

From: [jane peal](#)
To: [Marilyn Ezzy Ashcraft](#)
Cc: [John Knox White](#); [Tony Daysog](#); [Trish Spencer](#); [Malia Vella](#); [Ronald Curtis](#); [Alan Teague](#); [Rona Rothenberg](#); [Asheshh Saheba](#); [Teresa Ruiz](#); [Hanson Hom](#); [Xiomara Cisneros](#); [Eric Levitt](#); [Gerry Beaudin](#); [Andrew Thomas](#); [Lara Weisiger](#); [Allen Tai](#)
Subject: [EXTERNAL] Upzoning Alameda
Date: Tuesday, November 16, 2021 4:36:53 PM

Hello, I'm writing because I am deeply concerned and strongly opposed to the proposed massive and indiscriminate upzoning. I urge you to heed the urgent plea of the voters, citizens and AAPS to:

- a. Do not upzone Alameda's residential neighborhoods, the "Stations" and historic parts of the Park Street and Webster Street Business Districts.
- b. To meet the RHNA, instead target underutilized areas like the estuary shopping centers and nonhistoric portions of Park Street and Webster Street.
- c. Immediately direct staff to ask the Federal government to remove the Alameda Point development restrictions. This should have been done right after the November, 2020 election.
- d. If some upzoning is still needed in residential areas to meet the RHNA, target specific subareas that are as small as possible and at more carefully calibrated densities where impacts on parking and historic buildings will be minimized.

Sincerely, Jane Peal

Jane Peal, MFT
Integral Counseling for Individuals,
Couples, & Adult Adoptees
Alameda Office
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From: [Lisa Baker](#)
To: [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Tony Daysog](#); [Malia Vella](#); [Trish Spencer](#); [Ronald Curtis](#); [Alan Teague](#); [Rona Rothenberg](#); [Asheshh Saheba](#); [Teresa Ruiz](#); [Hanson Hom](#); [Gerry Beaudin](#); [Andrew Thomas](#); [Lara Weisiger](#); [Allen Tai](#); [Eric Levitt](#)
Subject: [EXTERNAL] Nov. 16 City Council Agenda Item 7-B-Housing Element
Date: Tuesday, November 16, 2021 4:30:03 PM

Dear Mayor Ashcraft and all:

The massive increase in the residential development of Alameda under the new Housing Element of the Alameda General Plan is deeply distressing to those of us who already live in modest neighborhoods like mine where small Victorian houses have been split into 4 or more units with no off-street parking, where in-law units are crammed into back gardens, and EVERYBODY seems to have more than one car, despite optimistic predictions that people aren't driving much. Does housing require every single private open space to be covered with concrete and buildings??

Please at the very least:

Do not upzone Alameda's residential neighborhoods, the "Stations", and historic sections of Park Street and Webster Street.

to meet the RHNA, use under-utilized areas like shopping centers, Alameda Point, and the nonhistoric sections of Alameda.

Ask the Federal Government to remove Alameda Point development restrictions.

If upzoning is still going ahead in some areas, target the smallest possible sections of current residential locations where parking and historic structures are the least impacted.

Sincerely,
Lisa Haderlie Baker
Taylor Avenue, Alameda

From: [Zac Bowling](#)
To: [City Clerk](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [John Knox White](#); [Trish Spencer](#); [Manager Manager](#); [Andrew Thomas](#)
Subject: [EXTERNAL] Public comment regarding Item 7-B and 7-C
Date: Tuesday, November 16, 2021 4:27:25 PM

Dear mayor and city council members,

I'm going to deviate a bit from many of the letters you have received on these items by not first declaring how many years I've lived here, all the properties I own, or how many generations my family has been here. It's odd when folks lead with those qualities when they aren't really germane. As if by declaring that they have some greater claim to our community than any more recent arrivals or renters, or those who can't afford to live here. But I guess that fits the theme with the issues we have to face with folks working to exclude new neighbors from our community.

You have an important agenda tonight. Approval of the general plan and the first of many discussions and workshops around our Housing eEement over the next year.

RE: General plan update

A lot of good work has been done on our general plan and I'm very happy where we landed on that. **I urge you to move forward with approval of the general plan and EIR.** I also want to thank staff for their hard work on this.

RE: Staff's work on the housing element draft

On the housing element, I believe staff has done a good job so far on the early draft work they have done for the housing element. They are taking their responsibility to form a complaint and fair housing seriously and I believe we are moving in the right direction. I support the draft plan they are presenting to you tonight. While there is a lot of work still to do I believe staff is coming at this from the right angle.

RE: RHNA Appeal

I was less than enthused by the move to appeal to the assigned draft RHNA to ABAG. I understand the strategy behind the appeal but I still believe it was not a good use of staff resources and committee member time for both Alameda and ABAG when we know that the appeal would be immediately rejected, as nearly all appeals are, for not meeting the criteria valid for an appeal. **Now that the appeal is denied it's time to move forward and plan how we are going to meet our RHNA.**

RE: Upzoning of R-1 to R-6

Staff is correct in bringing a proposal to upzone and increase the densities of our existing R-1 to R-6. We know this because:

1. From the early work by staff in finding available sites and determining the LoD (likelihood of development) on those sites by reaching out to property owners, by taking in all currently entitled and pipelined projects, and by making all the safe harbor calculations for ADUs, we know there is absolutely no way to meet our RHNA without considering upzoning of some of our R-1 to R-6 residential neighborhoods.

2. We will have to consider upzoning particular residential areas in Alameda to meet the requirements under Housing Element AFFH (Affirmatively Furthering Fair Housing) rules. Years of exclusionary zoning, red lining, and racially restrictive deed covenants in certain parts of Alameda still have a lasting impact on certain neighborhoods to this day. The segregationist patterns created by past policy still exist today and have not been corrected for. The only way to correct that is allowing higher density and affordable housing near these areas of exclusion. This is especially important in areas with better parks and schools. It's the only way to equitably correct for past wrongs.

RE: Article 26

There has been some discussion within online forums and in other public comments on this item trying to force you as a board to focus on Article 26 and the election last year that failed to remove our exclusionary zoning language. We know however that state law trumps local law so until we meet our obligations under state law first. This means that Article 26 limitations are going to be effectively moot going forward given the size of our RHNA and other state housing law requirements. I don't foresee a time when Article 26 will ever become relevant again.

Effectively that means given our RHNA and other aspects of state law around density requirements, Article 26 is no longer going to be even enforceable and will likely become a sad relic of our history. Maybe a future generation will be able to finally vote to remove it.

For you tonight, there is no reason to even dive into discussion of Article 26 or to get distracted trying to derive any meaning of voter intent with measure Z vote last year. It's entirely inconsequential. This city has to meet its obligation under state law and then, and only then, can it consider how it can enforce Article 26.

RE: Tidelands exchange, city owned land, and Navy cap

A super majority of council **must** vote to approve the estuary tidelands exchange and sale of any other city owned sites identified by staff if we are going to have any chance of meeting our RHNA. We must also work to get the Navy cap raised at Alameda Point. If we

fail to do any of that, staff and council's only other option to have a compliant housing element will be to dial up the densities allowed in other parts of Alameda, including in our existing residential areas.

RE: Affordable housing overlay

The hardest part to hit in any RHNA is the very low income and low income housing brackets. To that end, I believe we should move to follow Berkeley's lead and adopt an affordable housing overlay to allow for densities of greater than 60 units or higher per acre if the project can provide a higher amount of affordable housing to incentivize projects of that nature.

RE: Higher densities on Webster and Park

I think we need to increase the allowable densities along these two transit corridors. We can do more to build more walkable communities in these spots. This is important to save dying retail in these areas by allowing for much larger densities in these locations. Determining the LoD on all of these parcels is harder but I think it makes the most sense. Lets go to 200 or 300 DAU in these areas and make it vital that developments in these areas allow folks to live car free in these neighborhoods.

RE: ADU projections are likely too high

One nit I have so far with the draft housing element's site inventory is that I don't believe the 60 ADUs per year estimate is sustainable in our current housing inventory. SB-9 or other zoning changes could cannibalize that. HCD hasn't updated further safe-harbor guidance. I believe we should increase the amount of density in other areas to make up for the likelihood of missing this estimate of 400+ ADUs in 8 year. I look forward to working with staff to dive into this.

RE: Consequences of failing to pass a complaint housing element

I hope I don't have to tell you how bad it would be if we fail to certify a compliant housing element over the next year. HCD and the AG's office has created a housing task force to come after cities. The city could face fines, loss of all planning control, development by ministerial right, and loss of funding. It's imperative for ALL of the council to come together on this. More details: <https://www.fairhousingelements.org/news/consequences>

Thank you!

Zac Bowling

From: [Nancy Gordon](#)
To: [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Tony Daysog](#); [Malia Vella](#); [Trish Spencer](#)
Cc: [Eric Levitt](#); [Gerry Beaudin](#); [Andrew Thomas](#); [Lara Weisiger](#); [Allen Tai](#); [Ronald Curtis](#); [Alan Teague](#); [Rona Rothenberg](#); [Asheshh Saheba](#); [Teresa Ruiz](#); [Hanson Hom](#); [Xiomara Cisneros](#)
Subject: [EXTERNAL] 11/16 Nancy Gordon's comments for NOV. 16 CITY COUNCIL AGENDA ITEM 7-B-Housing Element: TONIGHT, 11/16/21:
Date: Tuesday, November 16, 2021 1:51:47 PM

11/16/21

To Alameda City Council members, Planning Board and Staff,

I am a longtime Alameda resident (since 1973), Realtor for over 40 years, and active in the AVPS/AAPS, especially as an historic buildings owner with years of restoration and care taken to keep them in excellent condition for my tenants and myself/family.

Therefore, I feel the absolute need to let you all know that I align with what Christopher Buckley and Robert Farrar (and others) have studied, kept up with and communicated extensively about with you regarding what we consider “massive and indiscriminate upzoning” here in Alameda. I urge you all NOT to keep trying to push these changes forward, as they’ll be detrimental to our City and people living/working here.

Main points are as follows:

1. Do not upzone Alameda’s residential neighborhoods, nor the various “Stations” and historic parts of Park St. and Webster St. business districts.
2. In order to meet/comply with RHNA, please focus only on areas like the estuary shopping centers and areas of our business districts which are NOT historically important.
3. Staff needs to have the Alameda Point development restrictions lifted – by asking the Federal Government to do this!
4. To meet RHNA, should it be absolutely necessary to upzone in certain residential areas, you must target only specific subareas which are as small as possible and avoid densities where there would be detrimental effects on parking, plus historic buildings.
5. Alamedans fought hard to create Measure A, aka “ARTICLE 26” of our Charter – please do NOT repeal this important Article which has continued to protect Alameda’s history and architecture...that our City is known and respected for.

Sincerely and with all seriousness,

Nancy Joy Gordon
1021 Union St.
Alameda, CA 94501
510-917-2727 cell

From: [Reyla Graber](#)
To: [John Knox White](#); [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#)
Cc: [Lara Weisiger](#); [Eric Levitt](#)
Subject: [EXTERNAL] Please let us have a vote
Date: Tuesday, November 16, 2021 1:37:42 PM

Dear Mayor Ashcraft and City Council members,

Re: 11/16 Meeting

I'm very concerned about certain elements of the draft Housing Element where neighborhoods are now subject to severe up zoning. I think the City can find other alternatives and many of those alternatives will be presented at this evening's meeting.

Additionally, I find it concerning that the City Council several months ago, voiced an informal YES to proceeding with negotiations with the Navy on lifting the housing cap. However, regardless, the City Council has failed to back this up with a actual vote affirming this goal. I understand a referral regarding lifting the cap was placed before you by a Council Member on 8/21. However, nearly 3 months later, this referral has not been heard by this body. Why? Because the referral has been continually placed low on every CC agenda since 8/21.

Why the delay. Why not do it.

Madam Mayor, as you have the mayoral authority to do so, would you please request that the referral be placed sufficiently higher on the Agenda this evening, 11/16 so that the Council will vote for lifting the cap.

If you decline to take this action, I think aware Alameda residents will be shaking their heads in consternation and wondering "Why Not".

Sincerely,
Reyla Graber
178 Basinside Way

From: [Rob Halford](#)
To: [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Tony Daysog](#); [Malia Vella](#); [Trish Spencer](#)
Cc: [Eric Levitt](#); [Gerry Beaudin](#); [Andrew Thomas](#); [Lara Weisiger](#); [Allen Tai](#); [Ronald Curtis](#); [Alan Teague](#); [Teresa Ruiz](#); [Hanson Hom](#); [Xiomara Cisneros](#)
Subject: [EXTERNAL] Nov. 16 City Council Agenda Item 7-B-Housing Element
Date: Tuesday, November 16, 2021 1:36:42 PM

Dear City Council Members-

Please consider this note in support of the request and petition by Alameda Citizens Task Force and the Alameda Architectural Preservation Society with regard to future development in response to RHNA requirements.

The Measure Z vote provided a clear view of community sentiment, not as a vote for inaction, but as a call to work collaboratively to identify creative solutions that don't unnecessarily disrupt or diminish established neighborhoods. Alamedans understand the reality of the state requirement regarding RHNA and the recent state bills passed. As elected custodians of our city, I hope that you will choose to consider the alternatives offered rather than the approach of the current recommendation.

Regards,

Rob Halford

From: ps4man@comcast.net
To: [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [John Knox White](#); [Tony Daysog](#); [Trish Spencer](#)
Cc: [Eric Levitt](#); [Andrew Thomas](#); [Lara Weisiger](#)
Subject: [EXTERNAL] Item 7-B, Nov. 16, 2021, City Council Agenda-Draft Housing Element
Date: Tuesday, November 16, 2021 1:28:21 PM

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

I have seen an email that Andrew Thomas sent to an Alameda Citizen part of which I contest. He asserts that:

“HCD is going to require that we show how we are putting new housing in “high opportunity areas” of Alameda, as well as “low opportunity areas”. In Alameda, the “high opportunity areas” are east Alameda and Bay Farm Island. The “low opportunity areas” are in West Alameda.”

In the past we did have discrete pockets of segregation and poverty, but I don’t think it is present now. HCD lists as one of the strategies for providing fair housing is for the city to assert that it, “does not have moderate or low resource opportunity areas or areas of high segregation and poverty.”
<https://www.hcd.ca.gov/grants-funding/active-funding/cdbg/gmm/docs/4.02-hcd-sample-affh-activities.pdf>

ABAG has its own data which supports the above conclusion. See the High Resource Opportunity Map at: https://abag.ca.gov/sites/default/files/factor_e1_access_to_high_resources_v2.pdf
The map legend indicates the factors for determining high resource opportunity areas and shows the entire city as being highly ranked in this regard.

I believe this high ranking is due to two factors:

1. Alameda has a very tiny land area, so every resident has easy access to all the city’s resources.
2. The recent development of combined market rate/affordable housing in the west end at Alameda Point and Alameda Landing has mitigated income differences between the east and west ends.

Unless Mr. Thomas can produce clear data to support his statement, I do not think the high opportunity resource issue should be a factor in your determination of the content of our housing inventory. Instead, the primary factor should be good city planning such as traffic/parking congestion, environmental issues, avoiding displacement of low-income tenants, etc.

Sincerely,

Paul S Foreman

From: [conchita](#)
To: [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Tony Daysog](#); [Malia Vella](#); [Trish Spencer](#); [Ronald Curtis](#); [Alan Teague](#); [Rona Rothenberg](#); [Asheshh Saheba](#); [Teresa Ruiz](#); [Hanson Hom](#); [Xiomara Cisneros](#)
Cc: [Eric Levitt](#); [Gerry Beaudin](#); [Andrew Thomas](#); [Lara Weisiger](#); [Allen Tai](#)
Subject: [EXTERNAL] Nov. 16 City Council Agenda Item 7-B- Housing Element
Date: Tuesday, November 16, 2021 12:52:34 PM

City Council Members,

I am VERY concerned with the draft plan being proposed, as it fails to adequately justify the need for the massive and indiscriminate upzoning of Alameda.

