted subareas and only: (a) where necessary to meet Alameda's Regional Housing Needs Assessment (RHNA) and General Plan objectives; (b) if insufficient development capacity is available in the non-historic portions of the Neighborhood Mixed Use, Community Mixed Use and Mixed Use Areas to meet the RHNA and General Plan objectives; and (b) in subareas where adverse impacts on historic buildings and on-street parking will be minimized.

## SPOTLIGHT

## STATE LAW, THE CITY CHARTER, AND THE GENERAL PLAN

State law requires that each city adopt a General Plan that facilitates and encourages the development of a variety of types of housing for all income levels, including multi-family housing. Under state law, zoning that prohibits multi-family housing and prohibits residential density of more than 30 units per acre in an urban environment like Alameda, does not support or encourage the development of lower income housing.

Alameda City Charter Article 26 prohibits construction of multi-family housing and residential densities over 21 units per acre. Multi-family housing is more affordable than single family detached housing. Therefore Article 26 is excluding access to housing for those who cannot afford to own or rent a detached single family home in Alameda and severely limits the City's ability to eliminate disparities and burdens, provide affordable and fair access to housing and socio-economic opportunities for historically under-served and under-represented populations.

Despite the City Charter's prohibitions, to comply with State law, the Alameda General Plan must identify which areas of the City are appropriate for multi-family housing and residential densities of at least 30 units per acre. The land use classifications identify those areas and the Housing Element of the General Plan must also be updated every 8 years to include an updated list of specific properties within those areas that will be available to accommodate the regional affordable housing.

PROVIDE SEPERATE PROPOSALS FOR SHOPPING CENTERS AND THE "MAIN STREETS". SEE ALSO 6/1/21 CONGR LETTER

EXPLAIN THAT "STATE LAW" USES THE RHNA TO DETERMINE HOW MANY NEW HOUSING UNITS MUST BE PROVIDED OVER THE 8 YEAR PERIOD AND THAT ALAMEDA USES ITS MULTIFAMILY OVERLAY ZONE AS THE

26  
(24) METHOD FOR PROVIDING MULTIFAMILY HOUSING TO PRE-EMPT ARTICLE 26.

PROVIDE CITATION

EQUALS ARTICLE 26 LIMIT OF 1 UNIT PER 2000 SF OF LOT AREA

21.78

in buildings with three or more units

in a 1-2 unit building

DENSITIES CAN GO HIGHER FOR DENSITY BONUS PROJECTS. 30 UNITS/ACRE IS ALSO USED FOR COMMUNITY MIXED-USE.

## MAIN STREETS, STATIONS AND CENTERS

**Neighborhood Mixed-Use:** These areas, which were originally developed to serve neighborhood stations for the Alameda commuter rail system, are small, compact, pedestrian-oriented "corner store" neighborhood mixed-use districts with 1 and 2-story buildings typically with commercial and retail uses on the ground floor and multi-family residential and office uses on upper floors. The ratio of floor area to parcel size (FAR) in these areas is typically 0.5 to 2.0. Mixed use buildings with residential units above ground floor retail in these areas vary from 30 and 90 units per acre.

In support of State Law and General Plan policies, the C-1 Neighborhood Business zoning district, which governs these areas should permit multi-family housing by right above ground floor commercial use, a maximum building height of 40 feet to allow for a three-story building, a maximum residential density of 30 units per acre, and a maximum FAR of 3.0. Residential density bonuses should be granted for projects that provide additional affordable housing.

KID3P EXISTING 30' HEIGHT LIMIT, SINCE IT CAN INCREASED FOR DENSITY BONUS PROJECTS.

**Community Mixed-Use:** The Community Mixed-Use areas include the pedestrian and transit-oriented mixed-use districts along the Park and Webster Street "Main Street" corridors and the shopping centers at South Shore, Marina Village, Harbor Bay, and Alameda Landing. Existing buildings in these areas vary from 1 to 3 stories in height, with a FAR of 0.25 to 3.0. Existing mixed-use buildings in these areas have a residential density of between 30 and 90 units per acre.

(40' maximum in historic portions of Park and Webster Streets)

In support of State Law and General Plan policies, the C-2 Central Business zoning district and the C-C Community Commercial zoning district should permit multi-family housing by-right above ground floor commercial, a maximum height of 40 to 80 feet, a maximum FAR of 3.0, and a maximum residential density of 30 to 65 units per acre, depending on the sub district and historic district designations. Residential density bonuses should be provided for project that provide additional affordable housing

SIDE REPLACEMENT TEXT AT BOTTOM OF P. 24

**Mixed-Use:** These areas at Alameda Point and along the Northern Waterfront are designated Priority Development Areas in the regional sustainable communities plan, Plan Bay Area. These diverse areas include a variety of buildings varying in height from 1 to 5 stories, with residential densities of 10 to 100 units per acre and FAR of 0.25 to 4.0.

PROVIDE EXAMPLES OF THESE "SUBDISTRICT AND HISTORIC DISTRICT DESIGNATIONS". WHAT IS THE DESIGNATION PROCESS? OR FOR PURPOSES OF THIS DISCUSSION IS "DESIGNATION" NOT INTENDED TO REFER TO A FORMAL PROCESS?

THE NORTH PARK STREET ZONING DISTRICT IS NOT IN THE MIXED USE AREA.

In support of State Law and General Plan policies, Mixed-Use area zoning districts (i.e. Alameda Point Zoning District, North Park Street Zoning District, MX Zoning District) should permit a wide variety of housing types, including multi-family housing, a maximum height limit of 35 to 100 feet, a maximum residential density of 30 to 87 units per acre, and a maximum FAR 0.25 to 5.0 depending on the subdistrict and historic district designations.

SEE P. 26 COMM 301

### BUSINESS AND WORK

**Business and Employment Areas:** The Business and Employment areas include the Harbor Bay Business Park, the Marina Village Business Park, and Ballena Isle, which include office, research and development, bio-technology, food manufacturing, maritime commercial, manufacturing, distribution, and visitor serving hotels and restaurants. Residential use is not permitted in these areas. The FAR of buildings varies from 0.25 to 2.0, and building heights vary from 1 to 5 stories.

In support of General Plan economic development policy goals, the Business and Employment zoning districts (i.e. CM District, MX District) should permit a maximum height limit of 100 feet and a maximum FAR of 0.5 to 3.0.

**General and Maritime Industry Areas:** These areas at the former Todd Shipyards and adjacent Alameda Landing Waterfront provide space for waterfront maritime and heavier manufacturing and distribution uses. Residential use is not permitted in these areas. The ratio of floor area to parcel size in these areas varies from 0.25 to 1.5, and building and warehouse heights typically vary from 1 to 4 stories in height.

In support of General Plan economic development policy goals, the General and Maritime Industrial zoning districts (i.e. M-1, M-2, CM) should support a maximum building height of 100 feet and a maximum FAR of 0.5 to 2.0.

**Commercial Maritime/Recreation/Marinas Areas:** These areas are submerged lands appropriate for recreational marinas and commercial boatyards and maritime businesses. Residential use (except "live-aboards") is not permitted in these areas.

In support of General Plan economic development goals, Maritime Commercial zoning districts should permit a maximum height limit of 50 feet and maximum FAR of 0.25 to 1.0.



### SPOTLIGHT

#### HOUSING GROWTH OPPORTUNITY AREAS

To accommodate regional and local housing needs, the General Plan identifies these key housing growth opportunity areas.



Alameda Point is a key housing opportunity site to meet regional and local housing needs.

#### COMMUNITY MIXED-USE AREA:

- Park Street
- Webster Street
- South Shore Shopping Center
- Alameda Landing Shopping Center

#### MIXED-USE AREA:

- Alameda Point
- Northern Waterfront
- Coast Guard Island

IS THERE A PROPOSAL FOR THE COAST GUARD TO LEAVE?

#### MEDIUM DENSITY RESIDENTIAL:

- North Housing at Singleton
- Infill Sites

PROVIDE EXAMPLES.



## GOAL 1: CHARACTER

**Maintain and enhance safe, healthy, sustainable, complete and connected neighborhoods that support a high quality of life and fair and equitable access to affordable housing, employment, education, recreation, transportation, services, and participation in public decision making.**

### **POLICIES:**

#### **LU-1**

##### **Inclusive and Equitable Land Use and City Design.**

Promote inclusive and equitable land use plans, policies, zoning regulations, and planning processes. (See also Policies CC-1, CC-2, ME-1, ME-2, ME-3, HE-9 and HE-13).

##### **Actions:**

- a. **Equitable Plans.** Ensure that citywide and neighborhood plans are inclusive, non-discriminatory, and culturally responsive. Plans should reduce disparities, promote equitable access, minimize the impacts of income disparity, minimize displacement and promote fair access to affordable housing.
- b. **Exclusionary and Discriminatory Policies.** *Rescind existing policies, programs, or development standards that are exclusionary or discriminatory.*
- c. **Equitable Distribution.** Ensure that the uses, facilities, and services that are needed for a high quality of life are distributed equitably throughout the city.
- d. **Inclusive Processes.** Ensure robust community involvement in all city planning, public investment, and development review decision making by actively engaging all segments of the community, especially those that have historically been less engaged in city decision-making such as lower-income families, people of color, and youth.
- e. **Equal Representation.** Encourage a cross section of the community in the appointments for commissions and other boards and advisory committees.

#### **LU-2**

**Complete Neighborhoods.** Maintain complete, safe, healthy, and connected neighborhoods that support a mix of uses and meet the needs of residents of all ages, physical abilities, cultural backgrounds and incomes. (See also Policies HE-2, HE-3, HE-4 and HE-15).

