

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

PROVIDE THE TEXT FOR THESE SECTIONS.

**SPOTLIGHT**

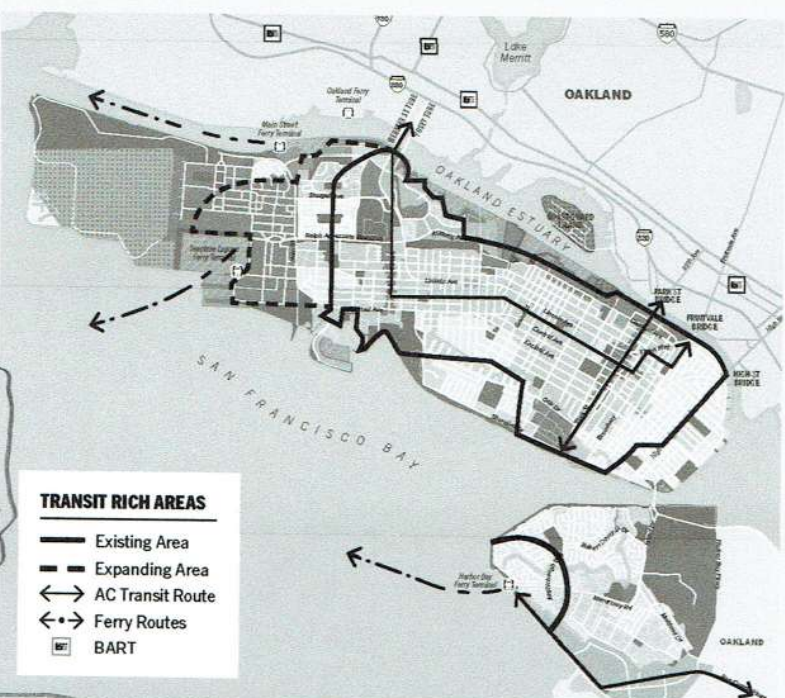
**WHERE ARE THE TRANSIT-RICH LOCATIONS IN ALAMEDA?**

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

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

SEE POLICY CC-10A  
stop?

was 1/4 mile in previous draft



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

**LU-17**

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

**Action:**

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

Architectural consistency

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

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

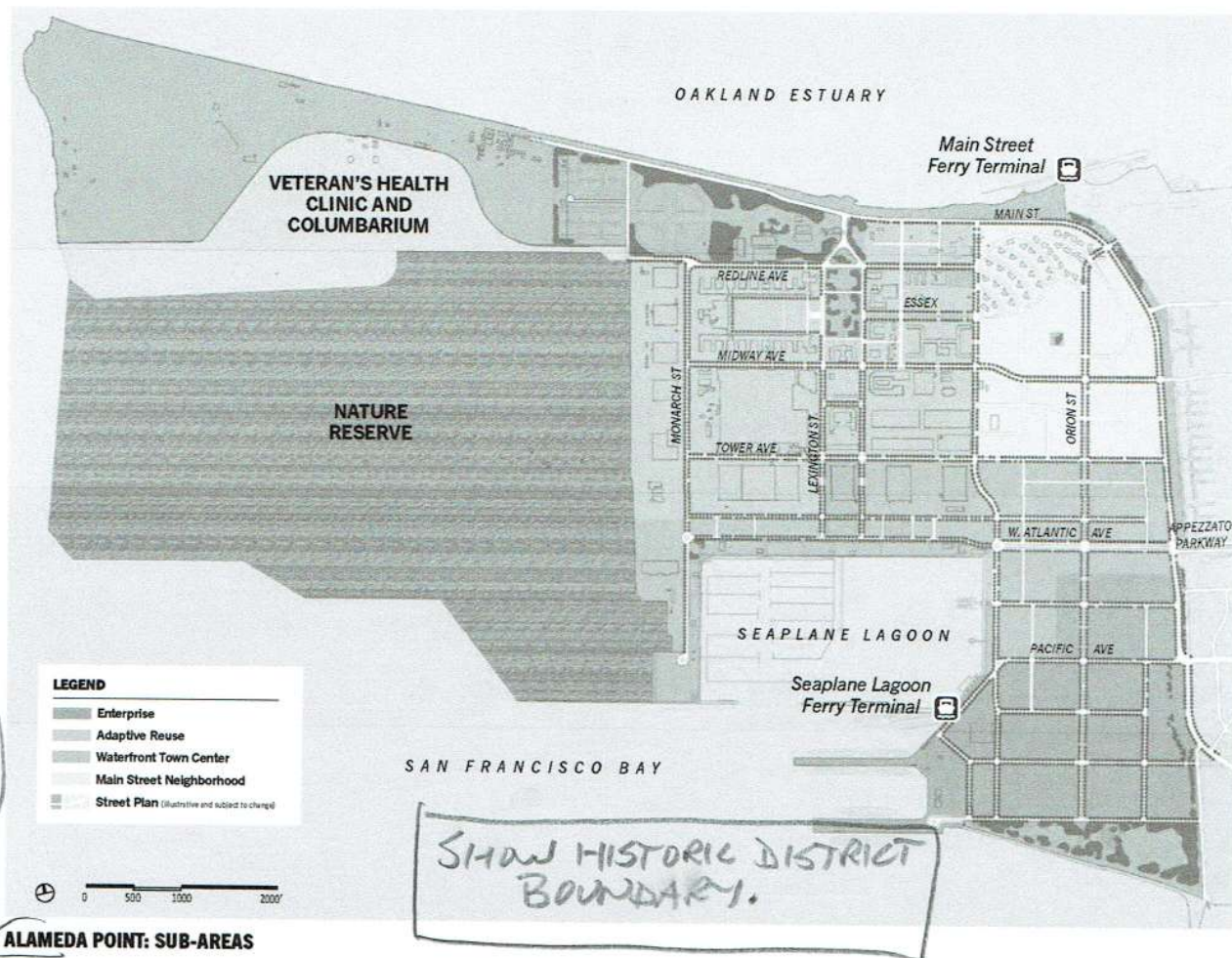
PROVIDE A "SPOTLIGHT" ON "RESTORATION" THAT INCLUDES THE SECRETARY OF THE INTERIOR'S DEFINITION.