Of special concern is the upzoning of Alameda's residential neighborhoods, the "Stations", the Heritage Areas and the historic parts of the Park Street and Webster Street Business Districts.

The infilling proposed will destroy these historic neighborhoods, just as the indiscriminate apartment building of the 1960s and early 1970s (before Article 26 was voted into law) destroyed historic buildings and neighborhoods.

To meet the RHNA the draft plan should target underutilized areas like the estuary shopping centers and the non-historic portions of Park Street and Webster Street. As well as target specific subareas at more carefully calibrated densities where impacts on parking and historic buildings will be minimized.

In addition, it is extremely irresponsible to add over 15,000 new residents without addressing access and egress. The Webster tunnel is already at capacity with huge bottlenecks causing backups during the commute hours. Today it takes up to 40 minutes to leave and enter the island - when it used to take no more than 20 minutes. And when a car is stalled or there's an accident the backups are horrendous. You MUST address the need for expanding the tunnel or building a new bridge before building more condos and adding population. Yes, they all will come with a car even if you don't want to believe it.

Why can't you find a middle ground? Why can't you see that 60% of Alameda residents voted to keep Article 26 in the City Charter for density reasons? Do the right thing, represent your constituents by respecting our vote.

Sincerely,
Maria Perales

From: [Nancy McPeak](#)
To: [City Clerk](#)
Subject: FW: [EXTERNAL] Proposed Housing Element
Date: Tuesday, November 16, 2021 1:11:15 PM

FYI - Thanks

From: Mary McFarland [mailto:mary.e.mcfarland@gmail.com]
Sent: Tuesday, November 16, 2021 1:04 PM
To: Xiomara Cisneros <xcisneros@alamedaca.gov>; Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; John Knox White <JknoxWhite@alamedaca.gov>; Tony Daysog <TDaysog@alamedaca.gov>; Malia Vella <MVella@alamedaca.gov>; Trish Spencer <tspencer@alamedaca.gov>; Andrew Thomas <athomas@alamedaca.gov>; Allen Tai <ATai@alamedaca.gov>; Nancy McPeak <nmcpeak@alamedaca.gov>; Erin Garcia <egarcia@alamedaca.gov>
Subject: [EXTERNAL] Proposed Housing Element

Dear All Planning Board Members, City Council Members and City Employees,

I am writing to strongly object to the current draft of the Housing Element with its proposed up-zoning of ALL of the residential neighborhoods. Unless amended, its adoption would accomplish on a massive scale what last years' defeat of Measure Z prevented; this would represent an end run around the will of 60% of Alameda voters. As City Council members you should be representing the will of Alameda's residents.

I am not objecting to any new housing being built. There are positives and negatives to adding more people to the island and as such a balance of needs must be weighted. I object to the scale of the proposed increase. I agree with the optimal goal of zoning such that cities should ideally provide a mix of housing: rentals, condos, townhomes, multifamily and single-family homes. This is what we have in Alameda today. With a mix of roughly half renters and half owners, half White and half People of Color as our current residents.

I strongly object to the proposal to eliminate all single-family housing. While we are very aware of the use of single-family zoning and lending practices being historically utilized to exclude People of Color, this is no longer the case in Alameda. **All People of Color are not low income and many aspire to and do own homes in a single-family area.**

There are a number of areas where it makes sense to build new housing such as the former naval base, the shopping centers, the non-historic parts of Park and Webster streets, as well as the numerous vacant parcels speckled throughout the city. I believe we should be preserving historic buildings and houses and not allowing the needs of developers and corporations to dictate the city's decisions.

Upzoning R-2 to R-6 neighborhoods will actually conflict with the Fair Housing goals listed in the housing element draft. These neighborhoods are already the source of some of the lowest rent housing in the city, so that any new development will necessarily result in major displacement of lower income tenants.

We need to expand housing for low-income, disabled, seniors, and the homeless. We need to help those folks who are at risk of eviction or who cannot afford the next rent increase. We do not need more \$1,000,000+ townhomes! These units will be purchased by higher income professionals who will be moving into Alameda, it will not help the low-income residents that need it most.

Many of us can see that the proposed numbers as way out of proportion to the city's current infrastructure. We are concerned about increased traffic, longer commute times, lack of parking, increased noise, and the destruction of historic buildings and homes that come with increasing density. How can we accommodate thousands more residents with only 3 ways off and on the island? Who will pay to upgrade the infrastructure needed to support more and more new people moving in?

I have lived in the East Bay for 45 years and have seen only increased development and gentrification. Over that time the price for housing has only increased. We cannot build our way out of increasing prices. Corporations need to be incentivized to move to areas where the standard of living is more reasonable. Demand will only drop as jobs go elsewhere. It is all about balance and quality of life.

Mary McFarland
Alameda Resident

I cannot guarantee the confidentiality of any information sent via email. If you choose to email with me, you are acknowledging the dangers and potential for breach of confidentiality associated with email and are willing to accept this risk. Please contact me via telephone to discuss information you consider too sensitive for email.

The information transmitted in this email is intended only for the addressee(s) and may contain privileged material. If you have received this email and are not the addressee(s), please notify me and delete this email from your computer and other devices.

Thank you.

From: [Nancy McPeak](#)
To: [City Clerk](#)
Subject: FW: [EXTERNAL] City Council Agenda Item 7-B, Draft Housing Element Update, November 16, 2021
Date: Tuesday, November 16, 2021 12:05:31 PM

FYI - Thanks

From: bmathieson@aol.com [mailto:bmathieson@aol.com]
Sent: Tuesday, November 16, 2021 11:58 AM
To: Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; John Knox White <JknoxWhite@alamedaca.gov>; Malia Vella <MVella@alamedaca.gov>; Tony Daysog <TDaysog@alamedaca.gov>; Trish Spencer <tspencer@alamedaca.gov>
Cc: Andrew Thomas <athomas@alamedaca.gov>; Allen Tai <ATai@alamedaca.gov>; Nancy McPeak <nmcpeak@alamedaca.gov>; Ronald Curtis <rcurtis@alamedaca.gov>; Alan Teague <ateague@alamedaca.gov>; Rona Rothenberg <RRothenberg@alamedaca.gov>; Asheshh Saheba <asaheba@alamedaca.gov>; Teresa Ruiz <truiz@alamedaca.gov>; Hanson Hom <hhom@alamedaca.gov>; Xiomara Cisneros <xcisneros@alamedaca.gov>; tsaxby@tsaxbyarchitect.com; norman@nsarchitecture.com; alvinklau@gmail.com; jennheflinphoto@gmail.com; email.lynnjones@gmail.com
Subject: [EXTERNAL] City Council Agenda Item 7-B, Draft Housing Element Update, November 16, 2021

Honorable Mayor and Members of the City Council:

I am pleased to see the progress in the Draft Housing Element of Alameda's General Plan. My ideal neighborhood—and I'm living in one now—has long been one with a diversity of housing types and the racial, ethnic, and income diversity that characterize such neighborhoods.

At the October 25 Planning Board meeting, some members of the public mentioned needing to accommodate more people in the Gold Coast, the Bronze Coast, the East End, and "even Bay Farm." Yes, of course even the Bay Farm neighborhoods. And the South Shore neighborhoods. And every neighborhood built in compliance with Article 26 ("Measure A") where, by definition, there are no small dwelling units and therefore less income diversity. All of our neighborhoods need to accommodate more neighbors.

Also on October 25, Planning Board Member Alan Teague stated, "Reuse of existing buildings is how we're going to move forward." I agree (in addition to building housing over parking and retail at all of our shopping centers). Reusing existing buildings is how we'll avoid displacing low-income residents, avoid increasing our carbon footprint with demolition and new-construction debris, and avoid converting Alameda to Anytown, USA. We'll avoid the sad scenes I witnessed last week in my son's immigrant-rich old neighborhood in Los Angeles, where existing houses are being demolished one after the other and replaced by monotonous apartment buildings with gated garages.

Alameda's pre-Article 26 neighborhoods include many unique buildings that have legally non-conforming high densities, as illustrated in the "Spotlights" on Pages 15 and 16 of the Housing Element. Without carefully crafted specifications such as height limits and floor area ratios in the Housing Element, however, upzoning will provide an incentive for demolition. It is frightening to read on Page 25 that a priority of the annual review of the Design Review Ordinance is to confirm that the standards "do not constrain the development of housing." Developers will use that to argue that the presence of Alameda's existing buildings constrains the development of housing. This logic will displace existing low-income residents from their established neighborhoods and may result in the loss of the very buildings shown in the Housing Element "Spotlights."

Many existing buildings have high basements and attics that can be finished to provide additional dwelling units. The Housing Element states, "Exempt rehabilitation and adaptation of existing buildings with no increase in floor area from all multifamily residential density limitations." I suggest that "no increase in floor area" be changed to say "no change to the building envelope (i.e., exterior walls and roof)." That will allow new finished floor area in basements and attics to accommodate more dwelling units in addition to the existing residents.

I look forward to continuing to follow the balancing act that is needed to provide more housing and ensure equity, inclusion, and anti-displacement in our unique city.

Sincerely,

Betsy Mathieson
1185 Park Avenue
Alameda, CA 94501

cc: Andrew Thomas, Alameda Planning Board, Alameda Historical Advisory Board

From: [FEDERICO ROCHA](#)
To: [Marilyn Ezzy Ashcraft](#); [Tony Daysog](#); [John Knox White](#); [Trish Spencer](#); [Malia Vella](#); [Eric Levitt](#); [City Clerk](#)
Subject: [EXTERNAL] I Support the Petition to Preserve Quality of Life in Alameda
Date: Tuesday, November 16, 2021 10:53:18 AM

We ask the Mayor, City Council members and Planning Department to consider taking action on the following concerns:

1. Remove the R2-R6 upzoning on the proposed plan and adopt a consideration to maintain ADUs to no more than current state allowance of 16 feet in the R1 neighborhoods so as not to impose-height related privacy encroachment on the neighbors.
2. Pursue all avenues to lift the cap at the old Naval base and provide the majority of new housing over there. Please provide a public report detailing the current status of the project for removing the housing cap at Alameda Point. With that, however, **we need another tunnel or bridge on the West End.**
3. Support and encourage homeowners and businesses to submit applications to the California Register of Historic Resources to protect architectural design and height limits to our neighborhoods, including the areas called "The Stations" where the old trolley cars once stopped.
4. Consider adding housing units along the estuary, particularly the underutilized shopping district.
5. Allocate more housing units to non-historic blocks on the Park St. and Webster St. corridors.
6. **Realistically address the parking issue that will result from the construction of the proposed 5353 units (i.e: 10,000+ people). Provide a solution to the latest decision to remove all parking requirements for new buildings as this will clearly result in a marked decrease in the quality of life for the residents living in the affected neighborhoods. Where will people park?**

I support all the above petition paragraphs and especially agree with the need for the City County to focus on creating another tunnel or bridge on the West End and ensuring adequate parking for all new housing builds. Parking projections should be no less than two and should take into consideration that homes also need sufficient parking for teenagers, college kids, and/or for senior parents (i.e., 2 or 3 generation family units residing in the same home) that need their own car for school, extra-curricular activities, work, or other reasons.

Vicki Lane

From: [Jason Biggs](#)
To: [City Clerk](#); [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Tony Daysog](#); [Malia Vella](#); spencer@alamedaca.gov
Cc: [Eric Levitt](#); [Gerry Beaudin](#); [Andrew Thomas](#); [Lara Weisiger](#); [Allen Tai](#); [Ronald Curtis](#); [Alan Teague](#); [Rona Rothenberg](#); [Asheshh Saheba](#); [Teresa Ruiz](#); [Hanson Hom](#); [Xiomara Cisneros](#)
Subject: [EXTERNAL] Item 7-B, November 16, 2021 City Council Agenda - Draft Housing Element
Date: Tuesday, November 16, 2021 10:21:50 AM

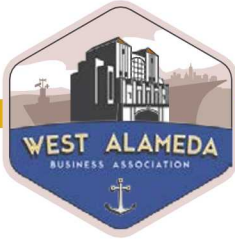
Dear City Council,

I am writing to affirm my support for the city's effort to comply with the state mandate on meeting our RHNA goals. Our Housing Element must get certified. Our Housing Element must also be fair and equitable, as required by the state. That means recognizing that all neighborhoods must share the burden. Some of your constituents, like members of the Alameda Citizens Taskforce and Alameda Architectural Preservation Society, are interested in re-litigating our failed RHNA appeal. We must not waste time on that - the state has been very clear, we need to affirmatively further fair housing. AFFH specifically forbids us from channeling new homes away from historically exclusionary neighborhoods.

When some constituents say, "build it all at Alameda Point," "build in the West End," "build along business districts," or "don't build in R-2 to R-6 neighborhoods," what they are really saying is: **"help us maintain exclusionary zoning."**

All neighborhoods of Alameda are unique in their own ways. All neighborhoods should be seen as equals. If we believe that some neighborhoods should be off limits, then what message does that send to the residents of the other neighborhoods? That they are less special? That they are not as important as the neighbors of the Bronze Coast, the Gold Coast, and Harbor Bay? As elected officials sworn to represent all residents of Alameda, is this something you can, in good conscience, support?

Thanks,
Jason Biggs
Alameda Resident



November 15, 2021

(By electronic transmission)
Mayor and Councilmembers
City of Alameda
2263 Santa Clara Avenue
Alameda, CA 94501

Subject: Draft Housing Element - -Item 7-B on 11-16-21 City Council agenda

Dear Mayor Ashcraft and Councilmembers:

The West Alameda Business Association (WABA) is concerned that the draft Housing Element does not adequately reflect the 2010 Webster Street Vision Plan approved by the City Council nor does it implement the 11-16-20 Multi-Family (MF) Overlay Zone proposal that WABA previously provided to the Planning Board, City Council and Planning staff as part of the Planning Board's consideration of the General Plan. The Vision Plan and 11-16-20 proposal are attached.

The 2010 Vision Plan calls for retaining the existing architectural character in Webster Street's historic core south of Lincoln Avenue, including maximum building heights of three stories based on the current 40' height limit, and with taller buildings at the southwest corner of Webster Street and Appezzatto Parkway.

The 11-16-20 MF overly proposal was prepared in anticipation of mapping the Multifamily Overlay Zone over at least portions of Webster Street. The proposal shows a three story height limit in Webster Street's historic core from Central to Lincoln with progressively taller buildings as one proceeds north from Lincoln Avenue to Appezzatto Parkway, reaching four stories with stepped-back fifth and sixth stories at Appezzatto.

Staff seemed very supportive of the proposal's approach, so we were surprised that the draft Housing Element makes no mention of the Vision Plan nor reflects the proposal. Instead, a blanket density of 60 units per acre is proposed for the **entire** Webster Street Business District. 60 units per acre and perhaps even higher density may be appropriate for Webster Street north of Lincoln, but 60 units per acre south of Lincoln combined with the height exemptions mandated by the state density bonus law may result in new buildings exceeding the desired maximum height of three stories.

Under the state density bonus law, the proposed by-right 60 units per acre density could be increased and developers could force increased building heights, reduced setbacks and other exceptions to normally applicable zoning rules. A three story height limit can become a four or five story building.

Because the state density bonus law allows developers to increase building height for density bonus projects, **the Housing Element needs to include a strategy on how to integrate the state density bonus law into the Housing Element's overall vision and the proposed by-right development intensities.** For Webster Street, designating the historic core as a local historic district and then placing it on the California Register to exempt the core from the state density bonus law could be one strategy and should be conceptually presented in the Housing Element process along with other strategy options. (The strategy discussion should also recognize that the density bonus law could be changed to eliminate the California Register exemption.) But since WABA encourages housing development, especially affordable housing, in the Webster Street Business District, including south of Lincoln, a California Register listing should perhaps be combined with a local density bonus ordinance that is the same as the state program and allows a full range of zoning exemptions, **except for height limits and probably setbacks.**

If an effective density bonus law strategy can be developed to ensure that building heights no greater than those shown on the attached exhibits will result from residential densities over the exhibits' 30 units per acre, then WABA may be open to 60 units per acre south of Lincoln and up to 90 units per acre north of Lincoln. A totally form-based approach defined primarily by height limits, floor area ratios and setbacks with unlimited density might also be an option if there is assurance that the state density bonus law would not still be able to force height limit increases and other expansion of the otherwise maximum allowed building envelope.