##### **Actions:**

- a. **Healthy Neighborhoods.** Provide equitable and safe access to housing, parks and recreation facilities, community services, public health services, schools, child care facilities, and neighborhood amenities in all neighborhoods.
- b. **Parks and Open Space.** Provide a comprehensive and integrated system of parks, trails, open space, and commercial recreation facilities within a safe and comfortable 1/4 mile walk from all neighborhoods. (See also Figure 6.2).
- c. **Water Access.** Provide convenient and safe bicycle and walking access to the waterfront from all residential neighborhoods.
- d. **Accessory Units.** Permit accessory dwelling units in all residential and mixed-use zoning districts to increase the supply of small, more affordable housing units.
- e. **Affordable Housing.** Permit rental and ownership housing opportunities for all income levels, ages and family types and sizes in all residential and mixed-use zoning districts.

## SPOTLIGHT

### WHAT ARE THE QUALITIES THAT GIVE ALAMEDA ITS UNIQUE CHARACTER?

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



#### WALKABILITY

Alameda, like all great places, is walkable. Short blocks, generally two lane roads, a traditional street grid, street trees, and a network of public parks and open spaces, a pair of commercial "Main Streets", 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.

#### HUMAN SCALE

Alameda is "human scale". Tall trees, narrower streets with slower moving traffic, and buildings generally one to four stories in height fronting onto the sidewalk creates an environment that is best appreciated by the human senses and at eye level. Maintaining a human scale in all changes to landscapes, streets, and buildings is maintaining Alameda's character.

#### CITY OF NEIGHBORHOODS AND MAIN STREETS

Alameda is a city of neighborhoods and main streets that has endured and evolved over time. Walkable, mixed-use neighborhoods with nearby parks and main streets, 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 inclusive residential and commercial growth while maintaining its charm.

#### CONNECTED TO NATURE

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 connected to nature. 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 maximizing and preserving Alameda's unique natural assets.

#### QUALITY ARCHITECTURE AND DESIGN

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

Many have architectural significance

Clearly promote design excellence

Provide design criteria to ensure that these housing types relate well architecturally to existing neighboring buildings in the medium density residential zoning districts.

How much of Alameda's existing housing is considered "affordable"?

Much of Alameda's existing affordable housing is in older buildings owned by small investors.



SPOTLIGHT

### WHAT IS AFFORDABLE HOUSING?

"Affordable" is generally considered to mean that the household does not need to pay more than 30 percent of its income on housing costs. In Alameda, land costs and construction costs are high and housing is in short supply. As a result, housing costs are high and generally not affordable to households with a moderate or lower income.

To support construction of units that will be affordable to lower income households, the City of Alameda requires that every housing development with 10 units or more, deed restrict some of the new housing units in the project for very low-income, low-income, and moderate-income households. The deed restriction limits the price of the home or the rent of the home to 30% of each households' income for those deed restricted units. The cost to subsidize the construction of the deed restricted units is added to the cost to construct the non-deed restricted units in the project. In 2020, the City of Alameda requires all projects at Alameda Point to deed restrict 25% of the units. Everywhere else in the City, 15% of the units must be deed restricted.

In 2020, the areawide median income in the East Bay for a family of four was approximately \$119,200 per year. A very low-income family of four has an income that is no more than half or 50% of the area median income or \$59,600 per year. That household's housing costs would be limited to approximately \$17,880 per year in a deed restricted "affordable" unit. A low-income household of four presently makes up to 80% of AMI or \$95,360 per year. Their annual housing costs would be limited to \$28,608 per year in a deed restricted unit. A moderate-income household makes up to 120% of area median or \$143,040 per year. Their housing costs are limited to \$42,912 per year in a deed restricted unit.

#### LU-3

**Complete Streets.** Promote safe and walkable neighborhoods with inter-connected well-designed streets that serve the needs of all Alamedans and all modes of transportation. (See also Policies ME-1, ME-5, ME-6, ME-7, ME-14, CC-7, HE-12 and the "What Makes a Complete Street?" Spotlight in the Mobility Element).

#### Actions:

- a. **Connectivity.** Connect neighborhoods and major destinations such as parks, open spaces, the waterfront, civic facilities, employment centers, retail and recreation areas with pedestrian and bicycle infrastructure, and avoid sound walls, gated streets and other similar barriers that separate neighborhoods and decrease physical and visual connectivity.



Everett Commons is an example of recently constructed affordable housing in Alameda.

**LU-13**

**Green Economy.** Promote a green economy that reduces greenhouse gas emissions generated by Alameda businesses. (See also Policies CC-6, CC-9, CC-11, CC-14, HE-2, HE-10 and HE-11).

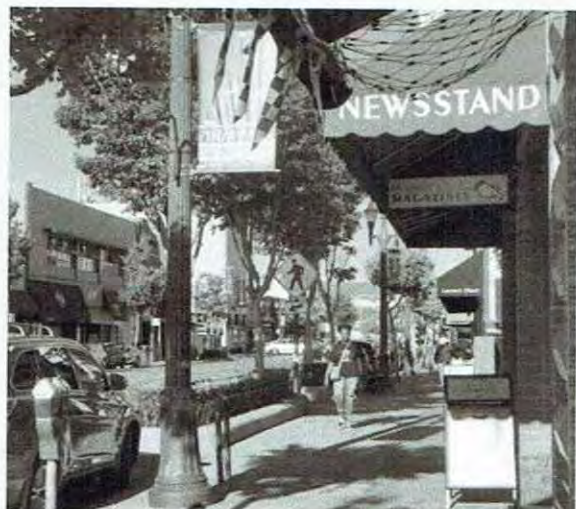
**Actions:**

- PROVIDE EXAMPLES*
- a. **Incentives.** Provide incentives and support for businesses that benefit Alamedans and the environment by reducing their greenhouse gas emissions and air pollution through clean energy alternatives, electrification of buildings and operations, and other environmental best practices.
  - b. **Green Business Practices.** Encourage Alameda businesses and industries to become more sustainable and continue to make positive contributions to the community by, for example, hiring locally, supporting telecommuting, utilizing solar power and prioritizing electric vehicles. This includes providing electric vehicle charging stations and a variety of transit options.
  - c. **Housing and Transportation.** To reduce greenhouse gas emissions generated by employee commute trips, support housing at all affordability levels in proximity to employment areas, improve bus, ferry, bicycle and pedestrian facilities in proximity to employment areas, and allow child care facilities in business areas.

**SPOTLIGHT****ALAMEDA'S "FRONT DOORS":  
PARK & WEBSTER STREETS**

Alameda's two main streets, Park Street and Webster Street, are integral to Alameda's identity and community fabric. Park and Webster streets are the gateways that welcome those traveling by bridge or tunnel into Alameda and local neighborhoods' needs.

The General Plan promotes the continued development and evolution of these transit-oriented streets as mixed-use main streets to accommodate local-serving commercial, employment, entertainment, and lower cost housing opportunities.





## SPOTLIGHT

## PLAN BAY AREA

Plan Bay Area is a long-range plan charting the course for the future of the nine-county San Francisco Bay Area. Plan Bay Area 2050 will focus on four key issues—the economy, the environment, housing and transportation—and will identify a path to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. Plan Bay Area processes are used to allocate housing targets for jurisdictions throughout the region, including the City of Alameda. Those local housing allocations are outlined in the Housing Element of the General Plan.

## FOUR KEY ISSUES:



ECONOMY



ENVIRONMENT



HOUSING



TRANSPORTATION

Priority Development Areas, commonly known as PDAs, are areas within existing communities that local city or county governments have identified and approved for future growth. These areas typically are accessible by one or more transit services; and they are often located near established job centers, shopping districts and other services.

Priority Conservation Areas, commonly known as PCAs, are locations designated for the protection of natural habitats and the preservation of open space for future generations. This includes farming, ranching, recreational and resource lands.

WHERE ARE THE PDAS IN ALAMEDA?

## LU-16

## Climate-Friendly, Transit-Oriented Mixed-Use

**Development.** Permit higher-density, multi-family and mixed-use development on sites within walking distance of commercial and high quality transit services to reduce automobile dependence, automobile congestion, greenhouse gas emissions, and energy use; provide for affordable housing; make efficient use of land; and support climate friendly modes of transportation, such as walking, bicycling, and transit use. (See also Policies LU-16, LU-33, LU-34, CC-3, CC-10, ME-6, ME-21, HE-5, HE-10 and HE-11).

## Actions:

- Transit-Oriented Zoning.** To support additional ferry service, bus services, and future rail service in Alameda, amend the zoning code to allow for higher-density mixed-use, multi-family housing in transit-rich locations. (See Spotlight on page 39.)
- Mixed-Use Shopping Centers.** Amend the zoning code to facilitate the redevelopment and reinvestment in Alameda's single-use retail shopping centers and large open parking lots with higher density mixed use development with ground floor commercial, service, and office uses, and upper floor multi-family housing.
- Incentives.** Utilize strategic infrastructure investments, public lands, public/private partnerships, and density bonuses and waivers to incentivize and support mixed-use, transit-oriented development in transit rich locations.
- Transportation Demand Management Programs.** Require new developments to include transportation services and facilities to support the City's mode shift goals.
- Parking Requirements.** Amend the Municipal Code to replace minimum parking requirements with maximum parking requirements to disincentivize automobile ownership and reduce construction and land costs to help make housing more affordable.

DO NOT PROVIDE DENSITY BONUSES AND WAIVERS IN ADDITION TO THOSE IN THE STATE DENSITY BONUS LAW.

