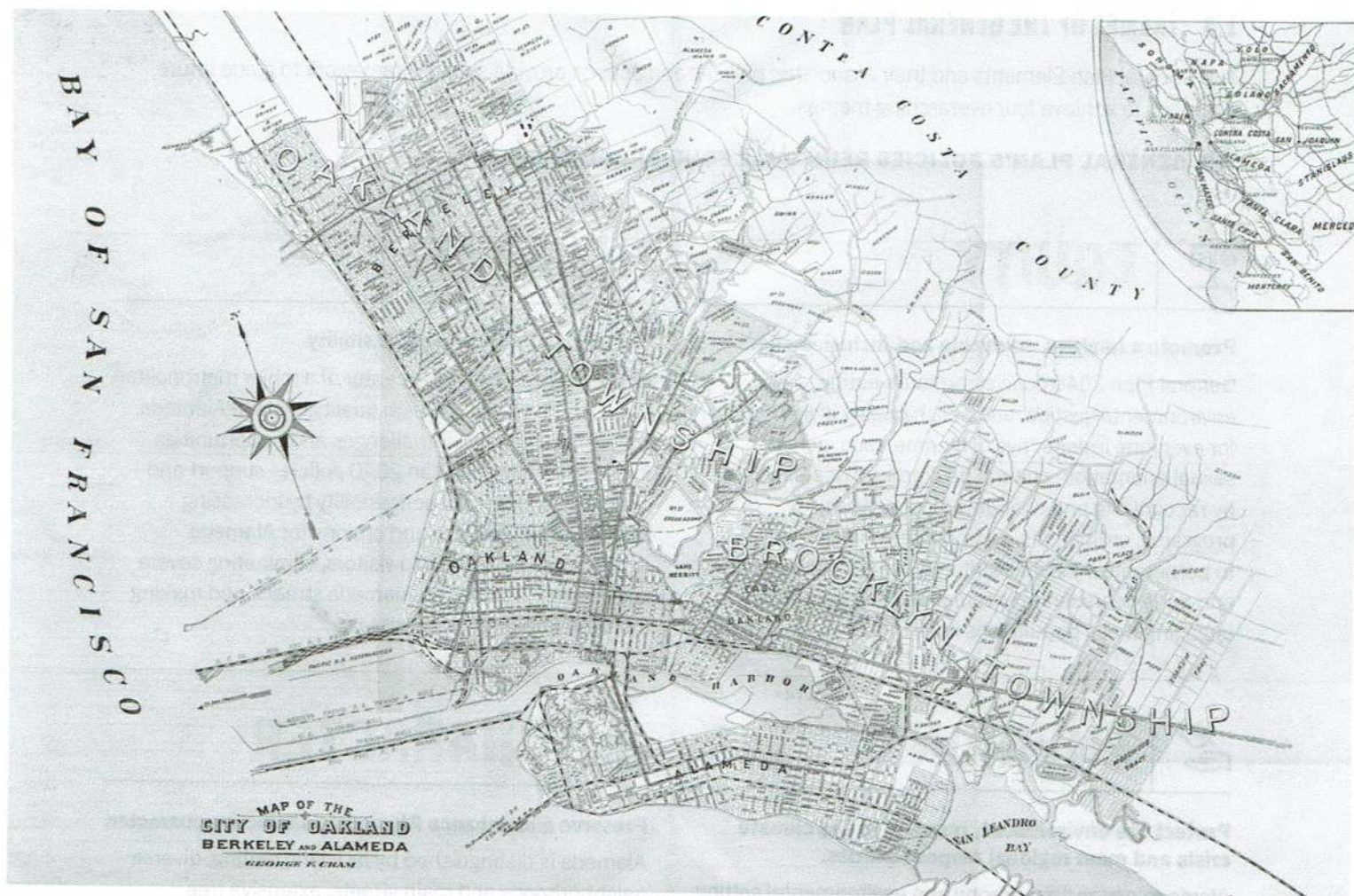


EXHIBIT A TO AAPS 6/1/21 LETTER TO ALAMEDA PLANNING BOARD**FIGURE 1.1: ALAMEDA AND SURROUNDING AREAS IN 1908**

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

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

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



## 1.4 THEMES OF THE GENERAL PLAN

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

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



## EQUITY

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

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



## ACCESS

### Enhance mobility and accessibility.

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



## ENVIRONMENT

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

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



## CHARACTER

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

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

*historic buildings*





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

### GOAL 1



#### **CHARACTER**

*and architecturally distinguished*

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

### GOAL 2



#### **ECONOMY**

Strengthen and diversify the Alameda business community and economy.