So far our conversations with local developers indicates that 40-60 units/acre are sufficient to make a project pencil out. But to maintain consistency with a three story height limit south of Lincoln, **the higher densities' unit sizes may need to be limited, at least above certain density thresholds,** which we have previously discussed with staff. Some Planning Board members spoke favorably of higher densities for small units at the Board meetings on the housing Element as well as the General Plan.

We have been exploring strategies with planning staff to avoid height limit and other building envelope increases that could result from state density bonus law projects. We believe that staff is investigating whether any of these strategies in addition to a California Register listing are actually viable and are awaiting staff's findings. Based on staff's input, we hope to be able to present a definitive proposal as part of the next draft of the Housing Element.

However, WABA is concerned that so far city staff has not provided enough information to allow WABA to provide fully-informed input on this major undertaking. It has mostly been up to WABA to use our volunteer time to put together information that supports our vision, vs. the city-paid staff and consultant time to develop their proposals, often without adequate consideration of important issues such as the state density bonus law. We do appreciate staff's

accessibility for ad hoc discussions and questions. But these interactions have not been conducted in an organized way that systematically evaluates all options that might be considered, including consideration of legal and State Department of Housing and Community Development interpretations of state density bonus law issues.

Sincerely,

Linda Asbury
Executive Director
West Alameda Business Association
linda@westalamedabusiness.com
510.523.5955

Attachments:

1. 2010 Webster Street Vision Plan
2. WABA Multi Family Overlay Zone proposal 11-21-20

Cc: Planning Board

Eric Levitt, Gerry Beaudin, Lara Weisiger, Andrew Thomas and Allen Tai

March 2011

BOOKS

東海
海鮮酒家
EAST OCEAN RESTAURANT



Croll's
Pizza

HAIRTECH



NEPTUNE
PALACE

HOTEL

ALAMEDA
SPORTS CARDS &
COMICS!

Webster Street Vision 2010
Alameda, California



*“The vision for Webster Street
is to reinforce its role
as the heart of West Alameda life
and a major gateway to the island.”*



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Prepared for
City of Alameda, California

Consultant Team
Urban Community Partners
Urban Design Associates

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Comments

Under Separate Covers



Introduction

The City of Alameda, in collaboration with a Consultant team, facilitated a five-month focused planning process to create a contextual planning and improvement vision for Webster Street. Previous planning efforts included the Alameda General Plan (1991), the Strategic Opportunities Analysis (2004), and the Webster District Strategic Plan (2005). The Opportunities Analysis and Strategic Plan were completed prior to the October 2008 real estate and financial market collapse, and needs required assessment market update. The scope of this study included:

- » Reviewing previous planning studies
- » Meeting with stakeholders and citizens
- » Conducting a three-day public workshop
- » Illustrating architecture and design character
- » Creating a priority action for:
 - › Public Realm Improvements
 - › Catalyst Initiatives
- » Developing a game plan for:
 - › Phasing and sequencing
 - › Asset management

A public presentation to City Council is scheduled for November 2010.





Vision

The vision for Webster Street reinforces its role as the heart of West Alameda life and a major gateway to the island. The West Alameda Business Association (WABA) and other area stakeholders are eager to see the Webster Street area become a “better” version of what it is today – a unique and eclectic commercial main street that serves a diverse population.

To bring that vision to life, the City of Alameda is proposing a Vision Plan for improving the Webster Street area that recognizes its function as a regional arterial as identified in the City’s General Plan. This view book presents the proposed plan for Council consideration.

The strength of this Vision Plan lies in the synergistic effects which can be achieved by implementing a number of strategic initiatives along a main street that has been conceived as a series of complementary districts.

Recommended public realm improvements fall into several categories, each of which addresses fundamental issues that WABA members, other area stakeholders, and governmental officials identified during the planning process as important to Webster Street, its neighborhoods, and patrons. These fundamental concerns revolve around the need to provide for pedestrian enhancements, redevelopment of underutilized property, and the desire for an attractive civic gateway to Alameda.

The plan also includes specific recommendations and highlights for catalyst projects identified in the study area. These projects will serve to create momentum for new development in, and revitalization of Webster Street.





Districts

Webster Street is currently conceived of as one large commercial district stretching from the Estuary to the Bay. Districts are typically defined by predominant land use, density and intensity of use, and character defining elements. When this definition is applied to Webster Street, four distinct districts actually emerge: the Gateway; the Avenue; the Main Street; and the Anchor. Advantages of identifying and promoting unique districts include encouraging variety and informing future land use decisions. Essential qualities of the four Webster Street districts include:

» “Gateway” (Tubes to Atlantic Avenue)

- › Super blocks
- › Institutional uses (education & sr. housing)
- › Heavy direct access Portal to Alameda to/from Tubes
- › Only direct access to Oakland and regional roadways
- › Emergency route to Trauma Center in Oakland
- › Caltrans jurisdiction

» “Avenue” (Atlantic to Lincoln Avenue)

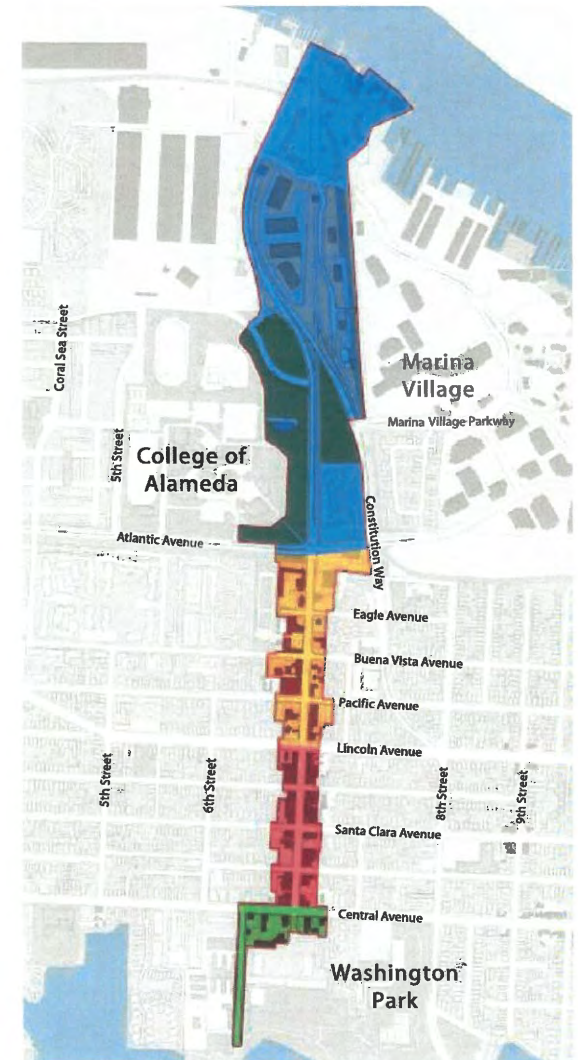
- › Auto oriented uses
- › National brands
- › Drive-thrus with joint access drives
- › Dedicated off-street parking
- › Eclectic architecture
- › Emergency route to Trauma Center in Oakland

» “Main Street” (Lincoln to Central Avenue)

- › Pedestrian-oriented uses
- › One-of-a-kind local shops and restaurants
- › Strong pedestrian connections
- › Shared parking
- › Traditional main street architecture
- › Emergency route to Trauma Center in Oakland
- › Access to State Route 61 along Central Avenue
- › Regional Arterial General Plan Designation (providing access to the regional roadways and freeways)
- › Truck route

» “Anchor” (Central Avenue to Crab Cove)

- › Site of historic Neptune Beach
- › Strip commercial
- › Crab Cove
- › Parking in front
- › Terminus of Webster Street
- › Emergency route to Trauma Center in Oakland



TRANS PACIFIC NATIONAL BANK

TRANS PACIFIC NATIONAL BANK

TRANS PACIFIC
NATIONAL BANK
1442

TRANS
PACIFIC
NATIONAL
BANK



Public Realm Improvements

Market forces on Webster Street are influenced in part by the design and configuration of the public realm. Current conditions present challenges to pedestrian activity in some areas. The goal of creating an appropriate gateway to Alameda and the desire to better balance vehicle and pedestrian needs are keys to uplifting the street. The Vision Plan seeks to enhance the public realm through a series of targeted improvements to streets, open space, signage, public art, pedestrian enhancements, and parking.



*TOP Existing conditions along
Webster Street*



RIGHT *A menu of traffic calming solutions include:*

- Improvements at key intersections
- Extend streetscaping from Pacific to Atlantic

Streets

In West Alameda all roads lead to Webster Street. As a regional arterial, increased growth in the City has resulted in increased traffic volumes. Webster is also a critical commuter route, truck route, and the sole emergency route to the regional trauma center.

The City constructed pedestrian and transit enhancements with the Webster Street streetscape project between Central and Pacific Avenues. The three zones of a successful streetscape, the “marketing zone”, “clear zone”, and “amenity zone” are all well designed and crisply articulated. Elements such as curb extensions, pedestrian scale street lights, banners, street trees, and street furniture reinforce the perception that pedestrians are welcome. Extending similar concepts from Pacific Avenue to Atlantic Avenue should be pursued.

Consideration should also be given to additional pedestrian enhancements at the main intersections of Central, Lincoln, and Atlantic. These intersections handle the bulk of east/west traffic. Enhancements could include narrowing these intersections where possible and better articulating crosswalks with markings and textures. If allowed by Caltrans, the Central Avenue crosswalk on the east side of Webster should be provided.

Improvements at Atlantic should be coordinated with the implementation of the Cross Alameda Trail, connecting Alameda Point to the Fruitvale Bridge. This intersection presents a unique opportunity to better connect the College of Alameda and Alameda Landing to Webster Street. Restoration of the Central Avenue crosswalk on the east side of Webster also needs to be part of this initiative.

Finally, the City should work with Caltrans to restore the Posey Tube portal. The portal is one of Alameda’s most significant historic structures and a major visual landmark. The facade has been modified over the years and some of its architectural features have been downplayed. Specific components of the restoration and clean-up should include:

1. Restoring the original decorative light fixtures at the entrance that have been replaced with “cobrahead” fixtures;
2. Cleaning the paint off the portal windows;
3. Reinstalling the Oakland neon sign in the portal windows;
4. Restoring the original color scheme; and
5. Consolidating the cluttered and confusing signage at the tube entrance.



1.



2.

LEFT *A menu of open space solutions include:*

1. Boulevard Landscape
2. Multi-Purpose Trail
3. Park Precedents
4. Streetscapes



3.



4.

Open Space

Stakeholders and citizens did not identify the creation of additional park land as a priority. Instead, they recommend improving the existing open space treatment between the Portal and Atlantic Avenue as a gateway to Webster Street and the City. There was clear consensus among all participants that addressing the landscaping in this area as a top priority.

Although significant improvements have been made at the new Wilver “Willie” Stargell intersection, the north end of Webster Street should be improved. Complicating matters is the fact that multiple stakeholders have jurisdiction for various frontages and streetscapes in this area. Interested parties include Caltrans, Catellus, the College of Alameda, the City Departments of Public Works, Recreation and Parks, and Housing, and the Department of the Interior.

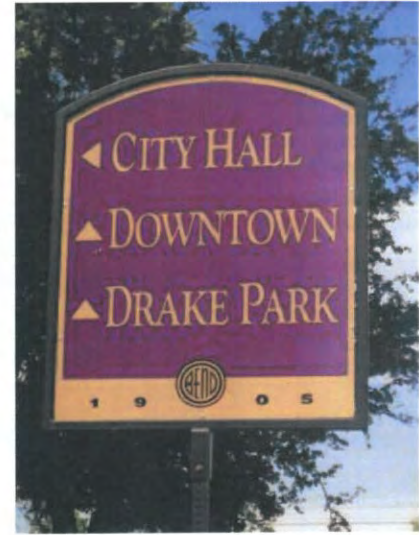
With so many stakeholders and funding sources involved in driving a successful outcome, it is critical to develop a unified vision and a team approach. The consultant team’s recommendation is that this process be led by the City.

Although discussed in the Streets Section of this document, extending the existing streetscape treatment from Pacific to Atlantic is also linked to this initiative.



LEFT Gateway open space improvements diagram, depicting streetscape and park improvements

1. Gateway landscape improvements
2. Future Alameda Trail (Alameda Point to Fruitvale Bridge)
3. Improvements to Neptune Park and edge of senior housing
4. Complete streetscapes between Buena Vista and Apezzato Parkway
5. Future Beltline Park (21-acre former rail yard)



Signage

A key aspect of dining and shopping on Webster Street is first “finding it.” As simple as this sounds, local business owners report that highway signs are confusing and wayfinding signage is minimal to non-existent:

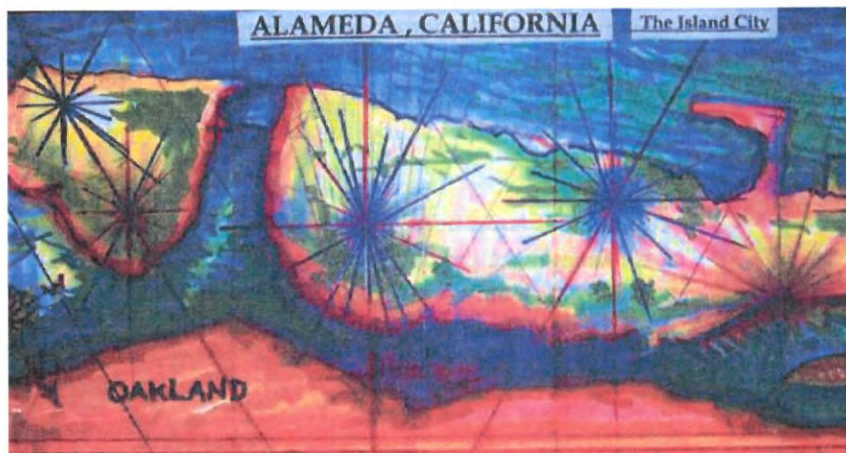
The most important signage challenge exists immediately after exiting the Tubes from Oakland. On the main directional sign the words “Webster Street” are subordinate to the number “61” and obscured by lights. The City should work with Caltrans to redesign this sign to be more clear.

Further, “down the street” directional signage would help in finding commercial uses, public parking, and destinations such as Crab Cove. Although a minor item, this is an important part of avoiding visitor frustration and optimizing parking resources.



OPPOSITE *Signage precedents*

TOP *First sign after exiting
Posey Tube from Oakland*



Public Art

The integration of public art presents an opportunity to add interest and texture to the public realm. Along these lines, local artists are currently planning murals on the Ma Building construction barricade and the north wall of the Days Inn building. Stakeholder suggestions included integrating art into the streetscape and promoting sidewalk sculptures.

A number of residents support marking the former site of the Neptune Point Amusement Park with a new full size tower element reminiscent of the original Neptune Park Tower.

This tower would serve as a visual anchor for the entire length of the street, solidify the street's image in the minds of visitors with a feature unique to the East Bay, and may provide a further point of attraction for additional private investment along the street. Additional investigation is required to confirm that a full size tower would:

1. fit on public property;
2. not interfere with vehicle circulation (including emergency vehicle); and
3. be permitted by zoning.

A miniaturized version is another alternative.