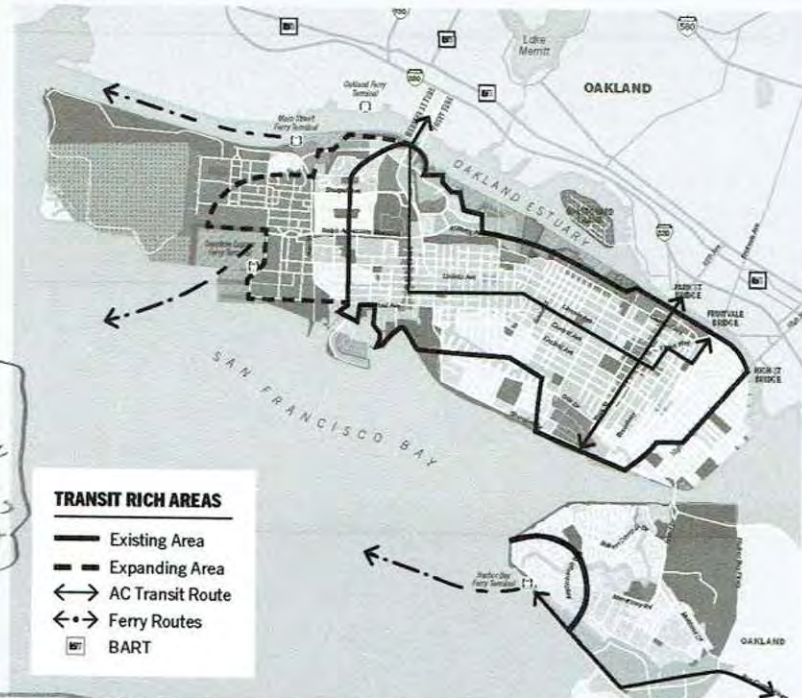
SIMILAR BUT NOT FULLY CONSISTENT WITH CPR 21064.3 AND 21155. ARE ALAMEDA'S "HIGH QUALITY TRANSIT CORRIDORS" INCLUDED IN THE REGIONAL TRANSPORTATION PLAN AS PER 21155?

**SPOTLIGHT**

**WHERE ARE THE TRANSIT-RICH LOCATIONS IN ALAMEDA?**

As shown in the figure below, large areas of Alameda are transit-rich, and with the planned expansions of transit service in partnership with AC Transit and WETA to serve Alameda Point and the historically underserved areas of West Alameda, most of Alameda will be transit-rich and able to support the transportation needs of existing and future residents in these areas.

Consistent with California Public Resources Code sections 21064.3 and 21155, Alameda General Plan 2040 considers a transit-rich location to be a property within a half mile of a high-quality transit corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours, a ferry terminal served by bus service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.



**DO NOT PROACTIVELY ENCOURAGE HEIGHT INCREASES.** HEIGHT INCREASES ARE ALREADY ALLOWED IF CONSISTENT WITH 2001010 HEIGHT LIMITS. INCREASES INVOLVING HISTORIC BUILDINGS CAN EASILY COMPROMISE THEIR ARCHITECTURAL INTEGRITY. TOO MANY INCREASES IN HISTORIC DISTRICTS WILL ERODE THE DISTRICTS' SENSE OF TIME AND PLACE.

**LU-17**

**Adaptive Reuse and Restoration.** Support and encourage rehabilitation, restoration, and reuse of existing structures to retain the structure's embodied energy and reduce the generation of waste. (See also Policies LU-25, CC-17 and CC-18).

**Action:**

**a. Intensification and Reinvestment in Existing Buildings.** Promote reinvestment and reuse in existing buildings, including facade improvements, accessibility improvements and additional story height to increase the range of uses and richness of the urban fabric while building on the historic character and form.

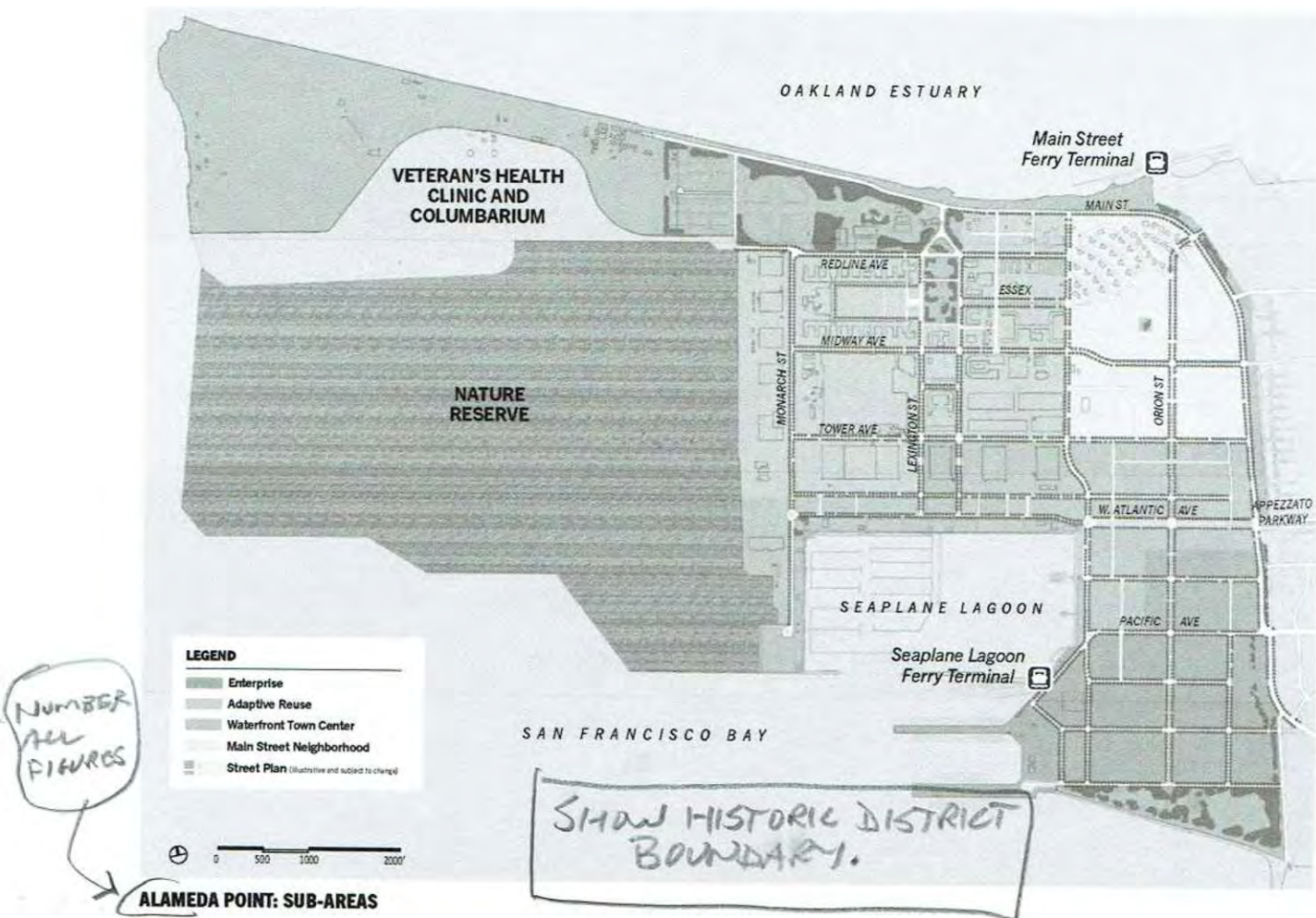
**b. Innovative Design Solutions.** Encourage and support innovative design solutions for the restoration and reuse of older buildings for new uses and avoid design solutions that mimic a prior design style.

that maintain the building's original or historic architectural style and base any restorations on physical evidence (such as surviving fragments of original materials or detailing) or old photographs.

PROVIDE A "SPOTLIGHT" ON "RESTORATION" THAT INCLUDES THE SECRETARY OF THE INTERIOR'S DEFINITION.

**c. Minimize Removal of Existing Materials.** To promote resource conservation, support adaptive reuse that minimizes removal of existing interior and exterior materials. Provide guidelines for these approaches. Promote the use of the California Historical Building Code (CHBC) to encourage retention of existing historic materials. The CHBC applies to all pre-1942 buildings in Alameda.

PROVIDE A "SPOTLIGHT" FOR THE CHBC.

**LU-18**

**Alameda Point Waterfront and Town Center Mixed-Use District.** Consistent with the Waterfront and Town Center Specific Plan, create a compact, transit-oriented mixed-use urban core and vibrant waterfront experience that leverages the unique character and existing assets of the area to catalyze a transformation of the larger Alameda Point area. (See also Policy HE-10).

**Actions:**

- Mixed-Use.** Create a pedestrian, bicycle, and transit supportive mixed-use urban waterfront environment designed to provide for a mix of uses that include waterfront and visitor-serving uses, retail, service, entertainment, lodging, recreational, and medium to high-density residential.
- Seaplane Lagoon.** Permit uses that promote pedestrian vitality and are oriented to the Seaplane Lagoon, such as a ferry terminal, marinas, viewing platforms, fishing piers, and areas reserved for kayaks and other non-motorized boats. Include "short-duration stop" facilities that support stopping, gathering and viewing with places to sit, interpretive kiosks, integrated water features, public art, and access to the water.

- c. **De Pave Park.** On the western shore of the Lagoon, support development of "De Pave Park" consistent with the Public Trust and sensitive to the neighboring Wildlife Refuge.
- d. **Conservation.** Educate users and enforce restrictions to Breakwater Island and install signs about the sensitivity of the protected bird and mammal species.

**LU-19**

**Alameda Point Main Street Neighborhood Mixed-Use District.** Consistent with the Main Street Specific Plan, provide a variety of housing types and a mix of residential densities with complementary business uses, neighborhood-serving retail, urban agriculture and park uses. (See also Policy HE-10).