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

MARCH 2021 DRAFT

PROVIDE A "SPOTLIGHT" FOR THE CHBC.



**LU-18**

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

**Actions:**

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



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

**LU-19**

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

**Actions:**

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

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

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

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

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

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

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

WHERE ARE ALAMEDA'S PDAs?



**LU-20**

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

**Actions:**

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

**LU-21**

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

**Actions:**

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

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

**LU-23**

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

**Actions:**

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





## GOAL 4: DESIGN

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

#### POLICIES:

##### LU-24

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

#### Actions:

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

##### LU-25

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

#### Actions:

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



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

## LU-26

**Architectural Design Excellence.** Promote high quality architectural design in all new buildings and additions to complement Alameda's existing architectural assets and its historic pedestrian and transit-oriented urban fabric.

**Actions:**

- In areas with mostly pre-1942 buildings, maintain architectural consistency with those buildings.*
- Diversity.** Encourage a broad range of architectural styles, building forms, heights, styles, materials, and colors to enhance Alameda's rich and varied architectural character and create visually interesting architectural landscapes within each neighborhood and district.
  - Creativity.** Encourage ~~and support creative and contemporary~~ architectural design that complements, ~~but does not mimic~~ existing architectural designs in the neighborhood or district.
  - Harmony.** Harmonize the architectural design of new buildings with the architectural character of the surrounding buildings to create a visually appealing architectural landscape.
  - Human Scale.** Promote accessible, human scaled designs that ensure that ground floors are easily accessible and visually interesting from the public right-of-way by facing buildings toward the street, using higher quality materials at the ground floor, providing pedestrian-scaled lighting, and minimizing the extent of blank walls along ground floor elevations with doorways, windows, art, landscaping, or decorative materials.
  - Regulations and Guidelines.** Promote design excellence by ensuring that City development regulations and design guidelines clearly express the intent and support for creative and innovative design solutions. Guidelines should focus on desired outcomes, ~~rather than prohibited outcomes.~~

## LU-27

**Neighborhood Design.** Protect, enhance and restore Alameda's diverse neighborhood architecture and landscape design while encouraging design innovation and creativity in new residential buildings and landscapes. (See also Policy HE-15).

**Actions:**

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

## LU-28

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

**Actions:**

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



**LU-29**

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

**Actions:**

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

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

**LU-30**

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

**Actions:**

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

WHAT IS WORK WITH TALLER DESIGN LINES FROM EXISTING BUILDINGS, ESPECIALLY HISTORIC BUILDINGS.