OPPOSITE. *Public Art precedents*

RIGHT. *Concept for a tower at the south end of Webster Street*



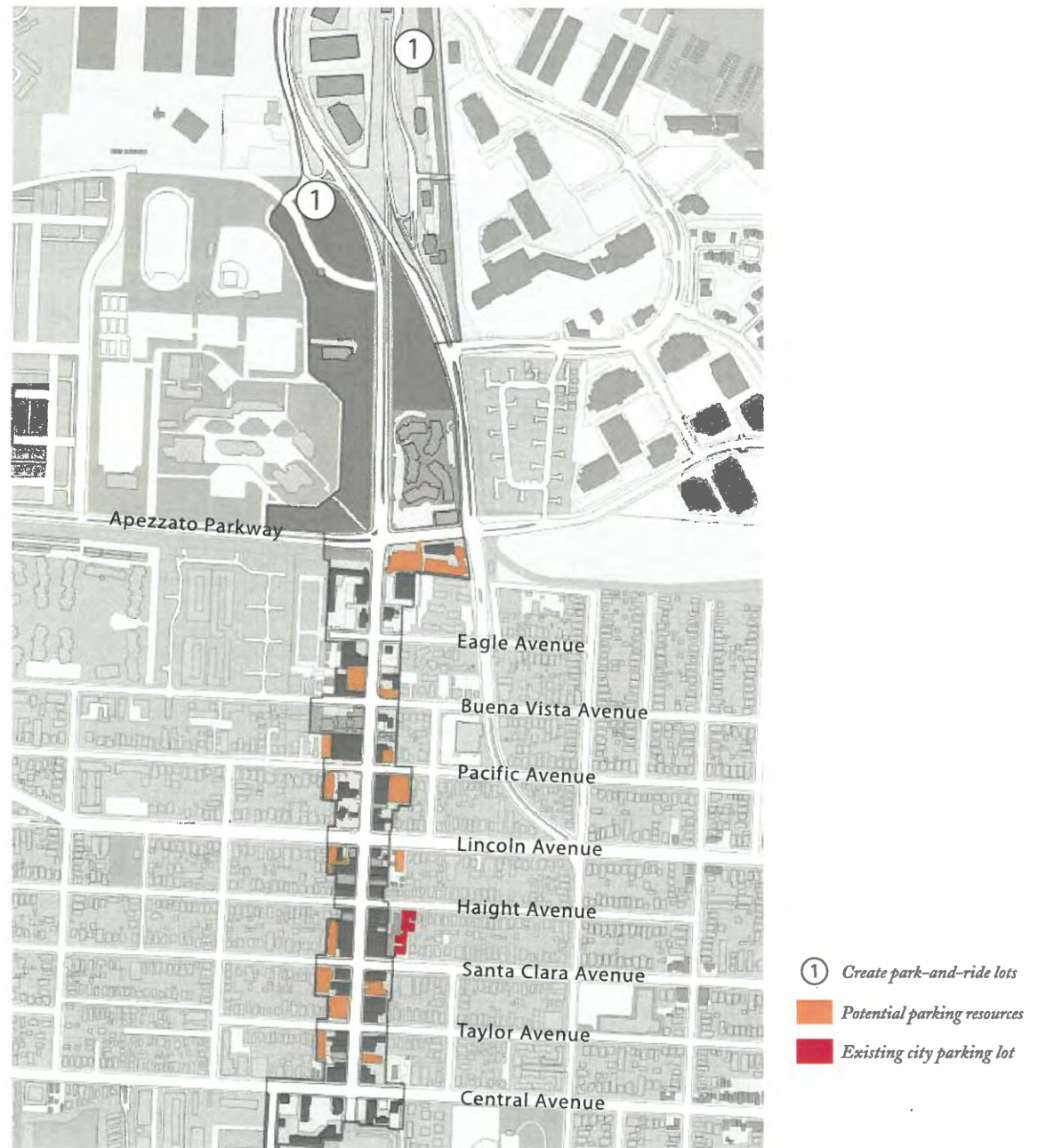
Parking

The diverse uses on Webster Street do not support a one size fits all parking strategy. In general, blocks south of Lincoln Avenue share parking resources while blocks north of Lincoln have dedicated off-street parking.

In response, the consultant team has created a menu of parking improvements. The menu includes:

1. Create park-and-ride lots;
2. Encourage a parking management plan:
 - › Increase transit options
 - › Improve wayfinding signage
 - › Require joint parking and access agreement for development
 - › Extend parking meter zones
3. Reduce City parking ratio requirements for future development;
4. Increase transit options.

In concert, these improvements allow for better utilization of existing parking assets.





Initiatives

In addition to recommendations for public realm improvements, the Vision Plan includes a series of high impact public/private initiatives. These initiatives are peppered along Webster Street and include creating a “town and gown” relationship with the College of Alameda, promoting paint-up/fix-up of existing privately owned buildings, encouraging infill development on open sites, and redeveloping key opportunity sites. Together these critical opportunities are designed to reinforce Webster Street’s role as the commercial main street for West Alameda.

All of these initiatives will require participation between public agencies such as the City, private entities, property owners, and WABA.



CLOCKWISE Design ideas for the Ma Building (courtyard); Neptune Plaza; Taylor parking lot; and Days Inn site



Town and Gown

Most urban colleges have a “town and gown” relationship with the surrounding neighborhoods. The term “town and gown” refers to the two distinct communities of a college town with “town” being the non-academic population and “gown” being the college population. The best examples of town and gown mix these populations in a main street setting. In the case of Webster Street and the College of Alameda, this synergistic relationship never fully developed. It is a missed opportunity.

Vacant storefronts present a chance to locate fee based programs, such as dance classes, on Webster Street. The recently vacated Needle in a Haystack storefront is an example of the perfect candidate for this type of use. Students would benefit the street by increasing pedestrian activity and retail uses by adding a captive audience. The student would, in turn, benefit from a more rich social experience. This strategy has been used successfully as a revitalization tool in other communities.



OPPOSITE *College of Alameda*

RIGHT *Fee-based classes could brighten dark storefronts*



Photo: Alameda College of Arts and Fine Arts. Photo by Jeffrey Smith.



TOP *Needle in a Haystack storefront presents an opportunity*

RIGHT *Town and Gown works in other communities*



Paint-Up | Fix-Up

A number of existing buildings along Webster Street are in need of a facade make over. In general, these properties are out of character with their surrounding context. Makeover candidates include the Ma Buildings, 1521-25 Webster Street (the Tin Building), Discount City, and Neptune Plaza. The intent is to follow the goals of the City's Facade Grant program in transforming these properties into aesthetically pleasing storefronts.

Typical recommended improvements include transparent shop windows, colorful awnings, attractive retail signage, and rich paint colors. Many citizens noted that tired facades are second only to vacant lots in depressing the commercial experience. The City is already in discussions with some of these building owners about the challenges and possible opportunities. Much work remains to be done.



LEFT *Ma Building existing conditions*

OPPOSITE *Ma Building's facade transformation*

BOTTOM *Ma Building's existing courtyard and with courtyard transformation*





TOP *Tin Building existing conditions*

OPPOSITE *Tin Building facade transformation*





TOP Neptune Plaza existing conditions

OPPOSITE Neptune Plaza facade transformation





Infill

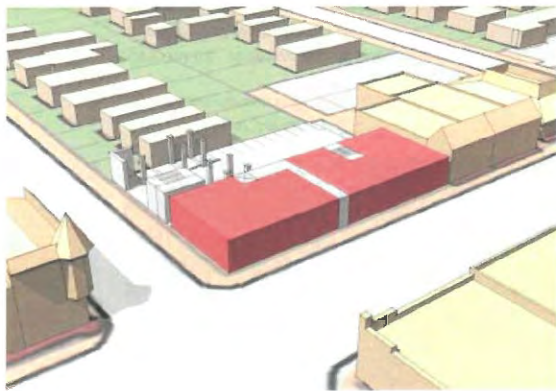
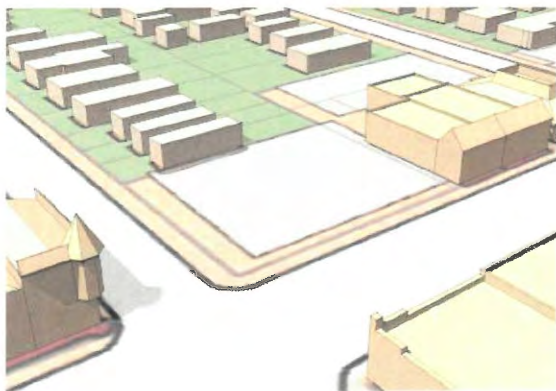
Although limited, a few infill opportunities currently exist on Webster Street. Plans are already in the works for an infill building at Pacific and Webster (next to Oteaz) and for the reconstruction of the 76 Gas Station. In addition, there is an opportunity for infill on the Housing Authority senior site facing Atlantic Avenue.

The best new infill opportunity is the Taylor Parking lot. The Taylor site presents an excellent opportunity to replace an open site in the traditional main street section of Webster. This private property is an ideal size to accommodate ground floor retail uses with housing above. Surface parking would be in the rear, screened from view.



*ABOVE Taylor parking lot
before transformation*

*OPPOSITE Proposed mixed-use
development complements the
urban fabric of the intersection
of Taylor and Webster*



ABOVE (CLOCKWISE)
*Conceptual views of new
 development with land-use
 diagrams depicting levels and
 photograph of Taylor Parking
 Lot existing conditions*

OPPOSITE *Model of proposed
 new development*





Redevelopment

A pair of redevelopment opportunities exist on Webster Street. These opportunities include the Days Inn site and Liquor Store/Tire and Brake site. Both of these block-ends are composed primarily of uses that are in dated building formats, in the wrong location, or over-housed. The result is an underwhelming arrival on Webster Street as visitors cross Atlantic Avenue. These sites present an opportunity to transform a current weakness into a great strength.

Days Inn/Burger King Site

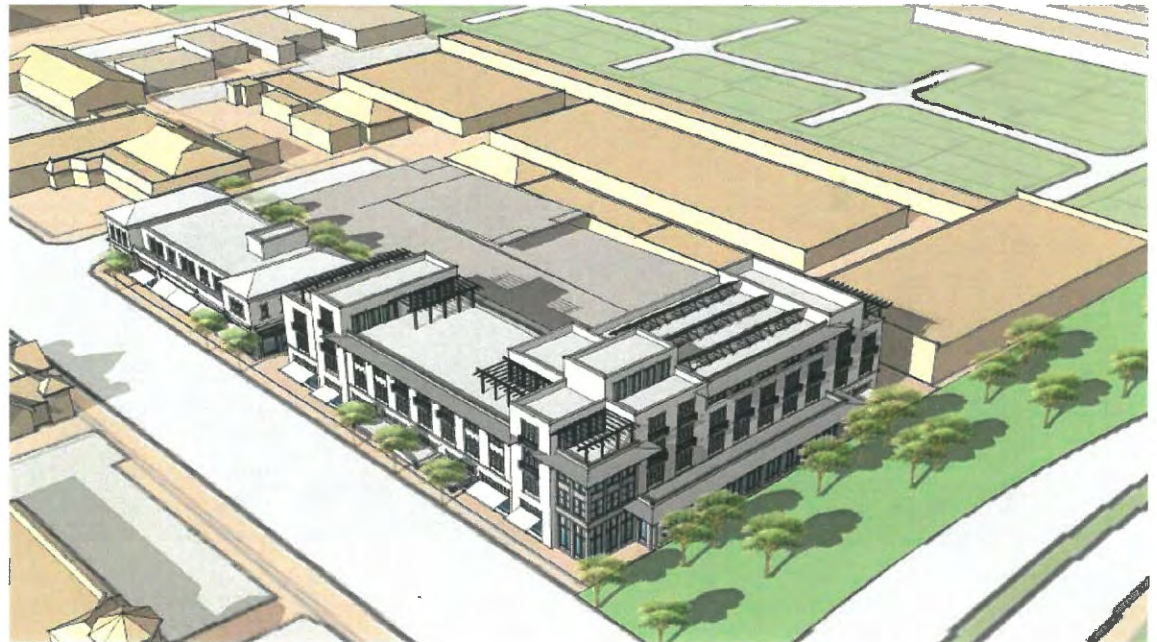
Days Inn is a single loaded building with an exterior corridor and a blank wall facing the Beltline property and future Cross Alameda Trail. Hotel chains retired this building design many years ago because it presents numerous security problems. The adjacent Burger King restaurant is also in an outdated format and is over-housed. Redeveloping this block face with updated buildings and uses would have a major impact on the perception of Webster Street.

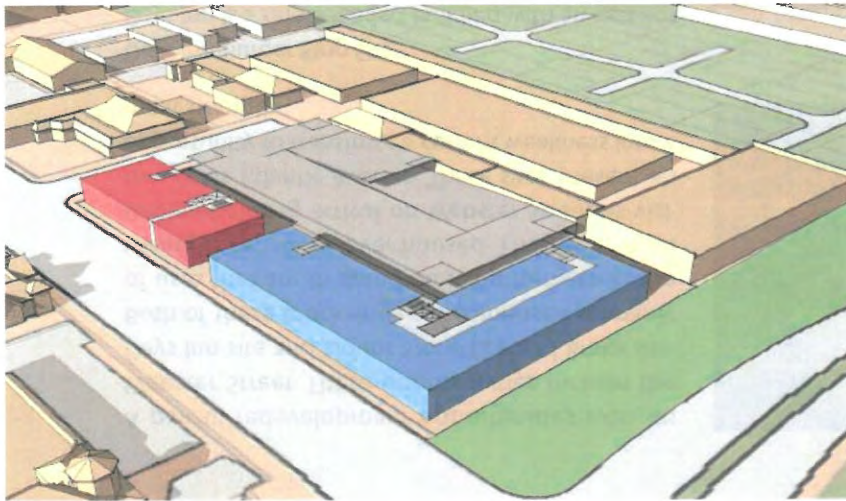
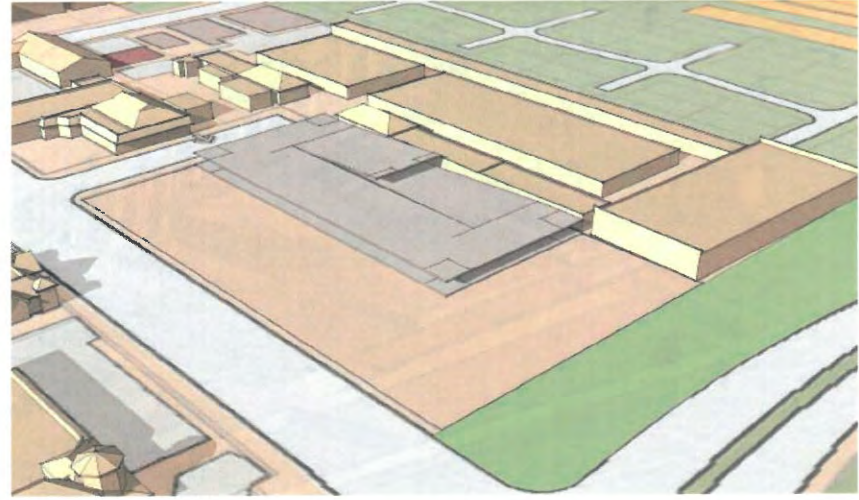
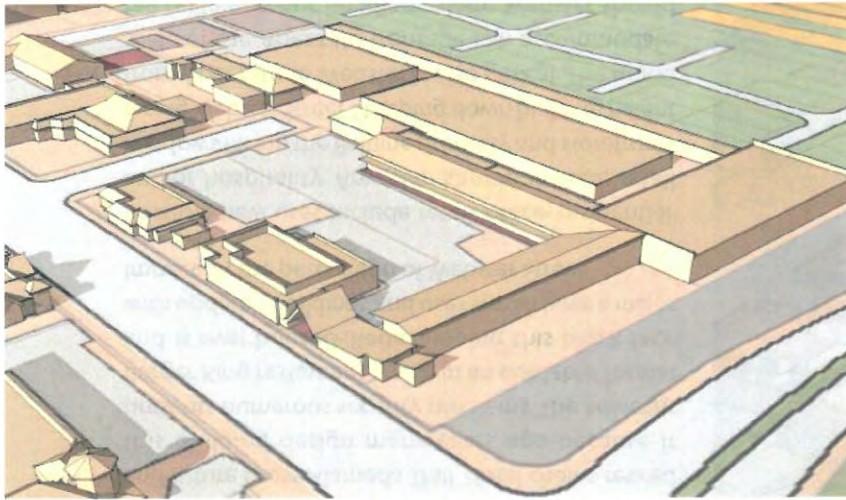
Possible new uses include retail, office, residential, and/or hospitality. Any plan should include retail windows facing the Beltline property and storefronts facing Webster Street. Stepping-down building height from Apezzato to Webster is also critical. The grand scale of the Apezzato frontage can accommodate tall buildings, but buildings along Webster should be held to no more than three commercial stories. The height limit on Webster Street would need to be amended to allow this scale of development. Parking should be screened from view in either a surface lot or parking structure.