**Actions:**

- a. **Mixed-Use.** Promote a mixed-use and mixed-income residential neighborhood with parks and community serving businesses and institutions, child care and family child care homes, supportive housing, assisted living, community gardens, urban farms and agriculture, compatible specialty manufacturing and light industrial uses, life science companies, and community services that complement and support the sub-district and Alameda as a whole.
- b. **Walkable.** Promote a walkable, transit friendly neighborhood with safe streets, common open space areas and greenways, and pedestrian and bicycle friendly development.
- c. **Alameda Point Collaborative.** Support development of a new residential campus for the Alameda Point Collaborative (APC), Building Futures for Women and Children, and Operation Dignity (collectively referred to as the "Collaborating Partners").
- d. **NAS Alameda Historic District.** Preserve the character defining features of the NAS Alameda Historic District Residential Subarea. Preserve the "Big White" single family homes, and consider the preservation of the Admiral's House for community and/or City use.

COMBINE ALL NAS HISTORIC DISTRICT STATEMENTS INTO ONE POLICY.  
SEE ALSO LU-21a

**SPOTLIGHT****THE IMPORTANCE OF PROMOTING SUSTAINABLE GROWTH SOLUTIONS**

With shifts in technology, the impact of the Coronavirus pandemic, and the climate bringing new demands on services and infrastructure, the City of Alameda must maximize limited resources. More efficient land use leads to a more cost and space efficient transportation network for all Alamedans. More residents allows transit agencies to add more service which draws even more Alamedans to use transit. Investments in transit, walking and rolling are critical in addition to adding housing that facilitates efficient transportation modes. By 2040, Alameda could see BART add stations while having faster and more frequent AC Transit and Ferry service, all connected together by a safe network of streets and paths. Growth with inclusive design makes transportation options more reliable, enjoyable and affordable for all Alamedans, including drivers who find some of their neighbors are choosing travel options that free up space for those who are most car dependent.

More efficient land use also leads to more cost-efficient infrastructure. The shift in transportation towards more transit, walking and rolling also saves taxpayers on road repairs while reducing overall transportation expenses for many Alamedans. Whether it is a block of asphalt that needs repaving due to wear and tear from automobiles or a mile of pipe that needs retrofitting due to sea-level rise, even a slightly denser city can reduce its infrastructure costs per person to meet new and existing challenges during this resource-constrained decade.

Priority Development Areas, commonly known as PDAs, are areas within existing communities that local city or county governments have identified and approved for future growth. These areas typically are accessible by one or more transit services; and they are often located near established job centers, shopping districts and other services.

Priority Conservation Areas, commonly known as PCAs, are locations designated for the protection of natural habitats and the preservation of open space for future generations. This includes farming, ranching, recreational and resource lands.

WHERE ARE ALAMEDA'S PDAs?

**LU-20**

**Alameda Point Enterprise Sub-District.** Support the development of the Enterprise District for employment and business uses, including office, research and development, bio-technology and high tech manufacturing and sales, light and heavy industrial, maritime, community serving and destination retail, and similar and compatible uses.

**Actions:**

- a. **Vibrant Employment District.** Support the creation of a pedestrian, bicycle, and transit supportive business environment with high quality, well designed buildings within walking distance of transit, services, restaurants, public waterfront open spaces, and residential areas.
- b. **Support and Protect Job Growth.** Encourage and facilitate job growth and limit intrusion of uses that would limit or constrain future use of these lands for productive and successful employment and business use.
- c. **Pacific Avenue.** Support the development of Pacific Avenue as an iconic landscaped boulevard with separated bike paths and pedestrian routes.
- d. **Residential Uses.** Ensure that residential uses are directed to those areas within the district that will not result in limitations or impacts on the ability of research and development, bio-technology, high tech manufacturing, heavy industrial, manufacturing, or distribution businesses to effectively operate in the area.

**LU-21**

**Alameda Point Adaptive Reuse Sub-District.** Support the development of the Adaptive Reuse District for employment and business uses, including office, research and development, bio-technology and high tech manufacturing and sales, light and heavy industrial, maritime, commercial, community serving and destination retail, work/live, and other uses that support reinvestment in the existing buildings and infrastructure within the NAS Alameda Historic District.

**Actions:**

- a. **Preservation of the NAS Alameda Historic District.** Support and promote a pedestrian, bicycle, and transit supportive urban environment that is compatible with the character-defining features of the NAS Alameda Historic District.
- b. **Investment Opportunities.** Allow for a wide range of investment opportunities within the district to encourage private reinvestment in the NAS Alameda Historic District.
- c. **Significant Places.** Encourage the creation of a range of cultural and civic places through the development or adaptive reuse of key civic structures, including libraries, churches, plazas, public art, or other major landmarks to provide a sense of place and unique character.

COMBINE  
WITH  
LU-19d  
INTO  
A HISTORIC  
PRESERVATION  
POLICY  
FOR THE  
ENTIRE  
NAS

**LU-23**

**Northern Waterfront Mixed-Use Area.** Create a vibrant mixed-use, pedestrian-friendly, transit-oriented neighborhood with a variety of uses that are compatible with the waterfront location. (See also Policy HE-10).

**Actions:**

- a. Waterfront Access.** Expand public shoreline access and by redeveloping vacant and underutilized waterfront property with shoreline public open space and a mix of uses and extending Clement Avenue, the Cross Alameda Trail, and the Bay Trail through the Northern Waterfront from Grand Street to Sherman and from Broadway to Tilden Avenue to facilitate the movement of vehicles, bicycles, and pedestrians along the northern waterfront.
- b. View Corridors.** Preserve views of the water and Oakland from existing and planned roadways and public rights of way.
- c. Waterfront Mixed-Use.** To support a lively waterfront and a pedestrian friendly environment, provide for a mix of uses and open space adjacent to the waterfront including a mix of multi-family residential, neighborhood-serving commercial, office, marine, and waterfront commercial recreation, boat repair, maintenance and storage, dry boat storage and hoists, waterfront restaurants and related amenities.
- d. Public Launching and Water Shuttle Facilities.** Support waterborne forms of transportation and water based recreation by providing public docks at Alameda Landing at 5th Street, Marina Village, Alaska Basin at Encinal Terminals, Grand Street Boat Ramp, and Alameda Marina.
- e. Maritime and Tidelands Uses.** Promote and support water and maritime related job and business opportunities.
- f. Historic Resources.** Preserve the unique historical, cultural, and architectural assets within the area and utilize those assets in the creation of a new, vibrant mixed-use district.
- g. Del Monte Warehouse and Alaska Packers Building.** Preserve the Del Monte Warehouse Building consistent with the Secretary of the Interior's Standards for Rehabilitation and its City Monument designation, and preserve the Alaska Packers building for maritime and tidelands compliant uses.
- h. Encinal Terminals.** Redevelop the vacant property with a mix of uses to create a lively waterfront development with residential, retail and recreational commercial, restaurant and visitor serving, and maritime uses. Ensure the provision of an accessible, safe and well designed public shoreline promenade around the perimeter of the site adjacent to the Alaska Basin and Fortman Marinas that connects to trail systems. Consider a reconfiguration of the Encinal Tidelands to allow public ownership of the privately held submerged lands and waterfront lands to better provide for public waterfront access and enjoyment and future maritime use.
- i. Infrastructure Funding.** Require all new development to fund a fair share proportion of the costs of extending Clement Street from Sherman to Grand and upgrade storm sewer and wastewater facilities to serve all future development within the Northern Waterfront area.



## GOAL 4: DESIGN

### Promote sustainable, high-quality, accessible city design.

#### POLICIES:

##### LU-24

**Universal Design.** Continue to promote and require universal design in new construction and rehabilitation to protect the public health, accessibility, and safety of all regardless of ability and ensure equal access to the built environment. (See also Policy HE-4).

#### Actions:

- a. **Principles.** Incorporate universal design principles at every level of planning and design to ensure an inclusive and healthy built environment.
- b. **Awareness.** Promote and raise awareness about the importance of universal design and building an environment that works for everyone.
- c. **Universal Design Regulations.** Conduct annual reviews of the City's Universal Design Ordinance to ensure that current best practices of the built and external environment are being used and that implementation is successful in meeting the diverse needs of Alamedans regardless of ability without undue constraints on housing development.

##### LU-25

**Historic Preservation.** Promote the preservation, protection and restoration of historic sites, districts, buildings of architectural significance, archaeological resources, and properties and public works. (See also Policy HE-7).

#### Actions:

- a. **City-Owned Buildings.** Preserve, maintain and invest in all City-owned buildings and facilities of architectural, historical or aesthetic merit. *ADD TEXT FROM EXISTING GENERAL PLAN. SEE AAPS 5/17/21 LETTER.*
- b. **Partnerships.** Work in partnership with property owners, Alameda Unified School District, and non-profit organizations, such as the Alameda Architectural Preservation Society (AAPS) to ensure that the city's memorable buildings and landscapes are preserved.
- c. **Property Owner Awareness.** Continue to work to increase owners' and buyers' awareness of the importance of preservation in protecting community character and identity.
- d. **Historic Districts and Monuments.** Designate additional Historic Districts and Monuments to recognize areas or sites with significant historic architectural design character or cultural history.
- e. **Financial and Design Assistance.** Develop financial and design assistance programs to encourage the restoration or preservation of buildings, structures, and sites with architectural, historic or aesthetic merit, such as a Mills Act Program or the Facade Grant Program. *DESCRIBE THESE PROGRAMS.*
- f. **Demolition Controls.** Maintain demolition controls for historic properties, including requiring Historic Advisory Board approval of pre-1942 buildings.
- g. **Alterations.** Require that exterior changes to existing buildings be consistent with the building's existing or original architectural design *whenever feasible.*
- h. **Archaeological Resources.** Preserve important archaeological resources from loss or destruction and require development to include appropriate mitigation to protect the quality and integrity of these resources.
- i. **California Historical Building Code.** Continue application of the California Historical Building Code to pre-1942 buildings.