### GOAL 3



#### **SUSTAINABILITY**

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

### GOAL 4

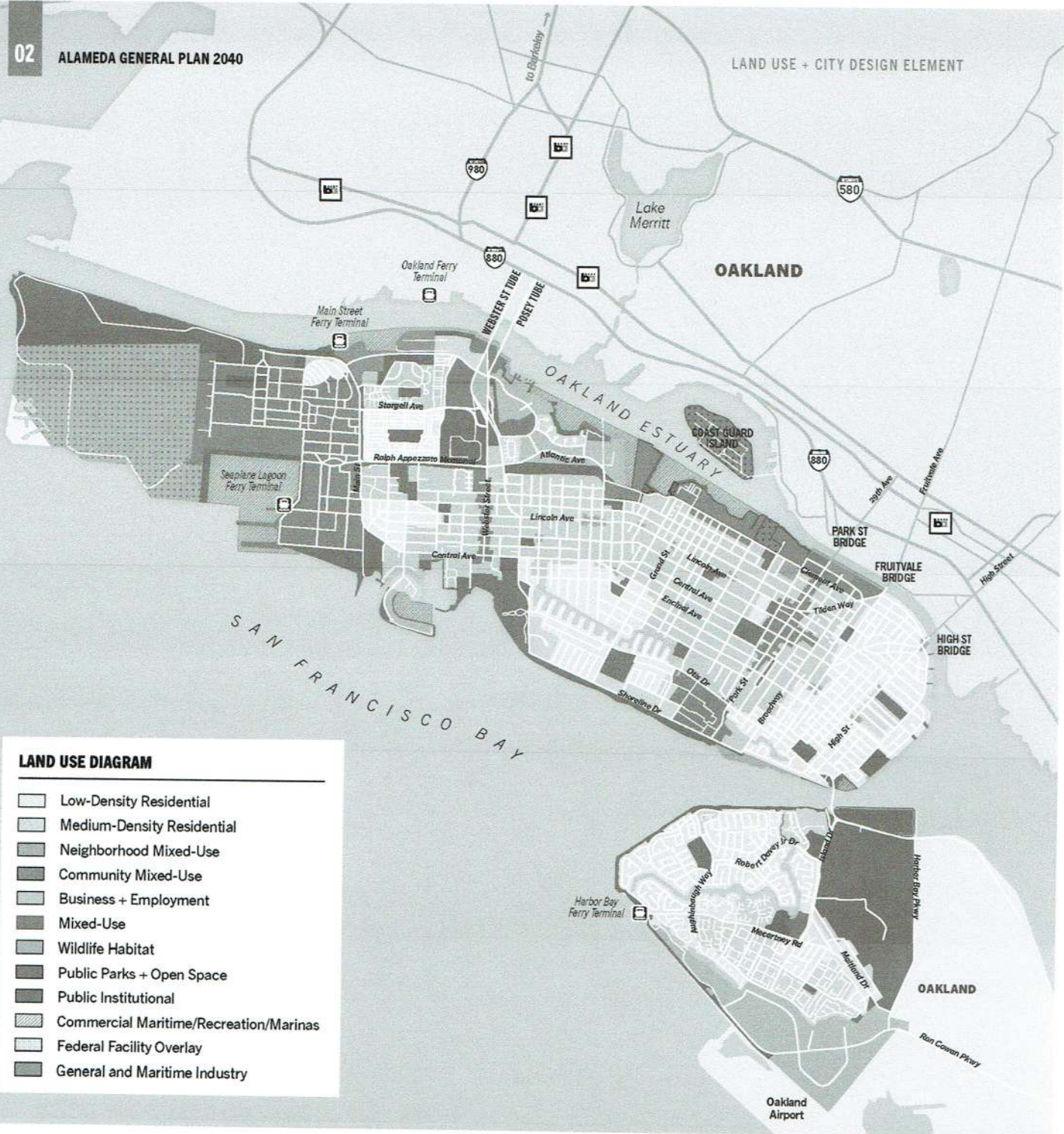


#### **DESIGN**

Promote sustainable, high-quality, accessible city design.

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





## 2.1 LAND USE CLASSIFICATIONS AND DIAGRAM

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



# The General Plan land use classifications, include:

## NEIGHBORHOODS

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

Low-Density area zoning regulations (i.e the R-1 zoning district) should permit a maximum height limit of 30 feet, accessory and junior accessory units, and maximum residential density of 13 units per acre. *with a significant portion over 25 units per acre.*

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

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



## SPOTLIGHT

### FAR: FLOOR AREA RATIO + DENSITY

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

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

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

### FLOOR AREA RATIO (FAR)

1 STORY  
(100% LOT COVERAGE)

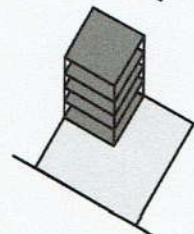
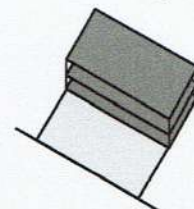
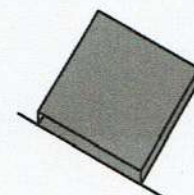
FAR = 1:1

2 STORY  
(50% LOT COVERAGE)

FAR = 1:1

4 STORY  
(25% LOT COVERAGE)

FAR = 1:1



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

INSERT FROM NEXT PAGE (PAGE 6 OF 27)

mostly

8.7/2



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

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



## SPOTLIGHT

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

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

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

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

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

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

PROVIDING MULTIFAMILY HOUSING TO PRE-EMPT ARTICLE 26.