LEFT Existing Days Inn site

OPPOSITE Proposed mixed-use development anchors the intersection of Webster Street and Apezzato Parkway

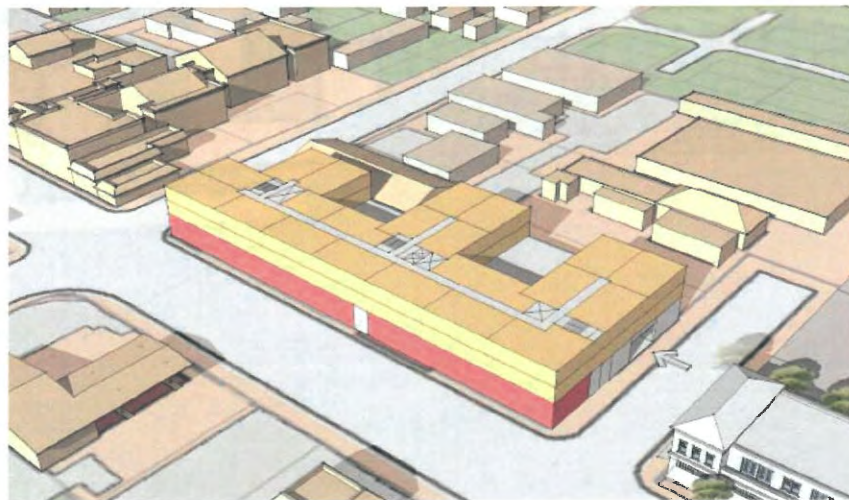
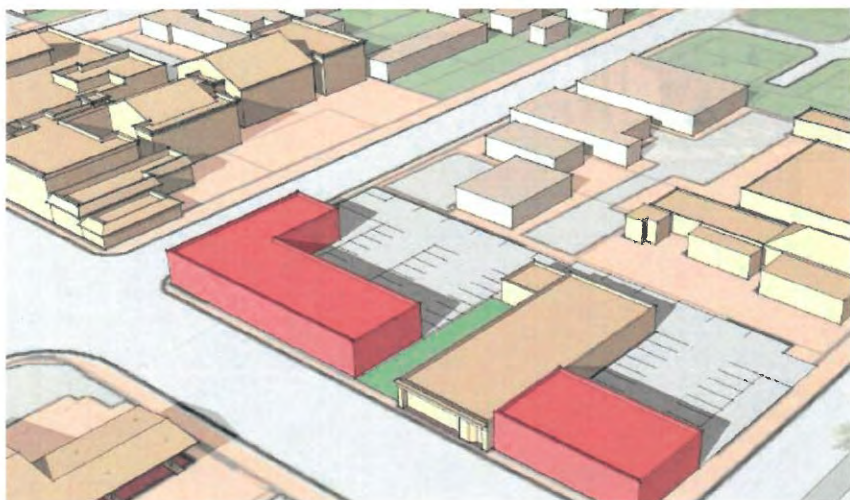
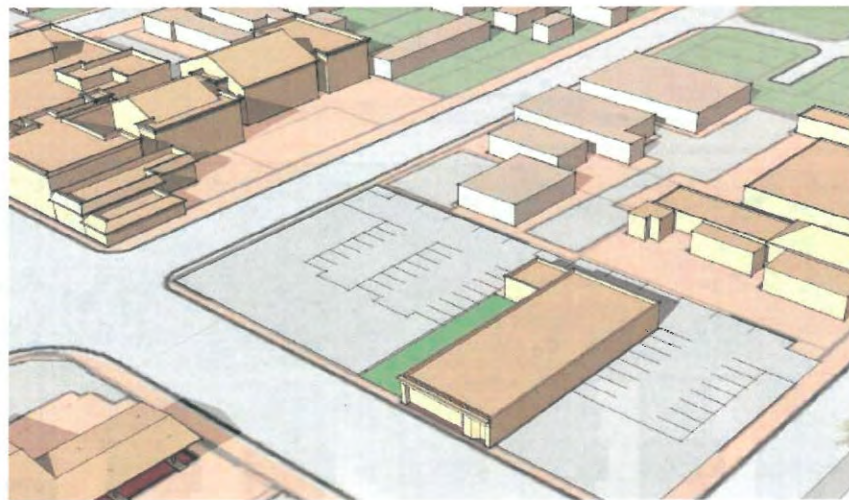
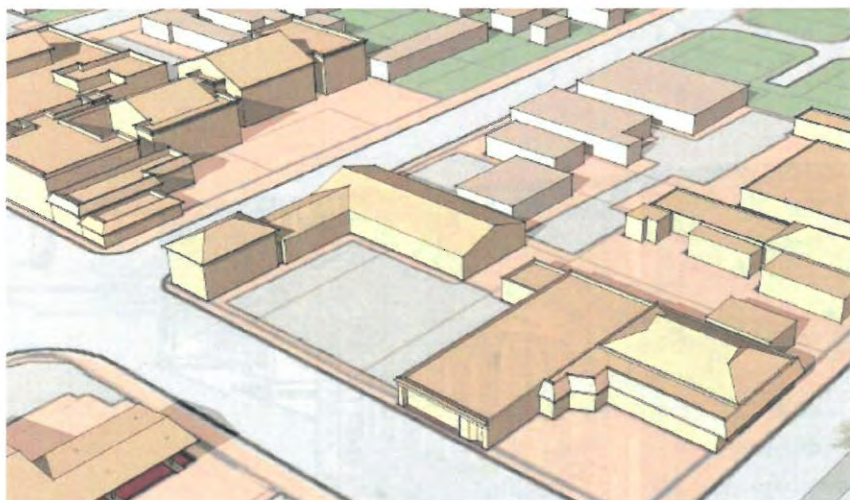




TOP Conceptual views of new development with land-use diagram depicting alternatives

OPPOSITE Street view of proposed new development





Liquor Store/Tire and Brake Site

The Liquor Store/Tire and Brake site was studied in the 2004 Strategic Opportunities Analysis prepared by EDAW. This site is more constrained than the Days Inn/Burger King property in that it includes less acreage and has an irregular configuration. Still, stakeholders sited this area as a priority candidate for redevelopment.

In general, the objective for redevelopment of this block face is to create street facing retail with possible residential or office uses above. Parking is a major consideration as dedicated off street parking is the norm in this area. It should be screened from view in a surface lot behind new buildings.



OPPOSITE *Conceptual views of new development with land-use diagram depicting alternatives*

LEFT AND BOTTOM *Existing condition of the Liquor Store/Tire and Brake site*



Webster Street Grocery List

PUBLIC REALM IMPROVEMENTS

ZONING

- ☐ Entourage And Signage In The "Marketing Zone"
- ☐ Parking Requirement
 - ☐ Reduce Requirements
- ☐ Amend Building Heights
- ☐ Form-Based Code
- ☐ Joint Parking & Access Agreements

GATEWAY LANDSCAPING

- ☐ Streetscapes Between Pacific And Atlantic
- ☐ Beltline Park/Cross Alameda Trail
- ☐ Caltrans ROW
- ☐ Housing Authority Frontage
- ☐ Neptune Park
- ☐ College Of Alameda Along Webster

SIGNAGE

- ☐ Highway
- ☐ Wayfinding
- ☐ District

PEDESTRIAN ENHANCEMENTS

- ☐ Pedestrian Enhancements At Key Intersections (Atlantic; Lincoln; Central) as Appropriate
- ☐ Park-And-Ride Lots
- ☐ Car Share
- ☐ Bike Parking Facilities
- ☐ College Of Alameda Circulator
- ☐ Restoration Of The Posey Tube Portal

PUBLIC ART

- ☐ Create A Strategy
- ☐ Replica Of The Neptune Beach Tower

INITIATIVES

CREATE TOWN AND GOWN RELATIONSHIP

- ☐ Fee-Based Classes In Vacant Storefronts
- ☐ Reorient Campus To Webster Street With Extroverted Uses
 - ☐ Food Service
 - ☐ Micro Retail

PROMOTE PAINT-UP | FIX-UP

- ☐ Ma Buildings
- ☐ 1521-25 Webster Street (Tin Building)
- ☐ Discount City
- ☐ Neptune Plaza

ENCOURAGE INFILL

- ☐ Redevelopment Of Taylor Parking Lot/US Bank Site
- ☐ Rebuild Union 76 Gas Station
- ☐ Building At Pacific And Webster (Adjacent To Oteaz)
- ☐ Housing Authority Senior Site

FACILITATE REDEVELOPMENT

- ☐ Days Inn Site
 - ☐ Retail
 - ☐ Hotel With Ground Floor Retail
 - ☐ Residential With Ground Floor Retail
 - ☐ Office With Ground Floor Retail
- ☐ Redevelopment Of Liquor Store/Tire And Brake Site
 - ☐ Mixed-Use

OH YEAH AND

- ☐ _____
- ☐ _____
- ☐ _____
- ☐ _____

Grocery List

The Webster Street Vision includes dozens of recommendations. The Grocery List (opposite page) was developed as an implementation tool to help summarize and organize the task list. Recommendations are sorted by realm (public or private), category (zoning, gateway landscaping, etc.), and project duration (short-term, medium-term, or long-term). This is an important first step given that many of the initiatives will require multi-agency cooperation, where the City role will be as a partner.

Annual reviews of the Grocery List should be conducted by the City to:

- » Check-off completed tasks
- » Prioritize remaining tasks (based on projected impact, availability of funds, and public/political support)
- » Add new consensus items



Published for City of Alameda, California

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MF (MULTI FAMILY) ZONE 1
HISTORIC CORE
CENTRAL AVE TO LINCOLN AVE

1. NO CHANGES TO NUMBER OF FLOORS ALLOWED
2. MAINTAINS EXISTING HEIGHT ALLOWANCE OR PROVIDES MINIMAL INCREASE TO 40'
3. INCREASE DENSITY LIMIT FROM 21 RESIDENTIAL UNITS PER ACRE TO 30 RESIDENTIAL UNITS PER ACRE OR ALLOWS FOR "FORM BASED CODE" DENSITY (WHATEVER FITS INTO THE BUILDING WITHIN THE ALLOWED HEIGHT).
4. REDUCES PARKING REQUIREMENT

CHANGES APPLY TO CURRENT C-C ZONING ONLY

CENTRAL AVE



TAYLOR AVE



SANTA CLARA AVE



HAIGHT AVE



LINCOLN AVE

NORTH

MF (MULTI FAMILY) ZONE 2
DEVELOPMENT OPPORTUNITY ZONE
CENTRAL AVE TO LINCOLN AVE

1. NUMBER OF FLOORS ALLOWED GRADUALLY INCREASES (CURRENTLY 3 FLOORS)
2. HEIGHT ALLOWANCE GRADUALLY INCREASES (CURRENTLY 40')
3. INCREASE DENSITY LIMIT FROM 21 RESIDENTIAL UNITS PER ACRE TO 30 RESIDENTIAL UNITS PER ACRE OR ALLOWS FOR "FORM BASED CODE" DENSITY (WHATEVER FITS INTO THE BUILDING WITHIN THE ALLOWED HEIGHT).
4. REDUCES PARKING REQUIREMENT

CHANGES APPLY TO CURRENT C-C ZONING ONLY

- 45' HT ALLOWED @ STREET FRONT WITH 3 FLOORS
- 55' HT ALLOWED @ SIGHT LINE SETBACK WITH 4TH FLOOR

- 55' HT ALLOWED @ STREET FRONT WITH 4 FLOORS

- 55' HT ALLOWED @ STREET FRONT WITH 4 FLOORS
- 65-70' HT ALLOWED @ SIGHT LINE SETBACK WITH 5 FLOORS

- 55' HT ALLOWED @ STREET FRONT WITH 4 FLOORS
- 65-70' HT ALLOWED @ SIGHT LINE SETBACK WITH 5 FLOORS
- ±77' HT ALLOWED @ SIGHT LINE SETBACK WITH 6TH FLOOR