AS DRAFTED, THESE STATEMENTS ARE INCONSISTENT WITH EXISTING CITY POLICY, INCLUDING THE CITYWIDE DESIGN REVIEW MANUAL AND COULD RESULT IN ARCHITECTURALLY INTENSIVE NEW DEVELOPMENT IN EXISTING NEIGHBORHOODS. FOCUS ON "CREATIVE AND CONTEMPORARY" DESIGN ON NEWLY DEVELOPED AREAS INSTEAD.

## LU-26

**Architectural Design Excellence.** Promote high quality architectural design in all new buildings and additions to complement Alameda's existing architectural assets and its historic pedestrian and transit-oriented urban fabric. *In areas with mostly pre-1942 buildings, maintain architectural consistency with those buildings.*

**Actions:**

- Diversity.** Encourage a broad range of architectural styles, building forms, heights, styles, materials, and colors to enhance Alameda's rich and varied architectural character and create visually interesting architectural landscapes within each neighborhood and district.
- Creativity.** Encourage ~~and support creative and contemporary~~ architectural design that complements, *but does not mimic*, existing architectural designs in the neighborhood or district.
- Harmony.** Harmonize the architectural design of new buildings with the architectural character of the surrounding buildings to create a visually appealing architectural landscape.
- Human Scale.** Promote accessible, human scaled designs that ensure that ground floors are easily accessible and visually interesting from the public right-of-way by facing buildings toward the street, using higher quality materials at the ground floor, providing pedestrian-scaled lighting, and minimizing the extent of blank walls along ground floor elevations with doorways, windows, art, landscaping, or decorative materials.
- Regulations and Guidelines.** Promote design excellence by ensuring that City development regulations and design guidelines clearly express the intent and support for *creative and innovative* design solutions. Guidelines should focus on desired outcomes, *as well as* prohibited outcomes.

## LU-27

**Neighborhood Design.** Protect, enhance and restore Alameda's diverse neighborhood architecture and landscape design while encouraging design innovation and creativity in new residential buildings and landscapes. (See also Policy HE-15). *REVISIT THIS POLICY. SEE POLICY HE-15. MAX-USE ON PAGE 27 OF 27*

**Actions:**

- Architectural and Landscape Design.** Require that neighborhood infill development and alterations to existing residential buildings respect and enhance the architectural and landscape design quality of the neighborhood. *discouraged*
- City Design Regulations.** Develop regulations, standards and guidelines that express the intended and desired form and functional outcomes as *both* *well as* *opposed to* expressing just the prohibited forms to support and encourage innovative design solutions and high quality design. *EXPLAIN*

## LU-28

**Retail Commercial Design.** Require that alterations to existing buildings and all new buildings in community commercial districts be designed to be pedestrian-oriented and harmonious with the architectural design of the surrounding mixed-use district.

**Actions:**

- Park and Webster Street Design.** Continue to support and promote high quality design in the reinvestment in Alameda's "Front Doors" to ensure the continued vibrancy of these unique city Main Streets for commerce, employment, entertainment, and culture.
- Contextual Architectural and Landscape Design.** Require varied building facades that are well-articulated, visually appealing at the pedestrian level, and that utilize architectural and landscape design features that respond to the district's existing architectural and landscape character.

## LU-29

**Shopping Center Redevelopment.** Redevelop existing automobile-oriented, single-use shopping centers with associated large surface parking areas into transit-oriented, mixed-use centers with multi-family housing.

**Actions:**

- a. **Vertical Mixed-Use.** Maintain ground floor commercial retail and service uses, while allowing upper stories to be developed for residential, office, and other uses.
- b. **Safe, Accessible, and Connected.** Ensure that the pedestrian, bicycle, transit and automobile network is safe and convenient for all users and well integrated with adjacent off-site networks.
- c. **Shared Parking.** Minimize the amount of land needed for off-street automobile parking by sharing parking between on-site commercial businesses and on-site residents.
- d. **Walkable.** Create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where feasible, and sidewalks generously scaled for pedestrian and wheelchair use with ample street trees, public seating areas, pedestrian lighting, and other amenities to create a safe and convenient pedestrian experience and enhance Alameda's network of leafy streets.
- e. **Gathering Places.** Provide public, open air, gathering places, such as small parks, plazas, outdoor dining opportunities, or other publicly accessible areas to support a mix of residential, commerce, employment, and cultural uses.
- f. **Architecture.** Require building offsets, window and door recesses, and variations in building heights to create a rich and visually interesting pedestrian level experience.

BE CAREFUL WITH TOO MANY BUILDING OFFSETS AND VARIATIONS IN BUILDING HEIGHT. RESULTS CAN LOOK TOO BUSY. RELYING ON PROVISIONS IN EXISTING CITYWIDE DESIGN REVIEW MANUAL IS PROBABLY SUFFICIENT.

## LU-30

**Waterfront Design.** Preserve and enhance Alameda's waterfronts as important destinations by maximizing waterfront physical and visual access from adjoining neighborhoods and streets and permitting land uses that complement the waterfront setting. (See also Policies LU-6, OS-8 and HS-22).

**Actions:**

- a. **High Quality.** Design new parks, open spaces, and waterfront buildings of exemplary quality, highlighting visual and physical connections to the water's edge, preserving waterfront historic resources, and complementing the character of adjacent neighborhoods.
- b. **Inclusive.** Design and locate waterfront public spaces and the Bay Trail to be inclusive and welcoming to all.
- c. **Climate Sensitive.** Design public spaces to be micro-climate sensitive, allowing for shelter, wind breaks, sun access and shading.
- d. **Public and Safe.** Ensure that all new waterfront buildings are set back an appropriate distance from the water's edge, such that the public access and Bay Trail feels public, yet also safe for visitors and Bay Trail users.
- e. **Public Access and Building Heights.** Require a wider public access and separation between the water's edge and the face of the building for taller buildings. Shorter buildings may be closer to the water's edge. Taller buildings should be set back further.
- f. **Architecture.** Require that buildings adjacent to the shoreline provide attractive and varied facades that complement, but do not mimic, the historic maritime character of the waterfront.

WHAT IS WRONG WITH TAKING DESIGN CUES FROM EXISTING BUILDINGS, ESPECIALLY HISTORIC BUILDINGS?

**LU-31**

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

**Actions:**

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

**LU-32**

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

REFER TO 2010 CIVIC CENTER VISION PLAN?

**Actions:**

- a. **Centerpieces.** Preserve the City Hall, Carnegie Library, and Elks Club buildings as centerpieces of the Civic Center district.

- b. **Opportunity Sites.** Support and encourage the redevelopment and reuse of the corners opposite City Hall and the Carnegie Building with mixed-use development. Either restore and incorporate the historic gas station at the north-east corner of Oak Street and Santa Clara Avenue or relocate it to a suitable site.

**LU-33**

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

**LU-34**

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

**Actions:**

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

## CC-9

**Vehicle Sharing.** Support and encourage vehicle sharing to reduce the demand for vehicle parking and increase access to mobility. (See also Policy ME-17).

**Actions:**

- a. **Alternative Vehicle Share Programs.** Support alternative vehicle share programs, such as bike share, car share, and scooter share programs.
- b. **Carpooling.** Consider transit and carpool lanes and other methods to support and incent the use of shared vehicles.
- c. **Carpool Parking.** Support the provision of preferential parking spaces for carpool vehicles in public parking lots and within private commercial development that are providing shared vehicle parking, increase mobility and equitable access for all residents, especially low-income, youth, seniors, disabled, and other vulnerable residents.
- d. **Connectivity and Inclusiveness.** Connect neighborhoods and major destinations such as parks, open spaces, civic facilities, employment centers, retail and recreation areas with pedestrian and bicycle infrastructure. Prohibit sound walls, gates and other barriers that separate neighborhoods and decrease physical and visual connectivity throughout the City.

INCOMPLETE SENTENCE. NEEDS A VERB TO CLARIFY MEANING.

corridors? (SEE PAGE 14 OF 27 TRANSIT "SPOTLIGHT") -- BUT "STOP" IS BETTER.

## CC-10

**Climate-Friendly, Walkable and Transit-Oriented Development.** Reduce reliance on automobile use and reduce vehicle miles traveled by prioritizing walkable, transit-oriented, medium and high density mixed-use development in transit-oriented areas and commercial corridors. (See also Policies LU-33, LU-34 and ME-21).

**Actions:**

- a. **Density, FAR and Transit.** When zoning property for commercial, residential or residential mixed-use near transit stops generally zoned for more density and/or floor-area-ratio (FAR) on the parcels closest to the highest-quality existing or planned transit stops to encourage the most efficient use of land and public resources while minimizing vehicle miles traveled.
- b. **Parking Requirements.** Revise off-street parking requirements to replace minimum requirements with maximum requirements to limit the amount of onsite parking allowed with each development to reduce reliance on the automobile and automobile ownership.
- c. **Transportation Demand Management Ordinance.** Prepare and adopt a Transportation Demand Management Ordinance requiring new development to actively address the mobility of new residents and employees, including but not limited to contributing to annual operations and capital improvements for supplemental transit, water shuttle, land based shuttle services and improvements to the bicycle and pedestrian network.
- d. **Pedestrian Only Areas.** Create pedestrian-only areas to support economic activity in and around new development.