PROVIDE CITATION

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

21.78

in buildings with three or more units

in a 1-2 unit building

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

## MAIN STREETS, STATIONS AND CENTERS

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

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

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

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

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

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

SEE REPLACEMENT TEXT AT BOTTOM OF P. 24

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



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

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

SEE P. 26  
COMMUNITY

### BUSINESS AND WORK

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

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

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

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

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

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



### SPOTLIGHT

#### HOUSING GROWTH OPPORTUNITY AREAS

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



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

#### COMMUNITY MIXED-USE AREA:

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

#### MIXED-USE AREA:

- Alameda Point
- Northern Waterfront
- Coast Guard Island

IS THERE A PROPOSAL FOR THE COAST GUARD TO LEAVE?

#### MEDIUM DENSITY RESIDENTIAL:

- North Housing at Singleton
- Infill Sites

PROVIDE EXAMPLES.





## GOAL 1: CHARACTER

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

### **POLICIES:**

#### **LU-1**

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

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

##### **Actions:**

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

#### **LU-2**

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

##### **Actions:**

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





## SPOTLIGHT

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

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



### WALKABILITY

Alameda, like all great places, is walkable. Short blocks, generally two lane roads, a traditional street grid, street trees, and a network of public parks and open spaces, a pair of commercial "Main Streets", and human-scaled buildings, make walking in Alameda pleasant and comfortable.

### CITY OF NEIGHBORHOODS AND MAIN STREETS

Alameda is a city of neighborhoods and main streets that has endured and evolved over time. Walkable, mixed-use neighborhoods with nearby parks and main streets, living in Alameda feels more like living in a small town than living in a metropolitan city of 80,000. General Plan policies preserve and build on this neighborhood fabric to accommodate inclusive residential and commercial growth while maintaining its charm.

### LEAFY STREETS

The mature deciduous and evergreen trees along Alameda's city streets and in its parks are critical to Alameda's neighborhood character. Systematic planting of a variety of younger specimen trees in the future is essential to maintaining and expanding Alameda's urban forest for future generations.

### CONNECTED TO NATURE

Memorable towns and cities are often surrounded by natural areas or defined by natural features, such as a river or a lake. Alameda's island setting contributes to its distinctive feeling of being connected to nature. Alameda's street grid provides multiple ways to explore the outdoors and easily connect to the water's edge. Maintaining Alameda's network of public open spaces and parks and promoting improvements to retain and enhance access to the water for all Alamedans will be essential to maximizing and preserving Alameda's unique natural assets.

### HUMAN SCALE

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

### QUALITY ARCHITECTURE AND DESIGN

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

and maintenance

dating back to the mid-19th Century and

many have architectural significance

clearly promote design excellence



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

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

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



SPOTLIGHT

### WHAT IS AFFORDABLE HOUSING?

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

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

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

#### LU-3

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

#### Actions:

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



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

DEFINE AND/OR GIVE EXAMPLES



**LU-13**

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

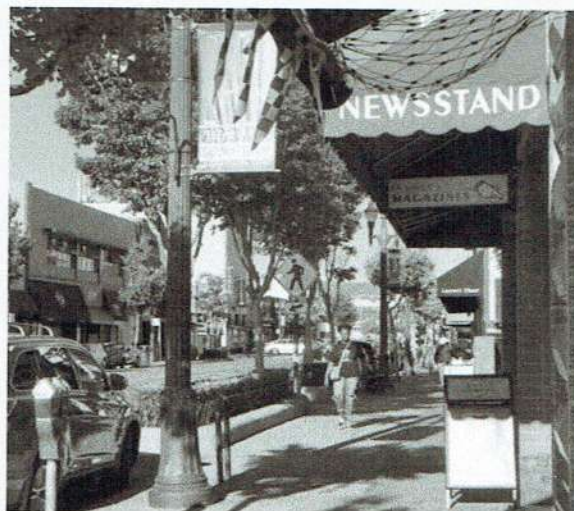
**Actions:**

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

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

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

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







## SPOTLIGHT

## PLAN BAY AREA

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

## FOUR KEY ISSUES:



ECONOMY



ENVIRONMENT



HOUSING



TRANSPORTATION

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

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

WHERE ARE THE PDAS IN ALAMEDA?

## LU-16

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

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

## Actions:

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

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