PACIFIC AVE

BUENA VISTA AVE

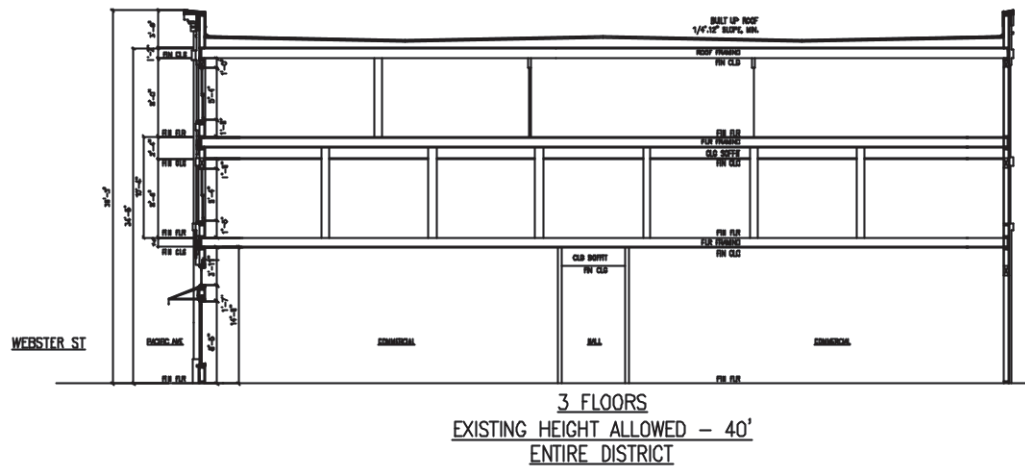
EAGLE AVE

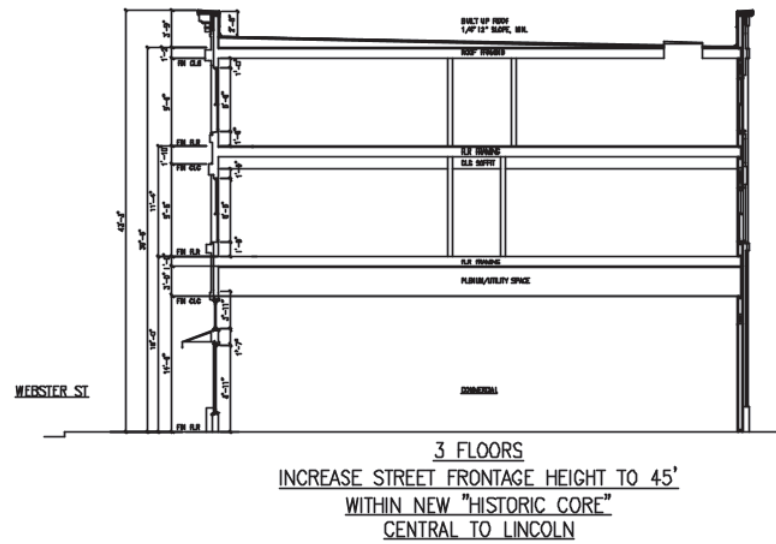
ATLANTIC AVE

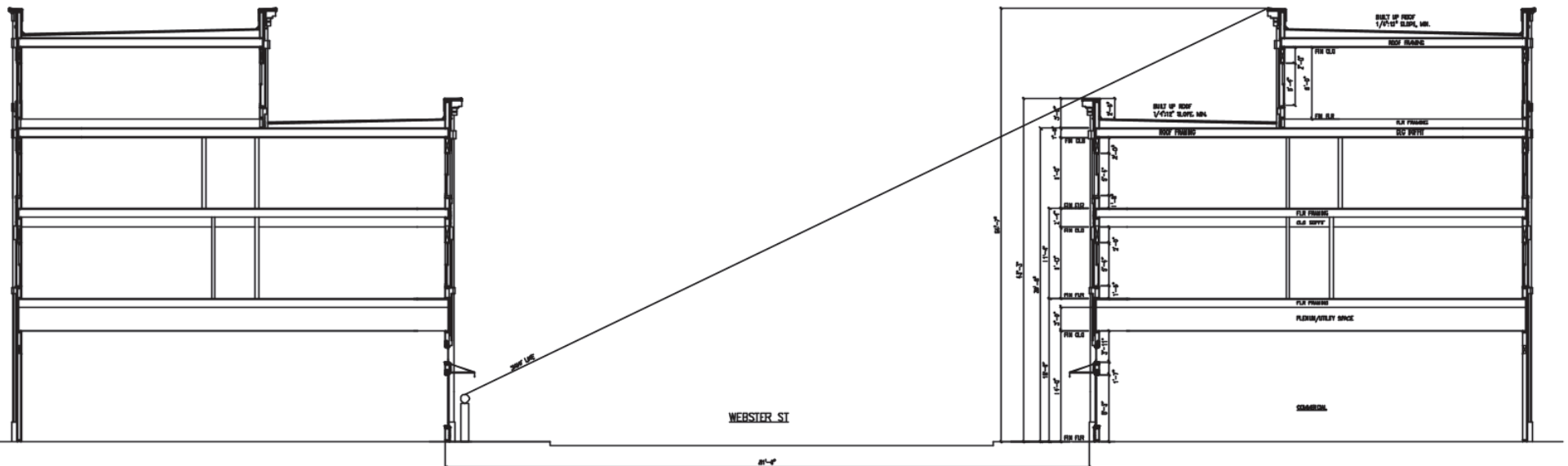
NORTH

0203115:51 PM

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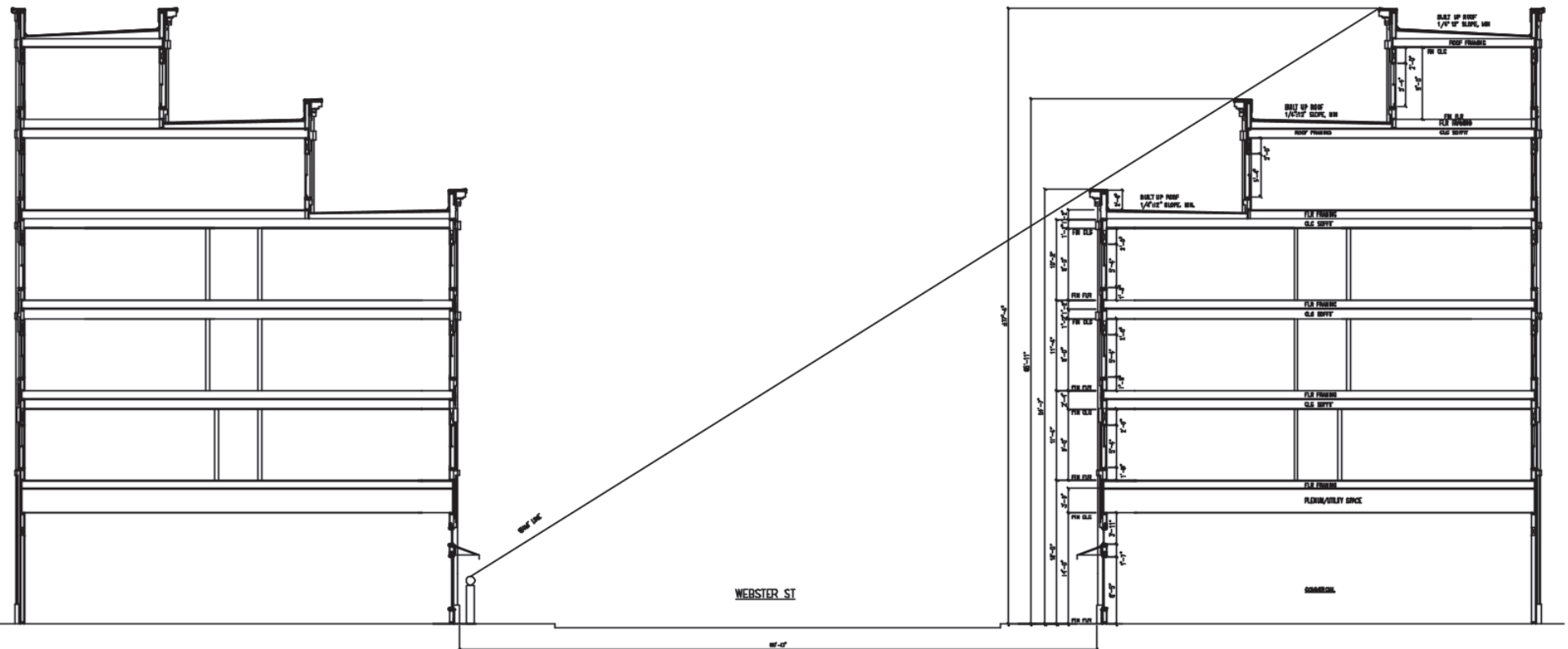


3 FLOORS + 4TH FLOOR AT REAR OF BUILDING
WEBSTER FROM LINCOLN TO PACIFIC
INCREASE HEIGHTS TO 45' AT STREET FRONT,
55' AT 4TH FLOOR

inf-0²

[illegible]

4 FLOORS + 5TH FLOOR AT REAR OF BUILDING
WEBSTER FROM BUENA VISTA TO EAGLE
INCREASE HEIGHTS TO 55' AT STREET FRONT.
±65' AT 5TH FLOOR



4 FLOORS + 5TH & 6TH FLOOR AT REAR OF BUILDING
WEBSTER FROM EAGLE TO ATLANTIC
45' HEIGHT LIMIT AT STREET FRONT
±77' AT 6TH FLOOR

From: [Cathy Leong](#)
To: [Marilyn Ezzy Ashcraft](#); [Tony Daysog](#); [John Knox White](#); [Trish Spencer](#); [Malia Vella](#); [Eric Levitt](#); [City Clerk](#)
Subject: [EXTERNAL] City Council Agenda- See ITEM 7-B
Date: Tuesday, November 16, 2021 9:58:59 AM

We ask you, our Mayor, City Councilmembers and Planning Department to consider taking action on the following concerns:

1. Remove the R2-R6 upzoning on the proposed plan and adopt a consideration to maintain ADUs to no more than current state allowance of 16 feet in the R1 neighborhoods so as not to impose-height related privacy encroachment on the neighbors.
2. Pursue all avenues to lift the cap at the old Naval base and provide the majority of new housing over there. Please provide a public report detailing the current status of the project for removing the housing cap at Alameda Point. With that, however, we need another tunnel or bridge on the West End.
3. Support and encourage homeowners and businesses to submit applications to the California Register of Historic Resources to protect architectural design and height limits to our neighborhoods, including the areas called "The Stations" where the old trolley cars once stopped.
4. Consider adding housing units along the estuary, particularly the underutilized shopping district.
5. Allocate more housing units to non-historic blocks on the Park St. and Webster St. corridors.
6. Realistically address the parking issue that will result from the construction of the proposed 5353 units (i.e: 10,000+ people). Provide a solution to the latest decision to remove all parking requirements for new buildings as this will clearly result in a marked decrease in the quality of life for the residents living in the affected neighborhoods. Where will people park?

From: [Patricia Lamborn](#)
To: [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Trish Spencer](#); [Tony Daysog](#); [John Knox White](#)
Cc: [Lara Weisiger](#); [Eric Levitt](#)
Subject: [EXTERNAL] Alameda Housing Element City Council Nov. 15,2021
Date: Tuesday, November 16, 2021 9:53:37 AM

Dear Mayor Ashcraft, Vice Mayor Vella and Council members Daysog, Knox-White and Spencer,

I am writing to particularly support the following points in the ACT Communication:

1. Prior drafts of the housing element credited 500 units to the up-zoning of only R-2 to R-6 zoning districts. SB-9 has quadrupled density limits in R-1. Thus, R-1 alone can be used to replace much if not all of this shortfall.
2. The draft HE allocates only 480 units to ADU's, based on the three-year 60-unit average. However, the ADU production has steadily risen over that period from 26 to 39 to 64 in the current year. This would justify a higher allocation.
3. The draft housing element includes seeking a waiver of the current unit limitation of our agreement with the Navy at Alameda Point. This has not yet been placed on a City Council agenda as a regular item. Instead, Council Members Spencer and Daysog have been required to make a Council referral. With no real priority, it languishes at the bottom of agendas and is continued to subsequent meetings. The city should be moving with alacrity on achieving this goal, thus making it available for the housing element land inventory.

It would also show respect for Councilmembers Daysog and Spencer to have a public hearing on their referral. I understand the concern that some staff members have voiced-- too much emphasis on Alameda Point over other housing locations. However, it is the site with land availability and transportation opportunities-- two ferries.

I support more housing on Park and Webster and limited housing in shopping malls, if it is located back from the waterfront ie: Southshore, on Otis vs Shoreline. Putting senior, affordable housing at safe locations in shopping malls would be a good fit for access to Seniors needs.

Our greatest challenge is meeting our affordable housing allotments in the RHNA allocations. If we focus on that, we can achieve it. If we just satisfy developers demands for profitable waterfront condos- we'll fail on affordable housing goals and inherit massive expenses in shoreline defense at taxpayer expense.

Sincerely,
Patricia Lamborn
patricia.lamborn@aol.com

From: [Andrew Thomas](#)
To: [Chris Aria](#)
Cc: [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#); [John Knox White](#); [Eric Levitt](#); [Yibin Shen](#); [Lara Weisiger](#)
Subject: RE: [EXTERNAL] Correct the Zoning of the Harbor Bay Club
Date: Tuesday, November 16, 2021 8:05:21 AM

Hello Mr. Aria,

You are correct, the November draft Housing Element does not list or rely on the Harbor Bay Club to provide housing for the RHNA.

However, based upon the recent public correspondence, it is pretty clear that we should all expect an application to be submitted very soon by a prospective buyer of the HB Club. I believe that development application will include a proposal to maintain a private health club for members with a swimming pool and construct housing on the balance of the site. I have not seen any applications, yet, but that is what the representatives of the HBC ownership are stating. Once that application is received by the City, we will process it for Planning Board review and action. I am sure the final decision regarding that site specific development application will ultimately end up at the City Council for final action. They may approve it or they may deny it.. I don't know what will happen. But if they approve it, we will be able to count those units in the Housing Element. If they deny it, then we will not count those units in the Housing Element. Tough decision for the City Council, but pretty simple determination for the Housing Element. We will just wait and see what happens.

Meanwhile and separately, the City staff is proposing zoning changes to the "Shopping Centers" in Alameda to allow for housing to meet the RHNA for the Housing Element. The Harbor Bay Club is not a shopping center. So we will be crafting a zoning amendment that can be applied to the Shopping Centers, but not the Harbor Bay Club. From a planning perspective, we want to craft zoning that makes sense for our five shopping centers (given their size, our desire to maintain a significant amount of retail, etc.).

The Harbor Bay Club site is a very different animal. What if any zoning amendments are needed for the Harbor Bay Club should be tailored to the specific geography and specific City Council priorities for that specific site. Those conversations will occur at the public hearings for the Harbor Bay Club application that we expect to receive in the near future.

Lastly, you are correct that the current "November Draft" of the Housing Element is not clear about these distinctions that I am making in this email. The "December Draft" of the Housing Element will be much more clear and will be informed by tonight's public hearing.

I hope this email is helpful to you and others who are interested in the future of the Harbor Bay Club site.

- Andrew

From: Chris Aria [mailto:chrisaria6060@gmail.com]
Sent: Tuesday, November 16, 2021 7:19 AM

To: Andrew Thomas <athomas@alamedaca.gov>

Cc: Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Malia Vella <MVella@alamedaca.gov>; Tony Daysog <TDaysog@alamedaca.gov>; Trish Spencer <tspencer@alamedaca.gov>; John Knox White <JknoxWhite@alamedaca.gov>; Eric Levitt <elevitt@alamedaca.gov>; Yibin Shen <yshen@alamedacityattorney.org>; Lara Weisiger <lweisiger@alamedaca.gov>

Subject: Re: [EXTERNAL] Correct the Zoning of the Harbor Bay Club

Hi Mr. Thomas,

Thank you for your prompt response to my earlier email.

I understand that the draft list of housing opportunity sites does not include the Harbor Bay Club at this time (and that the Harbor Bay Shopping Center is on that list). However, the current owners of the Club have made it publicly known that they are attempting to sell the property to a developer who *does* want the Harbor Bay Club to be on that list, as this developer/buyer intends to pursue plans to build housing there. That is why members of my community remain concerned.

Another reason for our concern is that the Harbor Bay Club site and the Harbor Bay Shopping Center share the same zoning, C-2. It is my understanding that the City Planning Staff is exploring the idea of amending the definition of C-2 zoning at the Shopping Center to allow for housing. It is also my understanding that C-2 zoning as it currently stands only allows for some limited residential use *above* a ground floor recreational or commercial use.

Our concern is that if the C-2 zoning at the Harbor Bay Shopping Center is amended to allow for housing to be built, this sets a precedent for future housing to be built at the Harbor Bay Club site as well (since they share the same zoning). So, even if the Harbor Bay Club is not in the current draft list of housing opportunity sites, the implication is that it will be soon. Please correct me and my fellow community members if we are wrong in this interpretation.

Of course, this concern can be put to rest if the City makes an explicit carve out when it writes up the description/definition of C-2 zoning at the Shopping Center--something that makes it clear that any and all amendments to the Shopping Center's C-2 zoning do not apply to the C-2 zoning at the Harbor Bay Club. Alternatively, the City can create an altogether new zoning for the Harbor Bay Club that clearly distinguishes it from the Shopping Center...This is essentially what we are requesting.

It seems strange to me and many members of my community that the Harbor Bay Club should share the same zoning as the Harbor Bay Shopping Center. Why was that ever allowed in the first place? The Harbor Bay Club is a recreational health club, whereas the Shopping Center is an area for stores, shops, and restaurants. These are two vastly different land uses and the zoning should reflect these differences. Again, I respectfully request that the Harbor Bay Club zoning be amended to reflect its current and intended use. In my opinion, this is a zoning correction that should have been made 40 years ago.

In asking for this zoning correction, the intention is not to reduce the value of the property. The newspaper article you are referring to by Mr. Peterson was simply a "Letter to the Editor" in which he expressed his opinion. He did that in order to indicate that there are other viable alternatives for the site (one idea being a community owned center) that do not include housing. Many members of my community would be open to another private developer

purchasing the land, provided that she/he does so for a recreational only purpose. Our intention is not to drive down the value and buy the property. *Rather, our intention is to rectify an inaccurate zoning that has been allowed for many years.* After the zoning is corrected to reflect the current and intended use, then the right owner will come into place (or not). I do not speculate on what will happen to the *ownership* of the land. My concern is that it be *properly zoned*.

I continue to stand by the other arguments I made in my previous email. *Despite what the current owners may say to the contrary, it is my understanding that the HBC never paid a Reclamation District Assessment and that the assessments were instead shouldered by the surrounding community members.* This was done because the HBC owners promised to the Reclamation District that the HBC site would remain a recreational facility in perpetuity. City Planning Board Member, Ron Curtis testified to this during the Planning Board meeting on September 13th, 2021. If you watch the tape of that meeting ([Planning Board on 2021-09-13 7:00 PM \(granicus.com\)](#)), Mr. Curtis states at 1:31-1:35 and again at 2:37-2:40 *that the HBC did not pay a Reclamation District Assessment.* Mr. Curtis was a former employee of the original developer of Harbor Bay Isle, Doric Development. He certainly has a lot of credibility.