TOO AMBIGUOUS



## SPOTLIGHT

## BUILDING ELECTRIFICATION BENEFITS



## FISCAL RESPONSIBILITY AND INEVITABILITY:

Key regional and state decision-makers, including PG&E, have indicated the desire and intention to go all-electric and eventually discontinue gas service.



## EQUITY:

As natural gas costs rise over time, customers will switch to all-electric appliances and homes at faster and faster rates. Coordinating and subsidizing a timely and fair transition for lower-income and more vulnerable residents is critical.



## HEALTHY AIR:

Buildings create roughly double the pm 2.5 air pollution as vehicles. According to a recent study, children who grow up in buildings with natural gas stoves were 42% more likely to develop asthma.



## RESILIENCE:

Buildings that depend on natural gas may have to wait 6 months following severe earthquake events for service to return (compared to up to 1 week with electric appliances).

## CC-13

**Alameda's Building Stock.** Reduce greenhouse gas emissions from natural gas combustion and natural gas leaks.

## Actions:

- Construction Regulations.** Prepare and adopt citywide regulations limiting use of natural gas and encouraging the use of clean energy electricity.
- New Construction Reach Codes.** Adopt reach codes that ban the use of fossil-fuels in all new buildings constructed in Alameda.
- Renovation to Clean Energy.** Develop regulations and incentives to facilitate the conversion of existing buildings with natural gas infrastructure to clean energy alternatives.
- Development on City Land.** Limit the use and expansion of natural gas infrastructure on city land to the extent feasible and practicable.
- Rebate Programs.** Support programs that encourage homeowners/commercial building owners to implement electrification retrofits, with an emphasis on Alameda's most vulnerable residents.
- Partners.** Partner with PG&E and other utility companies to plan for the safe transition from natural gas to clean energy alternatives, including removal of infrastructure that pose hazards when not in use.

## CC-14

**Energy Efficiency and Conservation.** Promote efficient use of energy and conservation of available resources in the design, construction, maintenance and operation of public and private facilities, infrastructure and equipment.

## Actions:

- Weatherization and Energy Efficient Building Renovations.** Streamline permitting requirements for energy-efficient building renovations such as weatherization.
- Public Facilities.** Incorporate renewable energy and energy efficiency into public facility capital improvements.
- Low Carbon Materials.** Require or promote the use of low-carbon building materials where available.
- Energy Audits.** Consider requirements for energy audits or updates at major renovations or time of sale.

How?  
Retain existing requirement that for pre-1942 buildings replacement windows visually match the original or historic windows.

## CC-16

**Water Efficiency and Conservation.** Minimize water use in new construction and landscaped areas to make Alameda more resilient to drought and generate less wastewater.

**Actions:**

- a. **Water Efficient Landscape Requirements.** Maintain up-to-date water-efficient landscaping regulations and ordinances to reduce water use in both private and public landscapes.
- b. **Bay-Friendly Landscapes.** Require new developments to include native plant species, and non-invasive drought tolerant/low water use plants in landscaping.
- c. **Water-Efficient Buildings.** Require low-flow fixtures, such as low-flow toilets and faucets in new construction.
- d. **Recycled and Reclaimed Water.** Coordinate the production and usage of recycled and reclaimed water for potable and non-potable uses.

drought tolerant

DEFINE: CALIFORNIA? BAY AREA? ALAMEDA?

## CC-17

**Zero Waste Culture.** Create a zero waste culture by implementing the City of Alameda's 2018 Zero Waste Implementation Plan (ZWIP). (See also Policy HS-36).

**Actions:**

- a. **Zero Waste Awareness.** Promote a zero waste culture by developing programs and campaigns that recognize the shared responsibility for each individual to reduce and divert waste from landfill disposal.
- b. **Single-Use Plastics.** Work toward eliminating single-use plastic products. Promote and require compostable, recyclable and/or reusable products.
- c. **Technical Assistance.** Provide targeted technical assistance for commercial and multi-family waste generators, which have the greatest opportunity to reduce waste sent to landfill.
- d. **Food Recovery.** Work with waste management partners to create a food recovery program and enhance organics management to reduce organic material disposal in landfills and reduce greenhouse gas emissions.
- e. **Salvageable Materials.** Update the City's construction and demolition debris recycling ordinance to include specific incentives or requirements for deconstruction (rather than demolition) of existing buildings to salvage usable building components (lumber, doors, fireplaces, brick) on homes of a certain age.
- f. **CAL Green.** Implement CALGreen building code requirements to divert and recycle construction and demolition waste, and to use locally-sourced building materials and recycled content building materials, including mulch/compost.
- g. **Franchise Agreements.** Expand the high diversion franchise agreement with waste management partner(s) related to recycling, organics and construction and demolition waste to further support Alameda in reaching its zero waste goal.

APPLY TO ALL BUILDINGS

and relocation.

## CC-18

**Building Renovation and Reuse.** To reduce construction waste and GHG emissions associated with construction material manufacture and transportation, encourage and facilitate renovation and rehabilitation of existing buildings instead of demolition and new construction. (See also Policy LU-17).

and maximize retention of existing building materials rather than gut rehabs. When complete demolition of an existing building cannot be avoided, encourage relocation of the building to another site.

ADD ACTION STEPS THAT IMPLEMENT THIS POLICY. (AAPS CAN MAKE SPECIFIC RECOMMENDATIONS IF REQUESTED.)

MARCH 2021 DRAFT



photo: Maurice Ramirez

Protecting and restoring natural habitats to support biodiversity and to prepare for climate change is a key goal of the General Plan.



## GOAL 4: PROTECT

**Protect and conserve Alameda's natural resources and recognize their intrinsic importance in responding to climate change and fostering a healthy environment that sustains people, neighborhoods and the unique natural resources of the island.**

### POLICIES:

#### CC-26

**Urban Forest.** Take actions to maintain and expand the number of trees in Alameda on public and private property to improve public health, reduce pollution, and reduce heat island effects. (See also Policies LU-2, LU-3 and ME-14).

#### **Actions:**

- a. **Tree Preservation.** Continue to require and <sup>INISE</sup> incent the preservation of large healthy native trees and vegetation.
- b. **New Development and Parking Lots.** Require ample tree plantings in new development and related parking lots.
- c. **Strengthen Tree Replacement Requirement.** Strengthen the tree replacement requirement for any protected trees removed due to new development or redevelopment.
- d. **Prioritize Tree Planting.** Invest in tree planting and maintenance, especially in low canopy areas, neighborhoods with under-served or under-represented communities and in areas identified by the Bay Area Greenprint (that uses a variety of factors such as pollution, heat island effects, and vulnerable communities).

b. Improve the Tree Protection Ordinance. Expand the existing Tree Protection Ordinance to include species besides Coast Live Oak (*Quercus agrifolia*).

MARCH 2021 DRAFT

GOOD

**Policy HE-14:** 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.

**Program 14.1 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.

*Responsible Department/Agency: Community Development Department*

*Funding Source: Application fees*

*Timing: Ongoing*

*Quantified Objective: Review progress annually.*

**Policy HE-15:** Ensure that new neighborhoods seamlessly integrate with older residential neighborhoods by designing new housing developments that complement, but not mimic, the historic, architectural, aesthetic, and physical qualities of existing neighborhoods.

**Program 15.1: Design Review:** Continue to administer and improve the Design Review Ordinance to ensure compatible new residential design in existing neighborhoods.

*Responsible Department/Agency: Community Development Department*

*Funding Source: Application fees*

*Timing: Ongoing*

*Quantified Objective: Review ordinance annually as part of annual review.*

THE ARCHITECTURE IN  
BAYPARK ARGUABLY "MIMICS"  
THE ARCHITECTURE IN  
EXISTING NEIGHBORHOODS.  
WAS THE ARCHITECTURE USED  
IN BAYPARK A MISTAKE?



June 13, 2021

City of Alameda Planning Board and Historical Advisory Board  
2263 Santa Clara Avenue, Room 190  
Alameda, CA 94501

**Subject: AAPS response to General Plan and Housing Element staff reports on Planning Board/HAB June 14, 2021 agenda - -Items 7-A and 7-B.**

Dear Planning Board and Historical Advisory Board members:

The Alameda Architectural Preservation Society (AAPS) would like to respond to the June 14, 2021 staff reports on the General Plan and Housing Element.

## **1. General Plan**

- a. General Plan versus zoning.** We agree that the General Plan is just a framework for zoning changes. But state law requires that the zoning conform with the General Plan, so if the General Plan establishes ranges for development intensities (residential density, height limits etc.) or sets specific numbers for these intensities, the zoning must fit within these ranges or conform to any specific numbers. And if there is a range, the zoning, arguably, needs to show the maximum number within the range somewhere on the zoning map. So any specific development intensities provided in the General Plan will translate into zoning provisions, unless the General Plan is amended.
- b. Extending multi-family and shared housing to *all* residential zones (LU-2f).** The draft Plan currently provides that these facilities be permitted just in Medium Density Land Use Classification and higher. In its 5-17-21 letter, AAPS questioned the architectural impacts of these facilities if they involve new construction in residential neighborhoods. **AAPS requests that Plan identify what, if any, architectural impacts could occur and how they might be mitigated.**

Also, does this mean that multi-family housing would be allowed by right in the R-1 single-family residential zone? And, if so, how many units per lot? At face value, it appears that the effect of the revised LU-2f would be to eliminate one-family zoning in Alameda. **Is this the intent?**

- c. Architecture, design and historic preservation (LU-17b and LU-26b).** The staff report's implication is false that AAPS argued in its May 17 comments that "new and creative contemporary architectural design is inappropriate **anywhere** (emphasis added) in Alameda". Although as one option we recommended LU-17b and LU-26b be deleted

entirely, we also recommended as an alternative that they be limited to areas not containing historical monuments, historic building study list properties or predominately pre-1942 buildings.