The City has records of the Reclamation District Bond and Assessments on file that can either substantiate or refute this claim. If this information is untrue, please correct my understanding with the evidence you have on file.

Additionally, I stand by my other argument that the Harbor Bay Club is the result of a 44 acre land swap, in which 44 acres of recreational space were swapped for a 9 acre Harbor Bay Club. Again, the original developer was allowed to do this because he professed to keep those 9 acres as a recreational facility. Here is a resolution from a City Council meeting to substantiate this claim: [20130824153730.pdf \(wordpress.com\)](#).

If correcting the zoning of the Harbor Bay Club means that the City has to "upzone" some other part of Alameda, then so be it. Let's work together to find another area to "upzone."

You warned the City Council that "any action by the Council at this time to "down zone" or "right zone" the property in an attempt to reduce the value of the property will most likely be met with significant opposition from the property owner." Reciprocally, I must opine that any action by the Council to zone the Harbor Bay Club site for housing will most likely be met with significant opposition from members of the Alameda community. This is evidenced by the Petition with signatures of over 1,100 Alameda residents: <https://chng.it/MvYdMwBZwt>. *Again, I emphasize that this is not an attempt to reduce the value of the property. It is an attempt to correct the zoning to reflect the property's intended use.*

I understand that we need more housing in Alameda and on Bay Farm Island. However, the Harbor Bay Club should not be the place for such housing. I will gladly work with you, the City Council, and City Planning Staff to find and advocate for another, more suitable site for additional housing.

I respect all of the hard work you are doing. These are challenging times, and I appreciate all you do for Alameda.

Thank you,
Chris Aria

On Thu, Nov 11, 2021 at 8:13 AM Andrew Thomas <athomas@alamedaca.gov> wrote:

Dear Mr. Aria,

Thank you for your email to the Alameda City Council and planning staff. Over the course of the next 9 months, staff will be processing a wide variety of zoning amendments throughout the City of Alameda to address the City's obligation to accommodate the Regional Housing Needs Allocation (RHNA). Each rezoning will require a public hearing before the Planning Board and a public hearing before the City Council and then a second reading before the City Council. Your request for a rezoning of the HB Club can be considered during this public process.

Through this public process, the City Council will be able to decide which sites in Alameda it wishes to accommodate additional housing by specifically designating them as "Housing Opportunity Sites" in the Housing Element of the General Plan, or by specifically omitting the site from the list of "Housing Opportunity Sites". Some of those sites will require up-zoning to be able to accommodate the necessary housing. Obviously, the fewer the number of sites, the larger the number of units that will need to be accommodated on the list of "opportunity sites".

The "November Draft Housing Element" that will be discussed by the City Council on November 16th does include a draft list of housing opportunity sites (see table on page 6), and that list does not include the Harbor Bay Club at this time. (The Harbor Bay Shopping Center is on that draft list.) If the Council decides that they need more sites to accommodate the RHNA, the Council may choose to add the HBC site to the list of Opportunity Sites any time over the next 9 months. If the Council doesn't need more sites to accommodate the RHNA, the Council can keep it off the list. Over the course of the next 9 month, the Council will make those final decisions about all the sites on or off the list. The Harbor Bay Club site should be part of that discussion.

Of course, your request is that the Council "down zone" the HBC site. We can call it "down zoning" or we can call it "right zoning", but both are equally difficult and potentially costly to the Alameda Tax Payers, when it is done over the property owners objections. As you stated, the property owner is in the process of attempting to sell their property, and as described by Mr. Peterson in his newspaper article, the intent of the downzoning is to reduce the value of the property. Staff must therefore warn the City Council that any action by the Council at this time to "down zone" or "right zone" the property in an attempt to reduce the value of the property will most likely be met with significant opposition from the property owner.

I look forward to working with you and the Harbor Bay community as we all work through these difficult decisions together over the next year.

- Andrew

From: Chris Aria [mailto:chrisaria6060@gmail.com]

Sent: Thursday, November 11, 2021 7:14 AM

To: Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Malia Vella <MVella@alamedaca.gov>; Tony Daysog <TDaysog@alamedaca.gov>; Trish Spencer <tspencer@alamedaca.gov>; John Knox White <JknoxWhite@alamedaca.gov>

Cc: Andrew Thomas <athomas@alamedaca.gov>

Subject: [EXTERNAL] Correct the Zoning of the Harbor Bay Club

Dear Alameda City Council Members and City Planning staff:

I am a longtime Alameda resident. I am writing with regard to the Housing Element of the General Plan and the zoning of the Harbor Bay Club (HBC) at 200 Packet Landing Road.

I signed the following petition along with over 1,000 other Alameda residents:
<https://chnq.it/5sd4rwrHqh>

I understand that the City has a duty to satisfy its housing obligations by meeting its RHNA and I am supportive of that goal. However, the Harbor Bay Club site should be left alone. There are other more suitable sites on Bay Farm Island and in the greater Alameda for additional housing. Moreover, the zoning of the HBC should be corrected.

For the subsequent reasons, the HBC should be excluded from the Housing Element and its zoning corrected to reflect that it is a “recreation only” site:

Diminishing the Harbor Bay Club in favor of housing converts a community asset into a developer entitlement. Historical documents confirmed by City staff state that Harbor Bay Isle Associates (the original developer) was allowed to build additional homes on acreage originally designated as recreational space. *The City of Alameda granted HBIA the right to swap 44 acres for a 10-acre Harbor Bay Club under the provision that “the purpose of the Harbor Bay Club is and shall continue to be to provide quality recreation facilities for the residents of Harbor Bay Isle residential development.”* The HBC would not exist today if residents were given the open space that was planned for within each of their neighborhoods. As a result, the HBC is not a disposable entity because it replaces open space within the confines of a Planned Unit Development (PUD). Changing a completed PUD is contrary to the very concept of a PUD, which is to provide a known balance of

residential, commercial and *recreational* land use. Removing or diminishing the HBC violates homeowner's property rights to a recreational facility within the Community of Harbor Bay Isle.

The HBC never paid a Reclamation District Assessment. The Reclamation District Bond financed the dredging and filling of all of Harbor Bay Isle and was paid off via assessments to property owners within the development. Because the HBC did not pay an assessment, other properties had to pay a higher assessment to compensate. Other lands that were excluded from assessment were public, community spaces such as parks. The Harbor Bay Club never paid a Reclamation District Assessment for the very land upon which it was built—instead, the residents paid for it. It would be inequitable to allow a private developer to build housing and profit at the expense of assessments paid for by the members of the surrounding community.

It is unlikely that any additional housing built on the HBC land would be “affordable” housing. It is more likely that additional housing there would only be affordable to the wealthier class. This would go against the City of Alameda General Plan's goal of promoting a “healthy, equitable, and inclusive city.” The Harbor Bay Club as a recreational space is “healthy, equitable, and inclusive.” Persons of all ages and backgrounds benefit from the many recreational activities that it offers.

It has been stated that if the HBC zoning is changed to something that only permits recreation, then by state law, the City needs to “up zone” some other site in Alameda to compensate for the proposed “down zoning” of HBC. **However, I believe that this rule is not applicable here—*changing the HBC zoning to recreation only is not “down zoning”*. Rather, it is “right zoning” or “corrective zoning” to reflect the original and promised intent for the use of that land: a recreational space for the community.** This is not a “taking,” as nothing is being taken. The land still has plenty of promise and potential as a recreational site. The original owners were never entitled to build housing there.

The original developers claimed that the HBC would be a recreational, community site in order to convince the City to allow the 44 acre land swap so that they could build additional homes. They then convinced the Reclamation District not to assess them for the same reason: that HBC would remain a recreational, community site. Now, it is time that the zoning reflects the same: that the HBC is a recreational, community site.

It is well known that the current owners of HBC are attempting to sell the property and have written letters to the City stating that they would like housing to be built on the site. The current owners have also purposely allowed the HBC to deteriorate so that they can claim that a recreational facility is no longer financially viable, and that the site should be rezoned for housing. They have done all of this so that they can sell the land and gain a huge profit. Obviously, the land would be worth far more if a buyer was allowed to build housing upon it. It is imperative that the City recognize this ploy. Allowing housing at the HBC would be extremely inequitable, especially to

those residents who paid the HBC's share of the Reclamation District Assessment.

If the City of Alameda is going to meet its RHNA and build 5,400 more additional housing units, then we need to maintain our recreational facilities and spaces to accommodate the additional residents more housing will bring.

For the sake of the City of Alameda maintaining its *credibility*, I believe it is imperative that this land be properly zoned as a recreation only site.

Thank you for your time and for your service to the City of Alameda.

Yours,
Chris Aria

From: [sjslauson](#)
To: [City Clerk](#)
Subject: [EXTERNAL] Opposition to Agenda item 7-b, Housing Element
Date: Tuesday, November 16, 2021 6:40:37 AM

Dear Mayor Ashcraft, Vice Mayor Vella and Council Members Knox-White, Herrera Spencer and Tony Daysog:

Alameda Citizens oppose Agenda Item 7-B, Housing Element.

60% of the people of Alameda clearly voted to keep Article 26 in our City Charter by voting NO of Measure Z. Now our planning department and certain members of the City Council are trying to abolish the will of the voters and push through a new Housing Element in Alameda's General Plan.

We demand you reject this new Housing Element and not change any of the present Alameda zoning to allow for an increase in density in existing neighborhoods.

We demand you join other cities in suing the State of California to declare SB 9 void and unlawful, because it intrudes in a cities right to zone its city according to the will of the people.

Alameda has already started a massive housing increase, as you can see from the developments now under construction and the developments that have been approved for future construction. Alameda is doing its part to solve the need for more housing.

We have worked hard to establish our neighborhoods and we intend to keep our neighborhoods.

Stephen Slauson
2426 Otis Drive
Alameda, CA



November 15, 2021

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

Subject: November Draft Alameda Housing Element - -Item 7-B on City Council's 11-16-21 agenda

Dear Mayor Ashcraft and Councilmembers:

This letter is similar to our October 24, 2021 letter to the Planning Board (that was copied to you), but modified to reflect our further review of the draft Housing Element and the changes in the November draft from the October draft.

The Alameda Architectural Preservation Society (AAPS) is still reviewing the draft Housing Element. The following comments are therefore preliminary and subject to modification and expansion. There are many complex issues associated with the document and lots of moving parts that involve changing proposals and conditions, which make review of the document a challenge.

In its July 6, 2021 report to the City Council, staff presented a good strategy to maximize development at Alameda Point and Encinal Terminals that, among other things, would help minimize the amount of housing needed in other developed areas to meet the Regional Housing Needs Assessment (RHNA). However, rather than take a carefully considered approach to new development in existing built-up areas, the draft Housing Element unexpectedly opens the floodgates--especially in residential areas. **The draft should be modified to reflect the following:**

1. **Use caution regarding further density increases in existing built-up areas.** The draft Housing Element proposes significant density increases in ALL residential areas, as well as Park Street, Webster Street and the small neighborhood commercial districts along Lincoln and Encinal Avenues (or "Stations"), including the historic portions. Since significant parts of these areas already have high densities, and much of the R-2 through R-6 Residential Zones and the business districts consists of historic buildings, **any density increases in these areas should be limited to carefully targeted subareas and only:** (i) where necessary to meet the RHNA and other General Plan objectives; **and** (ii) if insufficient development capacity is available in the non-historic portions of nonresidential areas to meet the RHNA and other objectives; **and** (iii) in residential areas where adverse impacts on historic buildings and on-street parking will be minimized. **In addition, all or at least some of the additional units above the existing residential density of one unit for 2000 ft.² of lot area should be deed-restricted affordable.**

Here are comments on the specific proposals:

- a. **Adding additional units within existing building envelopes with no expansion of the envelopes.** This proposal is worth exploring, but, to maintain the architectural integrity of existing buildings, the proposal should be accompanied by a requirement that **there be no changes to the exterior except possibly new entry doors for necessary access to the additional units.** There should also be a provision that minimizes interior demolition to promote resource conservation consistent with proposed General Plan provisions and discourage overimprovements and major changes in floor plans that can increase construction costs and rents. Staff has indicated support for these provisions.

In addition, if no additional off-street parking will be required for the new units, the impacts of a lack of additional parking must 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 one and two unit residences have been converted to additional units, cars are sometimes parked in paved or unpaved front yards. **Allowing for the construction of additional infill housing, with the intention of creating units for low to moderate income renters without requiring additional parking to accommodate these renters could result in a two tier system. Homeowners could create off-street parking spaces for themselves and tenants would either have to compete with each other for limited parking spaces or take public transportation for all of their basic needs,** e.g. grocery shopping and medical appointments. This is short-sighted. Many low income persons for reasons of age, disability or long commutes may require cars to meet their daily needs and the infill units proposed may not be adequate without additional parking.

There should be an analysis that includes existing resident car ownership surveys of multifamily buildings in older neighborhoods 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.

Also, please consider if density increases within existing building envelopes would trigger density bonus projects. (See Comment 1.e 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?

Finally, allowing an *unlimited* number of units within existing buildings seems problematic. There should probably be some cap based on a formula that could include such parameters as location (including proximity to major retail districts), and availability of on street parking (if no off-street parking is required).

We are continuing to evaluate the proposal based on these and other considerations, so are not yet prepared to make a definitive recommendation.

- b. **Proposed density increases for new construction in the R-2 through R-6 Zones.** For new construction, the draft Housing Element proposes **doubling** the existing City Charter Article 26 density limit of 2000 ft.² of lot area per unit (ca. 21.78 units per acre) to 1000 sq.

ft. of lot area per unit for ALL lots in R-2 through R-4 and increasing the limit by 2 2/3 to one unit per 750 sq. ft. of lot area in R-5 and R-6. **This proposal will essentially abolish Article 26 for most of Alameda.**

This upzoning on top of allowing unlimited residential densities within all existing buildings as discussed in Item 1a above in order to meet the Housing Element's 2031 goal of 520 new units in residential areas (increased from 500 units in the October draft) is grossly excessive and amounts to overkill. **It is especially reckless since it is much harder to downzone than to upzone, if it is later determined that the upzoning was a mistake.**

Unless mitigated, this blanket density increase will encourage demolition and replacement of historic buildings with new and larger buildings and architecturally disrupt historic neighborhoods as well as the historic portions of Park Street and Webster Street and the Stations. The increases could also encourage architecturally incompatible alterations and additions to historic buildings.

Ironically, this proposal could also threaten the existing stock of relatively low-cost privately owned rental units by encouraging developers to buy up these buildings and replace, expand, and/or renovate them to create more units at higher rents, especially if using the State Density Bonus Law. There is an increasingly worrisome trend for large institutional developers to do this. Although density bonus projects are based on providing affordable units as part of the project, the number of affordable units in many cases will be insufficient to offset the loss of the pre-existing affordable units.

The upzoning will also inflate land values, further inhibiting affordable housing and primarily benefitting existing property owners and speculators.

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.

In an early draft of the proposed General Plan and elsewhere, staff had implied that this kind of density increase in existing residential areas would be limited to vacant lots.

Perhaps limiting the density increases to vacant lots should be the strategy in R-2 through R-6 if increased density in these zones is really necessary to meet the RHNA.

- c. **Proposed upzoning of the R-1 one family zone to allow one unit per 1250 sq. ft. of lot area by right.** We oppose this upzoning, which, like the proposed R-2 through R-6 upzonings, is overkill. For a standard 5000 square-foot lot, the upzoning would allow four regular dwelling units plus up to three ADUs (one attached and two detached) **resulting in a total of up to seven units on what used to be a one-family lot.** This even goes beyond

the recently enacted Senate Bill 9 (SB 9) which mandates allowing up to four regular units on a lot but no ADUs if the four units are developed. The SB 9 approach is therefore a less extreme upzoning regarding density. But if SB 9 is used, Alameda's design review manual would not be applicable to the new units, which would be subject only to Alameda's recently enacted and much weaker Objective Design Standards.