In any case, the phrase “creative and contemporary design” is highly subjective and open to interpretation. The Plan needs to at least include photographs illustrating what is considered appropriate “creative and contemporary architectural design”.

In addition, LU-26b and LU-17b imply changes need to be made to the Citywide Design Review Manual. Examples of possible changes should be included in the Plan.

The staff suggestion to delete the “does not mimic” language is good. But limiting LU-26b to newer and undeveloped areas should still be considered.

## 2. Housing Element

The staff report gives a very good overview of the issues Alameda needs to address as part of the Housing Element. The strategy to maximize development at Alameda Point and Encinal Terminals is also good. However, the “now therefore be it resolved” clause concerning Article 26 in the draft resolution is unnecessarily broad. And why is the clause even necessary? If the clause is retained, we recommend that it be amended to read as follows:

*NOW, THEREFORE, BE IT RESOLVED, that the City Planning Board recommends that the City of Alameda City Council finds that City Charter Article 26 is ~~in direct conflict with state housing law and is preempted and unenforceable in these circumstances. More specifically, Article 26 of the City Charter is preempted in part~~ by Government Code Sections 65583.2(c), (h), and (i) and Section 65583(c)(1) which require the City to allow multi-family housing, and Government Code Section 65583.2(c)(3) which requires the City to allow at least 30 du/acre to meet its RHNA and that the City has used and intends to continue to use the Multi-Family Overlay Zone where needed to provide adequate housing development sites to meet its RHNA.*

We have reviewed this modification with staff and believe staff is agreeable to it.

Thank you for the ongoing opportunities to comment. Please contact me at (510) 523-0411 or [cbuckleyAICP@att.net](mailto:cbuckleyAICP@att.net) if you would like to discuss these comments.

Sincerely,

Christopher Buckley, Chair  
Preservation Action Committee  
Alameda Architectural Preservation Society

cc: Mayor and City Councilmembers (by electronic transmission)  
Andrew Thomas and Allen Tai, Planning, Building and Transportation Department (by electronic transmission)  
AAPS Board and Preservation Action Committee (by electronic transmission)

**From:** [margie](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Malia Vella](#); [John Knox White](#); [John Knox White](#); [Trish Spencer](#); [Trish Spencer](#); [tdaysog@alamedaca.com](mailto:tdaysog@alamedaca.com); [tdaysog@alamedaca.com](mailto:tdaysog@alamedaca.com)  
**Cc:** [Eric Levitt](#); [Andrew Thomas](#); [Yibin Shen](#); [Yibin Shen](#); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Item 6-D July 6 Regular City Council Agenda Agenda-Intent to Prepare Housing Element Update  
**Date:** Wednesday, June 30, 2021 8:28:58 PM

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I agree with the letter sent to you by ACT. I have the following additional comments:

People are moving out of the Bay Area. As shown by US Census and California Dept of Finance data, the high point of Bay Area population was in 2018. Population has been trending lower since that time. This trend has accelerated since the popularization of Zoom technology. Many companies are encouraging their employees to work from home, giving them a significant savings in renting office space. Alameda has lost .03% of population in the last year (about 500 people)

San Francisco now has an over 8% rental vacancy rate. The proliferation of FOR RENT signs in Alameda and the six page list of rentals on the Gallagher and Lindsay website indicates that Alameda also has a significant rental vacancy rate.

Given the above, it is unlikely that there is a shortage of market rate housing.

**From:** [Alameda Citizens Task Force](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [John Knox White](#); [Trish Spencer](#); [ldaysog@alamedaca.com](#)  
**Cc:** [Eric Levitt](#); [Andrew Thomas](#); [Yibin Shen](#); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Item 6-D July 6 Regular City Council Agenda Agenda-Intent to Prepare Housing Element Update  
**Date:** Wednesday, June 30, 2021 10:02:46 AM  
**Attachments:** [We sent you safe versions of your files.msg](#)  
[Alameda General Plan 2040 DEIR Comment Letter.pdf](#)

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# ACT

## Alameda Citizens Task Force

Vigilance, Truth, Civility

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Dear Mayor Ashcraft, Vice-Mayor Vella and Councilmembers Knox-White, Herrera Spencer and Daysog:

The ACT Board has closely reviewed the details report of Planning, Building and Transportation Director Thomas. We submit the following comments.

**The Need for a Certified Housing Element:** We fully support the absolute necessity of adopting a Housing Element that achieves certification from the Department of Housing and Community Development and that certification requires the extension of the Multi-Family (MF) overlay zone over sufficient parcels to meet the density requirement for reaching the lower income segment of our RHNA.

However, we strongly object to the “Now Therefore” clause in the proposed Resolution. Article 26 is not “in direct conflict with state housing law” Instead, it is partially preempted to the extent necessary to meet our RHNA. Indeed, this was the city rationale for the multi-family overlay adopted in 2012, while still retaining the Article 26 restrictions in the zoning districts not necessary for our RHNA. We agree with President Teague of the Planning Board that invalidating all of Article 26 would violate his oath of office to enforce the Charter, an oath also taken by you. We also agree with the comments attributed to Mayor Ashcraft in a recent Alameda Sun news article that expresses opposition to such a draconian move as long as the MF overlay can achieve a certified housing element. [Mayor Discusses Assembly Bill | Alameda Sun](#)

### Mayor Discusses Assembly Bill | Alameda Sun

Ekene Ikeme Alameda Mayor Marilyn Ezzy Ashcraft does not expect City Council will use the proposed assembly bill that allows city officials to circumvent local measures to reach state housing mandates.

[alamedasun.com](#)

We urge City Council to adopt the resolution in the language approved by the Planning Board which deletes the entire “now therefore” paragraph in the staff proposal. (Exhibit 3 Planning Board Resolution No. PB 21-03) It more than adequately establishes the legal rationale for the MF Overlay. However, if Council has the need to specifically refer to the pre-emption issue, we suggest this following replacement language:

*NOW, THEREFORE, BE IT RESOLVED, that the City Planning Board recommends that the City of Alameda City Council finds City Charter Article 26 is partially preempted by State law to the extent necessary to comply with Government Code Sections 65583.2(c), (h), and (i) and Section 65583(c)(1) which require the City to allow multi-family housing, and Government Code Section 65583.2(c)(3) which requires the City to allow at least 30 du/acre to meet its RHNA;*

**Appeal of Draft RHNA:** The draft 2023-2031 RHNA of 5353 units is more than triple our current RHNA. While fully recognizing the difficulty of a successful appeal outlined in the report, we strongly urge the Board to recommend an appeal.

The draft RHNA does not represent a “fair share” of the Bay Area obligation. Comparing our percentage of the total (1%) or projected increase in population (17%) to other Bay Area cities fails to take into account our unique circumstances.

1. **Transportation & Infrastructure:** Director Thomas states that, “Alameda’s transportation and infrastructure constraints are no worse than the transportation and infrastructure constraints in Oakland, San Francisco, Berkeley, San Leandro, and other neighboring cities.” None of these cities are located on an island with limited ingress and egress and water supply transported from pipelines on the mainland. All of these cities have direct access to BART within their borders.

2. **Earthquake:** Director Thomas believes that “Alameda’s seismic hazards are no worse than those in the neighboring cities.” This is not borne out by the facts. The ABAG Natural Hazard map at [https://abag.ca.gov/sites/default/files/factor\\_o1\\_natural\\_hazards\\_v2.pdf](https://abag.ca.gov/sites/default/files/factor_o1_natural_hazards_v2.pdf) indicates that Alameda is among those cities with the lowest percentage of urbanized area outside of a hazard zone, be it earthquake or sea level rise (less than 50%). He also neglects the fact of the impact of earthquake on a small island with limited access to the mainland.

3. *Sea Level Rise*: It is obvious that our primary hazard is sea level rise. See: <https://www.nbcbayarea.com/investigations/unlike-any-disaster-we-have-ever-seen-says-state-agency-about-rising-seas-in-bay-area/2236314/> It indicates the current projections for year 2100 are 66 inches with a storm surge level of 84 inches.

ABAG discounts natural hazards by stating that cities may choose to locate their RHNA outside of hazard zones. However, a review of flood visualization maps (especially at 5-to-6-foot levels) shows that the portion of Alameda that is outside of a flood zone is the center of the island which is already a very densely built-up area. <https://coast.noaa.gov/slr/#/layer/slr/6/-13608405.810251893/4548019.435472305/14/satellite/none/0.8/2050/interHigh/midAccretion> Therefore, Alameda has no choice but to build new housing directly in the flood hazard zone. In fact, many of the 4000 plus new units that have been approved in the present cycle are in the flood hazard zone.

Director Thomas points out that new developments will be required to design to mitigate sea level rise. However, projections of future sea level rise are increasing rapidly so that the initial projections will be outdated by the time construction starts. A recent Washington Post article reveals that the city of Miami is projecting the expenditure of four billion dollars over the next 40 years to mitigate the impact of their existing high-density structures. To think that all of this can be avoided here by holding developers to mitigations based on constantly changing projections is unrealistic.

We have attached Patricia Lamborn's June 25 comment letter to the Draft EIR Alameda General Plan 2040 which treats this sea level rise issue in detail that is well worth your reading.