An alternative approach would be to just change R-1 to R-2, which under current rules, would result in only five units (two regular units plus up to three ADUs). However, the R-2 strategy is viable only if the R-2 is not upzoned as discussed in Item 1b above.

d. Carefully evaluate the proposed 60 units per acre residential density for Park Street and Webster Street and the Stations.

Although this section is titled "Site 13 and 14 Park Street and Webster Street Rezoning", the actual list of zoning amendments also refers to the C-1 Zone which applies to the neighborhood commercial districts (or "Stations"). **The existing heading is therefore misleading and needs to be changed to reflect this section's applicability to the Stations.**

This relatively high residential density of 60 units per acre may be appropriate for at least some portions of Park Street and Webster Street given the draft General Plan's proposed 3.0 floor area ratio (FAR) for these districts and if a three-story (approximately 40 foot) height limit can be provided for the historic portions of Park and Webster Streets and the existing two story/30' height limit is retained for the Stations. (The height limit is already 40' for Webster Street and much of Park Street.) The overall strategy to promote small units through a generous residential density within a relatively small maximum building envelope as defined by the 3.0 FAR seems to make sense but should be clearly explained in the text.

However, we are concerned that developers who seek larger units will use the State Density Bonus Law to force height limit increases and defeat the strategy's intent to promote small units. It has been assumed that in today's residential market, the demand is for smaller units and that larger units will not pencil out. But market conditions can change over time and perhaps 10 or 20 years from now the demand will be more for larger units. Even in today's market, we have seen multi-unit residential projects outside of Alameda that have up to 7 bedrooms and bathrooms in each "unit" with the apparent intent to make each unit a rooming house to appeal to residents who are attracted to a congregate lifestyle as well as the lower rental cost of this kind of housing.

Housing Elements and other urban planning documents have the inherent duty to consider changing conditions to avoid unintended consequences. It is not clear whether the draft Housing Element has done this. If the intent is to provide a sufficiently higher residential density to promote housing development, our understanding is that in today's market a residential density of about 40 units per acre in nonresidential areas is sufficient (equal to a by-right density of 30 units per acre with a 33% density bonus) rather than the proposed 60 units per acre.

Given these complex considerations, we are still evaluating this proposal so are not yet prepared to make a definitive recommendation.

- e. **The impacts of the State Density Bonus Law on height limits, FAR, other development regulations and overall future density must be considered in the Housing Element.** 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 density increases will greatly increase the number of sites eligible for density bonus projects Citywide. Under Article 26's 2000 ft.² of lot area per unit rule, only lots of 10,000 ft.² 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 increase to one unit per 1000 sq. ft. of lot area for ALL lots 5000 sq. ft. and greater in R-2 through R-6 and apparently in all nonresidential zones would result in ALL of these lots becoming eligible for a density bonus project with associated potential height limit increases and other relaxation of zoning standards. **The Housing Element must include an estimate of how many additional density bonus project sites could result from the Citywide proposed density increases and include strategies to discourage density bonus projects in historic and other sensitive areas that exceed the FARs and height limits.** Can this discussion be provided? The proposed height limits in addition to the FARs in the Draft General Plan also need to be stated. Otherwise, we are flying blind.

One such strategy might be to allow extra density for small units with a conditional use permit, but only if the conditionally permitted density is not used as the base density for purposes of density bonus projects. **Another possibility might be for Alameda to establish its own density bonus program that provides a bigger bonus than available under the state program, but requires conformity to height limits and possibly FAR and other specified regulations.** This would have the same effect as the proposed by-right densities and promote smaller units with less risk of triggering state density bonus projects that could exceed the height limits. Emeryville has developed a density bonus program similar to this. The strategy could also require that a specified percentage of the bonus units be affordable, like the state program, but perhaps only for projects where the total number of units exceeds a specified threshold.

- f. **Possible alternative strategy to blanket upzoning of residential areas.** Staff is concerned that without the expanded upzoning discussed in Items 1a, 1b, and 1c above, the City could fall short of the goal of providing 520 new housing units in existing residential areas by the 2031 target date. **But the recent expansion of ADU opportunities to multifamily buildings and allowance of junior ADUs in addition to regular ADUs is likely to increase ADU production beyond staff's assumption of 60 units per year (480 units by 2031).** The increasing publicity regarding ADUs and increasing number of ADU design and construction specialists promoting ADUs should further increase production.

The rate of ADU production is already increasing dramatically. In Alameda, 26 ADUs permits were issued in 2019, 39 in 2020 and 64 as of November 1, 2021, **putting 2021 on track for a total of 77 ADUs.** The ADU permit issuance rate should be monitored as the Housing Element process moves forward and the expected total ADUs provided by 2031

adjusted based on this issuance. Given the rate of 2021 production so far and the trajectory, a rate of 77 ADUs per year (616 by 2031) does not seem unreasonable.

Upzoning R-1 either through the Housing Element or SB 9, as discussed in Item 1c above, will provide still more units by 2031.

All of these considerations suggest that staff's concerns are overstated.

A possible overall strategy might be to provide a more limited version of the residential area proposals that would only include additional units within existing building envelopes and higher density only on vacant lots. If after a specified period of time (perhaps three or four years) the City is falling short in meeting the RHNA, further targeted upzonings and/or other development incentives could be considered. We understand that the State Housing and Community Development Department (HCD) is open to this kind of phased approach.

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 to take the upzoning pressure off of existing residential areas and the historic business districts.** The College of Alameda and other large sites should also be considered. Besides minimizing adverse impacts on historic buildings and neighborhoods, focusing on these sites will minimize transportation impacts given the estuary sites' and College of Alameda's (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, the estuary shopping centers, College of Alameda and other large sites, the City should initiate the following actions ASAP:**

- 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. The request should have been submitted months ago. We have repeatedly urged that it be initiated ASAP.

Unfortunately draft Housing Element Policy HE-10b relegates this critical step to a follow up action to be taken **after** the Housing Element is adopted. **Why has the City not yet submitted the request to remove the Alameda Point housing cap?**

- 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 said that the owners of the South Shore Shopping Center have expressed interest in housing development. Staff has told us that the owners of the Marina Village Shopping Center have also expressed interest. However, we understand that as of October 28 the owners of Bridgeside and Alameda Landing have not yet been contacted. **Has such contact been made and if not, why not? If such contact has been made, can staff report on the results?**

The draft Housing Element's shopping center zoning proposal on page 12 shows a residential density of only 43.5 units per acre, which is too low. 90 units per acre was

previously proposed, which would be more appropriate. Perhaps an even higher density should be considered if this is what it would take to avoid upzoning existing residential areas and historic commercial areas. A higher density would also more likely induce the owners to provide a written statement of intent to develop a specific number of residential units on their site as required by HCD.

Related to this, **zero** units are now estimated for the estuary shopping centers. Only the 800 units that have already been proposed for South Shore are now included in the shopping center category. In the July 6 capacity analysis presented to the City Council, a range of 800 to 1200 units for all of the shopping centers, including South Shore, was presented, indicating development capacity of 400 units, rather than zero, for the shopping centers in addition to South Shore. In the October, 2021 Housing Element draft, this estimate for all of the shopping centers was reduced to 1000 units, leaving 200 units for the shopping centers outside of South Shore. Now the estimate is zero. **Why is this?** Staff has told us but even without a written statement from the property owners, HCD will probably accept at least several hundred units for the non-South Shore shopping centers. **Given the vast parking areas (especially at Marina Village) and one story existing buildings at all of the estuary shopping centers, it appears that the development capacity of the non-South Shore shopping centers is much greater than the 400 units assigned on July 6.**

In any case, it is critical to engage with the owners ASAP.

- c. Engage with the College of Alameda to determine the college's interest in developing housing on its campus and identify housing development strategies.** The college has previously expressed interest in developing student housing on campus. Housing for faculty and staff might be another possibility. Since there will be no land costs, feasibility of below market rate housing is enhanced. Like Items 2.a and 2.b. above, **engagement with the college should be initiated as soon as possible to determine the college's level of interest and, if applicable, the number of potential units that could be applied to the RHNA.**
- d. Investigate other underutilized sites for housing development.** One example might be Alameda Unified School District properties, especially the underutilized warehouse next to Thompson Field on Clement Avenue, which we believe the school district is considering selling.

3. Other issues.

- a. Clarify the role of existing the Citywide Design Review Manual.** Why does HE-9b refer only to the objective design standards for "new residential development" with no mention of the Citywide Design Review Manual? Our understanding is that the objective standards apply only to affordable housing projects, SB9 projects and ADUs. Would not other new residential development still be subject to discretionary design review and the design review manual? Related to this, the objective design standards adopted by the Planning Board in February 2020 need to be beefed up.
- b. Will HE-9c's "ministerial/staff level review for affordable housing and housing for the homeless" still provide at least a "courtesy" public notification?**

- c. **Clarify the proposed rescission or mitigation of “housing development standards that are exclusionary, discriminatory or otherwise impede the development of housing and multi-family housing that is affordable...”(HE – 27).** This policy lists among the barriers “single-family restrictions, low density housing, minimum lot size requirements, setback requirements, on-site open space, or parking requirements”. With regard to “single family restrictions and low density zoning”, implementation of this policy is presumably reflected in the zoning proposals provided in Chapter 2, which we have responded to in Item 1 above. **Examples of proposals for REVISED minimum lot size requirements, setback requirements, on-site open space, and parking requirements that could implement this policy should similarly be provided so that the City’s intent is clearer and public comments can be more focused.**

Implementation of Policy HE-27 should be cautious. Many lower income household and members of “protected classes” aspire to live in single-family and/or lower density neighborhoods and will move out of multifamily housing when given the chance to relocate to lower density and/or single family housing, even moving to distant suburbs and enduring long commutes. **Housing elements and other land-use planning documents should not seek to indiscriminately rescind or excessively “mitigate” single-family or other low density zoning provisions but instead promote a range of housing types and neighborhoods that adequately serve the needs and aspirations of everyone.**

- d. **There is no HE – 20.** Has something been left out?

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

Sincerely,

Christopher Buckley, Chair
Preservation Action Committee
Alameda Architectural Preservation Society

cc: Planning Board (by electronic transmission)
City Manager, Assistant City Manager and City Clerk (by electronic transmission)
Andrew Thomas and Allen Tai, Planning, Building and Transportation Department (by electronic transmission)
AAPS membership list (by electronic transmission)

From: [John Klipsch](#)
To: [Marilyn Ezzy Ashcraft](#); [Tony Daysog](#); [John Knox White](#); [Trish Spencer](#); [Malia Vella](#); [Eric Levitt](#); [City Clerk](#)
Subject: [EXTERNAL] Comment on Alameda Up-zoning
Date: Monday, November 15, 2021 11:39:07 PM

Hello All,

The up-zoning will happen but it doesn't have to be mismanaged.

* We're looking at 10k additional people and the worry is inter-traffic through Posey tube and Park Ave. I've lived in middle Alameda for the past 3 years and it has gotten noticeably worse. The tunnel is a deathtrap with no ingress of fresh air when leaving the island which can take between 10-15 minutes.

* Pursue all avenues to lift the cap at the old Naval base and provide the majority of new housing over there. With that, however, we need another tunnel or bridge on the West End.

* Consider adding housing units along the estuary, particularly the underutilized shopping district.

* Allocate more housing units to non-historic blocks on the **Park St. and Webster St. corridors**.

Thank you

From: [Donna Fletcher](#)
To: [Marilyn Ezzy Ashcraft](#); [Malia Vella](#); [Tony Daysog](#); [Trish Spencer](#); [John Knox White](#); [Lara Weisiger](#); [Andrew Thomas](#)
Subject: [EXTERNAL] Please Correct the Zoning of the Harbor Bay Club
Date: Monday, November 15, 2021 11:10:15 PM

Dear Mayor Ashcraft and Members of the Alameda City Council,

I am writing to ask you to protect the Harbor Bay Club use as permanent recreational space for Alameda citizens by changing its zoning to reflect its use over its 40-year lifetime.

The City has confirmed the recreation use of the Harbor Bay Club site many times, most recently in 2015 when the Alameda City Council voted unanimously 4-0 to confirm its current use and not rezone it for housing.

It is now time to align the Harbor Bay Club property with its historical precedent as a community recreation center. To remove the Harbor Bay Club from its current use takes away a valuable community resource that can never be regained. Please take action to protect the Harbor Bay Club and its 10-acre site with adequate zoning that reflects its current use.

Thank you for your consid,
Donna Fletcher
112 Centre Court, Alameda

From: [Laura Ramirez-Gonzalez](#)
To: [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Tony Daysog](#); [Malia Vella](#); [Trish Spencer](#)
Cc: [Eric Levitt](#); [Gerry Beaudin](#); [Andrew Thomas](#); [Lara Weisiger](#); [Allen Tai](#); [Ronald Curtis](#); [Alan Teague](#); [Rona Rothenberg](#); [Asheshh Saheba](#); [Teresa Ruiz](#); [Hanson Hom](#); [Xiomara Cisneros](#)
Subject: [EXTERNAL] Lift Navy Cap at the Base to relieve overbuilding
Date: Monday, November 15, 2021 8:41:59 PM

Dear Alameda Mayor and City Council Members,

I implore you to move as quickly as possible to lift the building cap policy at the Alameda Navy Base in order to comply with the new housing requirements being imposed on our city by the state. It is completely unreasonable to expect the portions of the city that are already packed with homes and extremely limited public areas to accommodate more housing when we have such an immense and almost extravagant expanse of land at our disposal at the base.

Your delays in making this decision imply a gross disregard of the wishes of the community of Alameda and a complete lack of common sense.

Please allow Trish Spencer's referral asking the Council to formally vote on this lift the cap policy to be heard and vote in favor of lifting the cap as soon as possible.

With regards,
Laura Ramirez-Gonzalez
1035 Via Bonita
Alameda, CA 94502

From: [Peter Conn](#)
To: [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Tony Daysog](#); [Malia Vella](#); [Trish Spencer](#)
Cc: [Eric Levitt](#); [Gerry Beaudin](#); [Andrew Thomas](#); [Lara Weisiger](#); [Allen Tai](#); [Ronald Curtis](#); [Alan Teague](#); [Rona Rothenberg](#); [Asheshh Saheba](#); [Teresa Ruiz](#); [Hanson Hom](#); [Xiomara Cisneros](#)
Subject: [EXTERNAL] Housing Element Concerns
Date: Monday, November 15, 2021 7:35:28 PM

Dear Mayor Ashcroft and esteemed Council Members:

I am writing to show my support for letters recently sent by the Alameda Citizens Task Force (ACT) and the Alameda Architectural Preservation Society (AAPS) regarding the Housing Element.

I implore you to take a smart growth approach in meeting our ABAG required 5353 housing units, and urge you to take the following action:

Remove the R2-R6 up-zoning on the proposed housing element plan, and adopt a consideration to maintain ADUs to no more than current state allowance of 16 feet in the R1 neighborhoods so as not to impose-height related privacy encroachment on the neighbors.

Pursue all avenues to lift the cap at the old Naval base so that new housing can be built there. Please provide a public report detailing the current status of the project for removing the housing cap at Alameda Point.

Support and encourage homeowners and businesses to submit applications to the California Register of Historic Resources to protect architectural design and height limits to our neighborhoods, including the areas called "The Stations" where the old trolley cars once stopped.

Consider adding housing units along the estuary, particularly the underutilized shopping district.

Allocate more housing units to non-historic blocks on the Park St. and Webster St. corridors.

Address the parking issue that will result from the construction of the proposed 5353 units. Provide a solution to the latest decision to remove all parking requirements for new buildings. Like it or not, the amount of cars on the island will increase in direct proportion to the number of new units built, and we need a realistic plan to deal with this.

Thank you for your attention to these matters.

Sincerely,
Peter Conn