4. *Emergent Groundwater*: The Sept. 2020 Silvestrum Climate Associates report to the city entitled THE RESPONSE OF THE SHALLOW GROUNDWATER LAYER AND CONTAMINANTS TO SEA LEVEL RISE provided the following information:

As the seawater level rises, the shallow ground water also rises. It increases the liquefaction risk in an earthquake. In high pollution areas like Alameda Point polluted earth is covered with clean earth to block it, but if the ground water level rises it permeates the polluted earth and the good earth above it to pollute the entire mass. It also threatens building foundations and endangers our underground utilities including our water supply. **Sea walls do nothing to stop this.**

Even more troubling is the portion of the report at Figures 4.4 thru 4.6 showing that during wet winters this groundwater will emerge above the land surface at the three, four and 5 ½ foot levels (all well within sea level rise predictions through 2050) with more than half the island submerged at the 5 ½ foot level. Moreover, this will occur before the sea water invades our shores. This is clearly a unique risk faced by our island and should be included in an appeal.

Director Thomas's does conclude that, "Alameda is uniquely vulnerable to rising sea levels and ground water as well as emergent ground water impacts. While all new developments in Alameda, both residential and non-residential, are required to mitigate these risks through site and building design, this is one of the few areas that Alameda could argue more substantively in an appeal if the City Council determines to move forward."

**We submit that the environmental risks of earthquake, sea level rise and emergent groundwater places this City at grave risk both as to livability and financially and that an appeal raising these issues is clearly warranted. ABAG's current RHNA allocation to Alameda is, in effect, mandating future huge mitigation expenditures by the City far in excess of that which will be required of other cities in the region.**

**Preliminary Site Inventory:** Our primary issue with the preliminary inventory is the inclusion of 500 units in the R-2 thru R-6 zoning districts. These districts comprise the core of our city's old established neighborhoods designated for one unit for every 2000 sq. ft. There is little vacant space available. Director Thomas originally spoke to us about limiting development in these districts to allowing the establishment of new units in existing residential buildings. Now, he adds the allowance of new high-density construction which would require the demolition of existing homes.

We believe this to be very unwise. The negative impact on parking, utilities, loss of yards and carbon absorbing trees will be significant. It will be open season for developers to entice homeowners to sell their property to allow replacement of low density with high density dwellings. These offers to buy will be more lucrative than a homeowner ever anticipated because the vastly increased density allowance makes the property much more valuable. It will be a windfall for some, but those of us who are left will be living in a much different town. Also, please refer to the discussion above of the emergent groundwater report. The 66-inch sea level rise map in the report shows that much of our R-2 to R-6 districts will experience surface groundwater during the rainy season.

We are cognizant of the fact that deleting one piece of the inventory requires a replacement piece and suggest that seeking an increase in the cap at Alameda Point or expanding the use of our mixed-use areas is far superior to allowing development of our old established neighborhoods.

Sincerely,

Alameda Citizens Task Force  
Gretchen Lipow, President

June 25, 2021

Andrew Thomas, Planning, Building, and Transportation Director Alameda  
Draft EIR Lead Agency Contact  
City of Alameda, 2263 Santa Clara Avenue, Room 190 Alameda, CA 94501

**RE: Draft EIR Alameda General Plan 2040**

Dear Mr. Thomas

I am writing to comment on the Alameda General Plan 2040 Draft EIR (DEIR). I am concerned about the inconsistency between the DEIR's statements on sea level rise and their Land Use Policy related to Mixed use Shopping Centers. I'm also concerned by the fact that neither the DEIR nor our Draft Alameda General Plan 2040 specifically identify buffer zones in line with the DEIR's proposal for Nature Based Flood Control Systems. The lack of funding for master planning of DePave Park during this 2022-2023 budget cycle was a big disappointment and showed that our City is not taking the CARP recommendations for wetland restoration seriously. The lack of firm and clear direction from both the DEIR and our General Plan paves the way for dense housing development on Alameda shorelines to satisfy developers incentive to build and sell luxury-waterfront condos, including towers. Three examples of dangerous developments which would be allowed are:

- Building towers right on the Shoreline at Southshore Shopping Center. This plan was proposed in community meetings in 2019 by Jamestown, the owner and developer of the shopping center.
- Developing housing at Harbor Bay Club - another disaster waiting to happen-- the bay is already within a few feet of the swimming pool there.
- Infill housing at the Harbor Bay Shopping Center. If it were limited, senior affordable housing could be ok-- but let's face it, the developer will say it doesn't "pencil out" for them unless it's dense and multistory.

The tragedy of the waterfront condo tower collapse in Florida on June 24th, 2021 is our wake up call. We will know more about why this tragedy happened, but it was documented to be slowly sinking for many years.

The DEIR must be amended to definitively change our General Plan and stop dense, multistory housing development on Alameda Landfill on the shoreline.

The DEIR was correct when it stated the following policies :

**Policy CC-19 Sea Level Rise Protection.** Reduce the potential for injury, property damage, and loss of natural habitat resulting from sea level rise. Actions:

- Land Planning. Prioritize areas of little or no flood risk for new development (i.e. housing and commercial development) in new plans or zoning decisions.
- Shoreline Habitat and Buffer Lands. Identify, preserve and restore existing undeveloped areas susceptible to sea level rise to increase flood water storage which can reduce flood risk, enhance biodiversity, and improve water quality. Maintain and restore existing natural features

**Policy CC-20 Land Development.** Require new development to reduce the potential for injury, property damage, and loss of natural habitat resulting from groundwater and sea level rise.

**Policy CC-21 Sea Level Rise Plans.** Develop neighborhood shoreline sea level rise protection and funding plans to address increasing sea and groundwater level rise and storm events.

Unfortunately it is completely contradictory when the DEIR states:

**Policy LU-16 Climate-Friendly, Transit-Oriented Mixed-Use Development.**

- Mixed-Use Shopping Centers. Amend the zoning code to facilitate the redevelopment and reinvestment in Alameda's single-use retail shopping centers and large open parking lots with higher density mixed use development with ground floor commercial, service, and office uses, and upper floor multi-family housing.

This could be fine in cities with inland shopping centers-- in Alameda we all know that this will be applied to Southshore Shopping Center, on Shoreline Drive which is predicted to overtop and flood by 2030. The parking lots on Shoreline Drive are our opportunity to develop sea level rise protection, not construct high rise condo towers.

The DEIR section on **Open Space, Recreation, and Parks Element could give us hope-- IF there were specific examples of implementation in our General Plan.**

The DEIR States: **GOAL 2** Expand and improve the parks and open space system to address the evolving needs of a growing community, serve all residents and neighborhoods equitably throughout the city, and adapt to the climate crisis.

**Policy OS-11 Climate Adaptation.** Adapt the existing park and open space network to rising sea levels, more severe storm events and wave energy and rising groundwater. Actions:

- Green Infrastructure. Utilize natural, green or 'soft infrastructure' such as sand dunes and wetlands over 'hard infrastructure' (concrete seawalls and/or levees) wherever possible.
- Hidden Benefits. **Recognize and promote the open space network as an expanding asset**

**Harbor Bay Club provides exactly that opportunity.** Rather than building housing, the club and grounds could be utilized for recreation, with a shoreline buffer zone. Now is not the time to bail out the club by enriching a housing developer. When we face flooding - the developer will be long gone. Again we need to take the lessons in front of us seriously. The residents of Foster City are paying \$ 90million in parcel taxes to reinforce their existing levee with an iron wall to protect the homes built on landfill. Our City could purchase Harbor Bay Club- operate it as a municipal recreation facility and continue to charge fees for use of tennis courts, club, etc. and eventually adapt the shoreline as defensible space. That is cheaper than building a sea wall. It's time to get creative--- and serious about the "Climate Emergency". Is it an emergency or not?

**The DEIR described a frightening reality :**

**Adapting to Rising Tides Bay Area (ART Bay Area)** is a partnership between Caltrans District 4, the Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG), Bay Area Regional Collaborative (BARC), the San Francisco Bay Conservation and Development Commission (BCDC) and many public, private, and nonprofit partners. ART Bay Area is the first ever region-wide, cross-sector, asset-based vulnerability analysis of the Bay shoreline to sea level rise. The product of a multi-agency collaboration, the project illuminates shared vulnerability to sea level rise across the Bay Area. ART Bay Area projects a likely sea level rise of 48 inches above the Mean Higher High Water (MHHW) tide by 2030, in combination with a 100-year storm. It projects an increase of 52 inches by 2040 and 2050, with the same assumptions.<sup>20</sup> These likely levels of increase have a 66 percent probability, based on modeling by the California Ocean Protection Council. Under an extreme risk scenario, the projected sea level rise during MHHW in combination with the 100- year storm increase to 52 inches by 2030, 66 inches by 2040, and 77 inches by 2050. **The maximum modeled increase would be 108 inches by 2070. Although sea level rise will affect all shoreline areas in San Francisco Bay, the western end of Alameda Point is identified by ART Bay Area as one of several regional hotspots in the Bay.**

The DEIR went on to state: "With almost half of the land area in Alameda being within 6 feet of current sea level, and with groundwater being just a few feet below the ground surface, rising sea levels and rising groundwater levels threaten to overwhelm the City's waterfront open spaces and habitat areas, roadways, stormwater and sewer systems, and the seawalls, embankments, and shoreline barriers that made it possible to develop the City "

The DEIR and our Alameda General Plan 2040 include these dire realities -- and then ignore them. I urge our Planning Department to revise the Alameda General Plan in line with reality-- create defensible open space and wetland restoration. Fund DePave Park. Create buffer zones on Shoreline Drive- don't allow housing construction in them. Re--imagine the Harbor Bay Club. Restrict housing at Harbor Bay Shopping Center to a limited number of senior affordable units, far from the waterfront.

If we were to see these types of changes we could take the E (Environmental ) in DEIR seriously! Lets amend the Alameda General Plan 2040 that is in touch with our reality. We're a city built on landfill, on former marshes that were IN the Bay. We can't change the past but we have to prepare for the future-- and it includes inevitable sea level rise and flooding.

Sincerely,  
Pat Lamborn  
Alameda 30 years resident